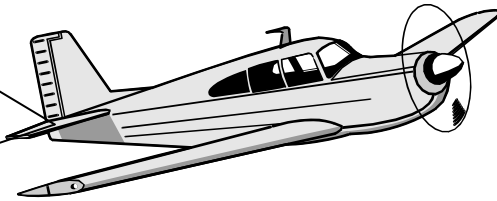


SKYWRITING



April 2008

March Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	www.netexpress.net/~flyingcc	Local ASOS Numbers
N5303L	12.0	April 2007	<u>February Surcharge: \$1.20/gal</u>	
N80213	9.9	June 2007	Moline	309-799-7096
N8114F	25.7	May 2007	Davenport	563-388-2154
N2516V	11.2	September 2007	Clinton	563-243-8934
N7008F	2.2	July 2007	Muscatine	563-263-0902
Total Hours: 61.0		(Up from 43.3 in February)	Dues Paying Members: 58	

The Next Plane Wash is Saturday, May 3, 2008

Plane Wash May 3rd

Joe Gallagher will be taking a well earned vacation trip between April 22nd and May 14th. That means a couple things.

Joe won't be able to cook breakfast for the plane wash crew May 3rd.

Joe won't be able to mail the member's statements out in the first week of May.

Arrangements are being made as this is written to work around Joe's absence. However, if something isn't quite right with the billing for April, that's part of the reason.

CAP Benefit

"Anyone For Murder" at the **Playcrafter's Barn** in Moline was a nice treat to watch. My wife and I agree, that when we see the titles of the plays it usually doesn't sound like something we'd like to see. However, each time we've gone we've been pleasingly fooled, and enjoyed them. It would be nice to see more of the aviation community out there supporting the Civil Air Patrol and enjoying themselves. As the Cubs fans would say, "Better luck next year."

Expensive Tire Repair

We had a problem with the nose gear tire on the C152 this last month. Apparently the tire was not inflated correctly, and broke the bead. The cost to fix the tire and have the airplane towed was \$310 to Elliott Aviation.

We know it is troublesome to check the tires. The nose gear is a pain, but what if the tire had gone flat on a landing or during the take off?

Redneck from Texas

A Redneck from Texas walked into a bank in New York City and asked for the loan officer. He told the loan officer that he was going to Bakersfield on business for two weeks and needed to borrow \$5,000 and that he was not a depositor of the bank.

The bank officer told him that the bank would need some form of security for the loan, so the Texan handed over the keys to a new Ferrari.

The car was parked on the street in front of the bank. The Texan produced the title and everything checked out. The loan officer agreed to hold the car as collateral for the loan and apologized for having to charge 12% interest.

Later, the bank's president and its officers all enjoyed a good laugh at the Texan for using a \$250,000 Ferrari as collateral for a \$5,000 loan.

An employee of the bank then drove the Ferrari into the bank's underground garage and parked it.

Two weeks later, the Texan returned, repaid the \$5,000 and the interest of \$23.07?

The loan officer said, "Sir, we are very happy to have had your business, and this transaction has worked out very nicely, but we are a little puzzled. While you were away, we checked you out and found that you are a multimillionaire. What puzzles us is, why would you bother to borrow \$5,000?"

The Texan Redneck replied, "Where else in New York City, can I park my car for two weeks for only \$23.07 and expect it to be there when I return?"

It Doesn't Pay To Lie

From AOPA ePilot

This Pilot was Sentenced to jail for lying on his Student License/Medical Application.

Ronald Crews was sentenced on March 20 to 16 months in federal prison and two years of supervised release after pleading guilty in 2007 to four counts of making false

statements to a federal agency, according to the District of Massachusetts U.S. Attorney's Office. Crews had lied to the FAA about his diabetes and dependence on insulin injections.

The charges resulted from an investigation into a February 2002 incident in which a passenger, who happened to be a student pilot, landed the Cessna 402 Crews was flying for an air taxi flight after he suffered a diabetic seizure.

"While this type of incident is extremely rare, it is a strong warning to all pilots," said Andy Cebula, AOPA executive vice president of government affairs.

TFR's Will Abound

Remember this is still an election year. Make sure before you go on that flight that you know for sure you won't penetrate any TFR's along the way.

Getting Around STL

Beginning June 5, pilots will be able to file flight plans for two new low-altitude area navigation (RNAV) routes that should make transitioning around St. Louis Class B airspace easier and more efficient. The new T-routes, T-251 and T-272, were endorsed by AOPA in formal comments filed earlier this year. 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. (AOPA ePilot)

Continental, Boeing, & GE to Test Biofuel in Airplanes.

From SME

The [Seattle Times](#) (3/14, Gonzalez) reports that Continental Airlines "is teaming up with Boeing and engine maker GE Aviation to test a plane powered by a new generation of renewable fuels," according to the company, making it "the first major U.S. airline to formally dabble in alternative energy, a trend that gains momentum as crude oil prices soar beyond their historical record." Continental executive Mark Moran called the test "a logical and exciting new step in our environmental commitment."

Unlike the recent Virgin Atlantic flight that used a 20 percent biofuel mix derived from nuts, "[i]n the upcoming Continental flight, the companies will look at different, more advanced biofuels,...with a blend ratio ranging from 20 to 50 percent." The Times explains that "the airline industry is focusing on so-called second-generation biofuels, based on marginal or experimental crops such as algae, switch grass and jatropha," because these do not impact the world's food supply. And while the IATA's proposal for "zero-emissions aircraft within 50 years" is viewed by many analysts as "unattainable,...increased biofuel use, combined with other measures, could help keep emissions in check."

Sustainable biofuels for aviation incorporate second-generation methodologies relative to fuel source selection and processing, which are uniquely suited for aerospace use," Aero-News (3/14) explains. "These biofuels can then be blended with kerosene fuel (Jet-A) to reduce dependency on fossil fuels." Aero-News adds that the "flight will use a Boeing 737 equipped with CFM International CFM56-7B engines."

(Ed: So now we'll be treated to the smell of French fries instead of kerosene?)

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