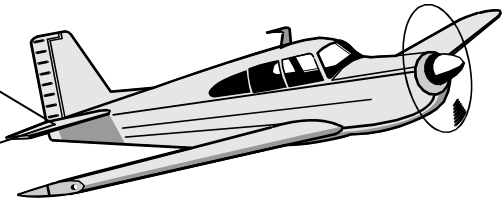


SKYWRITING



February 2008

January Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	<u>www.netexpress.net/~flyingcc</u>	<u>Local ASOS Numbers</u>
N5303L	5.6	April 2007	<u>December Surcharge: \$.47/gal</u>	
N80213	3.3	June 2007	Moline	309-799-7096
N8114F	13.3	May 2007	Davenport	563-388-2154
N2516V	.0	September 2007	Clinton	563-243-8934
N7008F	.0	July 2007	Muscatine	563-263-0902
Total Hours: 22.2		(Way up from 8.1 in December)	Dues Paying Members: 56	

The Next Plane Wash is Saturday, May 3, 2008

CAP Benefit

Playcrafter's Barn is presenting "Anybody for Murder?" a play directed by **Patrick Adamson**. The tax deductible tickets are \$10, and are available at the door. Proceeds go to support the **Quad City Cadets of Civil Air Patrol**. The reception begins at 6:30 pm and the play starts at 7:30 pm. For more information call 309-797-1588.

Annual Meeting

Mark your calendars for Saturday, February 16, 2008. Our Annual Shareholder's Meeting will be held on that day at 9 a.m. at the Civil Air Patrol Headquarters Building on the north side of the Quad City International Airport.

This year two directors 3 year terms expire, those currently held by Joe Gallagher and Gary Hardy.

Please return your proxy in the envelope sent with the proxy. Some members are very thrifty, and send their bill payment in with that envelope. Remember this: The bill may not be paid on time if you do that, since it does not go to the treasurer.

See you there.....

Plane Wash Date Set

Please mark Saturday, May 3rd on your calendars. That is the next plane wash. Hopefully, the weather should be good that time of year, and we'll get a lot done.

Cherokee N7008F Update

The board has turned the sale of N7008F over to AirMart, an aviation broker, for a 120 day period in order to sell it. The asking price has been set at \$139,000, which is well below what the club paid for it. We received only one offer, and it was too low to consider, so we are still waiting for some action on it.

Runway Safety Alert

14 CFR Part 91.129(i) – "Taxi to"

A clearance to "taxi to" the takeoff runway assigned to the aircraft is not a clearance to cross the assigned takeoff runway, or to taxi on that runway at any point, but is a clearance to cross other runways that intersect the taxi route to that assigned takeoff runway.

TFR's Will Abound

With the presidential campaign getting in full swing around the nation, so will the Temporary Flight Restricted areas. TFR's will pop up in response to political travel. Don't be the one who violates a TFR. Make sure you not only ASK for TFRs from FSS, but also check with the AOPA web site set up for that purpose. They will often be way ahead of FSS. Remember: The government is getting tough on violators.

FCC Fuel Rebate Procedure

Buy fuel from FBO's at a lower price per gallon, and the club will give you credit for what you saved. For instance: If you purchase fuel at Clinton at \$3.80 and Elliott is charging the club

\$5.06 with the discount you can receive approximately \$1.26 cents per gallon credit.

Elliott has been giving us 30 cents per gallon if you fill at their ramp (\$5.36-\$.30=\$5.06). If you choose to call a truck to the T-hanger you will be charged full amount for fuel, and that will be added to your bill at the end of the month.

If you purchase fuel off field and pay more than Elliott's discounted rate you will only receive their current discounted rate per gallon credit when you turn in your fuel ticket.

If you do not turn your fuel credits in promptly each month you may not be given credit because it is very difficult to determine what the fuel costs were at the time of your purchase.

If you purchase fuel at Clinton you must do the self-serve, turn in the ticket printed at that time with your name legibly printed on it, and put it in Joe Gallagher's folder in the file cabinet at the office. You must do this whether you use the Club's charge account to pay, or your own credit card to pay. The amount of credit you receive will make it worth your while to stop there and who knows, you may enjoy the extra flight time and landing. After all most of us need to be punching more holes in the sky to get more experience.

FSS Glitches? Report'em

The FAA and Lockheed need to hear about Flight Service glitches. They're listening, but pilots aren't reporting.

If you have any glitches or complaints regarding FCC service PLEASE call the free hotline, 888/FLT-SRVC) to report them. You can also use that line to pass on compliments as well.

LSA & the Club

Opinion by Dennis English

The following is excerpted from the web site, "SkyCatcher.com," and are remarks by Tom Aniello, VP of Marketing for Cessna. I think they are worthy of studying simply because as a flying club we should be concerned about the cost of flying. Increased cost of flying is killing our sport, and the introduction of LSA could do a lot to revive it. Further, I believe the Flying Country Club would be smart to invest in an inexpensive LSA aircraft, perhaps one already flying such as the Ercoupe or similar vintage light plane.

"The importance of the success of the SkyCatcher to the U.S.-led aviation industry cannot be overlooked. The population of licensed pilots has dropped roughly 30 percent since 1980. The light

sport aircraft market is based on providing an aircraft priced low enough to counteract the rising costs of owning and flying aircraft and attempt to reverse this trend. At less than half the price of a new C-172 Skyhawk, the SkyCatcher will bring the cost of flight training down to a level accessible to a much greater number of people. This will result in a significant increase in new pilot starts, as well as enable pilots who have been priced out of the market to fly a new aircraft."

New STL Low Altitude Routes

AOPA is supporting new low altitude routes around St. Louis congestion. AOPA has filed comments supporting an FAA plan to create two new low-altitude area navigation (RNAV) routes around the congested Class B airspace surrounding St. Louis (STL).

Through an agreement between Kansas City Center and St. Louis Approach, pilots already have been vectored onto the new routes, T-251 and T-272. Once all comments have been reviewed and the FAA has made a decision, the routes could be charted in as little as four months, allowing pilots to request the T-routes as part of their flight plans.

AOPA has supported T-routes since 2000 as a means to help general aviation traffic avoid congestion in and around Class B airspace; the routes are currently used in North Carolina, Florida, Ohio, and California, and they are in development in Atlanta.

From AOPA ePilot

Stay Current

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

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