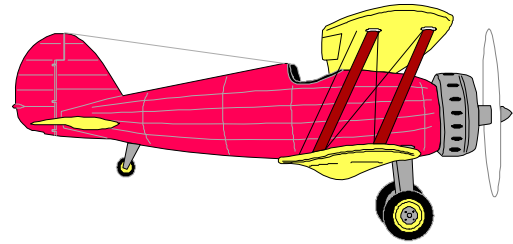


SKYWRITING



November 2007

October Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	www.netexpress.net/~flyingcc	Local ASOS Numbers
N5303L	17.9	April 2007	September Surcharge: \$.??/gal	
N80213	20.7	June 2007	Moline	309-799-7096
N8114F	27.6	May 2007	Davenport	563-388-2154
N2516V	30.3	September 2007	Clinton	563-243-8934
N7008F	1.2	July 2007	Muscatine	563-263-0902
Total Hours:	97.8	(Down from 126.5 in September)	Dues Paying Members: 56	

The Next Plane Wash is in Spring 2008

Membership News

Please welcome **Namtrung Nguyen** and **Brian Johnson** to our club. Both men live in Davenport, and were joined on October 9th.

Namtrung is a student pilot, and is president of Hi HO Mongolian Grilles.

Brian is a CFII, and heavy equipment operator for R J Wolf and Sons.

It's nice to have them aboard.

Thank You!

The Board would like to say *Thank you* to everyone who turned out for the plane wash on October 6th.

As far as I know only the Cherokee 6-300 escaped the strong hands and elbows of club members eager to clean those airplanes, and that loss bit us a bit. (See 6-300 update)

A special thanks to **Mike Smith** for degreasing the bottoms of the other four airplanes.

Riding with the Blues

If you want to know what it's like to fly with the Blue Angels, go to this web site, and with a high speed Internet connection you can really see what the passengers experience.

<http://alt.coxnewsweb.com/ajc/swf/blueangels/blueangels.swf>

Cherokee N7008F Update

Gene Fildes, our club president, flew the 6-300 up to Marshfield, Wisconsin in

October. A possible buyer is located there, and he wanted to do a pre-purchase inspection with his mechanic.

We received some bad news from the buyer. First, his mechanic believes the engine is shot. Yes, we have less than 400 hours on the engine. Yes, our annual inspection held less than 20 hours ago showed compressions were very good. The buyer's mechanic failed to do a compression check recommended by Lycoming, Continental, the FAA, and everybody else in the business. Supposedly, the oil on the belly of the airplane was evidence the engine was blowing oil. Nevertheless, the sale was not completed.

We also found out the work done to the paint and interior was never entered in the airframe log book. That is a major omission.

They also pointed out the prop AD is coming up soon. We knew about that, and would have given them consideration.

Concerning the prop we have the opportunity to change the prop to a 3 bladed prop, or change the prop hub to one engineered to eliminate the 100 hour inspection of the hub.

3 bladed props are generally smoother, and have better climb performance, but they are not as efficient in cruise. So I have not been in favor of having one. However, in this case it will come down to economics.

Flying Into N'leans

Jack was sitting on the plane when a guy took the seat beside him.

The guy was an emotional wreck, pale, hands shaking, moaning in fear.

"What's the matter?" Jack asked.

"I've been transferred to New Orleans, and there's crazy people there. They've got lots of shootings, gangs, race riots, drugs, poor public schools, and the highest crime rate."

Jack replied, "I've lived in New Orleans all my life. It's not as bad as the media says. Find a nice home, go to work, mind your own business, enroll your kids in a nice private school. It's as safe a place as anywhere in the world."

The guy relaxed and stopped shaking and said, "Oh, thank you. I've been worried to death. But if you live there and say it's OK, I'll take your word for it. What do you do for a living?"

"Me?" said Jack. "I'm a tail gunner on a Budweiser truck."

Elliott Changes to BP

A Report by Joe Gallagher

BP will be available at Elliott's November 1st. I visited with Julie of Elliott's and the BP rep. The following was concluded.

1. We need to make application for a Company card because we are a Corp. Company credit cards do not receive the 5% rebate that personal credit cards will receive.
2. The Flying Country Club will continue to receive the 30 cent per gallon discount.

We cannot ask any individual to make his card available to the club to be put on file at Elliott's so here is my suggestion.

As in the past the pilot will go over to Elliott's ramp and fill. This will get us a 30 cent per gallon discount.

If the pilot has a BP Visa card he should present and request the FCC discount so as to apply the charge to his account and receive the discount. If he doesn't have or does not want to charge to his card the charge will be applied to FCC card which will be on file. I will get the statement for the FCC charges, no further discounts or rebates will be received.

If the charge was applied to the pilot's card, he will make certain the 30 cent per gallon credit is applied and send the treasurer the fuel tickets along with a check for the pilot's balance due from his last statement. The pilot will receive full credit for the fuel total charged to his card less 30

cent per gallon if the discount was not received at time of purchase. The pilot will receive billing from the credit card company (Chase) and will receive a 5% rebate for his BP fuel charges. If he uses the card for other personal purchases other rebates may apply. These accumulated rebates can be requested in form of a debit card or check.

The following will occur:

Our cost for fuel at Elliot's will be somewhat the same as in the past. We should not receive as large a bill as in the past because most pilots will be paying for their own fuel and turning that in as payment for his bill.

If the pilot chooses to use his credit card for fuel payment he will actually fly a little cheaper. (If he purchases 50 gallons @ 4.75 per gallon his rebate will be \$11.88. If that was 5.6 hours on the Cardinal with a burn rate of 9 gph the hourly cost to the pilot would be reduced by \$2.12). Not much but if a pilot put 100 hours annually his savings would be about \$212 at the rate.

The pilot can use his BP Visa card for fuel at other locations and receive the 5% rebate.

As in the past additional credit will be given if the pilot purchases from locations with cost less than Elliott's but will only receive credit up to Elliott's price if purchases cost more per gallon than Elliott's.

Surcharge

Joe Gallagher emailed that since fuel at Elliott Aviation was up to \$4.72/gallon this month, he increased the rates on the aircraft as follows: C152 - \$1, C172, Archer, Cardinal - \$2, and the 6-300 - \$3 per gallon.

From Your Board of Directors & Staff

Gene Fildes, President **Mark Conner, Director**
Joe Gallagher, Treasurer **Gary Hardy, Director**
Dennis English, Secretary **John Eagles, Alternate**

Newsletter – Dennis English

Webmaster – Gene Fildes

Plane Captains

C152	Mike Smith
Skyhawk	Richard Husson
Archer II	Mark Brault
Cardinal RG	Dave Sandholm
Cherokee 6	Tim Leinbach

Flight Instructors

Gene Fildes CFII
Brian Johnson CFII
Tim Leinbach CFII
Jerry Lowry CFII