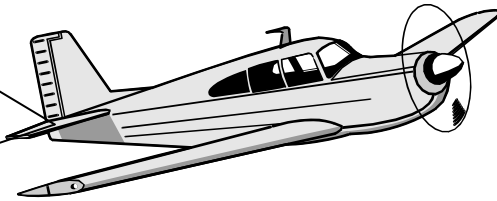


SKYWRITING



May 2008

April Flight Time*

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>
N5303L	00.0	April 2007
N80213	00.0	June 2007
N8114F	00.0	May 2007
N2516V	00.0	September 2007
N7008F	0.0	July 2007

Total Hours: ??.* (?? from 61.0 in March*)

www.netexpress.net/~flyingcc

Surcharge: \$?.??/gal

Local ASOS Numbers

Moline	309-799-7096
Davenport	563-388-2154
Clinton	563-243-8934
Muscatine	563-263-0902

Dues Paying Members: 58

The Fall Plane Wash is Saturday, October 4, 2008

Plane Wash May 3rd

Mike Much is the **2008 May Plane Wash Hero**. He stepped in and volunteered to be our cook at the May 3rd Plane Wash this year, and for that we are very appreciative. A hearty *Thank you!* to Mike from all of us.

However, another twist is in the works, since **Jim Goetsch** also wants to be our cook for the plane wash. As you know the QC Flying Eagles also washes their planes on the same day, and Joe has been cooking for them too. So the board decided that Mike and Jim should get together to do the breakfast. This should be a pretty good fete! I hope to see everyone there.

Members

Please welcome **Todd Buenting** to our club. Todd has had a long time desire to learn to fly, and is finally in a situation that allows him to do it. As most of will testify, he'll love it.

May Billing Change

Our treasurer, **Joe Gallagher**, is taking a vacation that will span over the plane wash and the end of April, which means a special case for the club's billing cycle.

This newsletter and the April bill will be sent out on April 22nd and not after the 1st of the month as usual. Any flight time flown between April 21st and 30th will be included with your May flight time in June.

However, it would be greatly appreciated if you *do* fly between the 21st and 30th that you calculate the value, and include it with the rest of your April bill.

Also, because of the "short month" our flight time numbers in the text box header will only reflect what is flown during the first three weeks of April, and not the entire month.

Spring TSM's

THUNDERSTORM BRINGS FLIGHT TO VIOLENT END.

On June 25, 2006, the pilot of a Piper PA-34 Seneca attempted to fly through a line of convective activity over Tafton, Pa. The extreme turbulence from a developing thunderstorm ripped the aircraft to pieces, killing the pilot and his two passengers. Witnesses said debris from the airplane continued falling for up to 10 minutes.

Don't let this happen to you. Make sure you avoid thunderstorms at any time of year even if you have an IFR ticket. If you don't have an IFR ticket, it might be a good idea to freshen a half hour of hood time with an instructor just in case you inadvertently fly into IMC.

The 6-300 Dilemma

The club is still trying to reduce the cost of operating the Cherokee 6-300. We'd love to keep the airplane, but we've never achieved the 15 members in the dues category necessary to support it.

The most recent idea is to reduce the number of pilots in the dues category to six. That would reduce the insurance cost by more than \$3,000. However, it would also mean losing the dues of the six pilots who would be out, *and* it would mean increasing the dues on the six remaining in the category by about \$14/month.

On a short time basis, if the club would save money overall, the club could subsidize the difference. However, after a thorough analysis the advantages and disadvantages are so close that more study was deemed necessary before doing anything.

Before we do anything more the club needs more piloting data regarding the six pilots who would remain in the category. So if you receive a call from Joe or Gene please understand what is going on.

So far, the airplane has not received any buyer attention since the last nibble. It seems the economy has had a detrimental effect on 6-300 sales. We are still hopeful.

Pilot Philosophy

A check ride ought to be like a skirt - short enough to be interesting, but long enough to cover everything.

It's better to break ground and head into the wind than it is to break wind and head into the ground.

New FAA motto: "We're not happy, till you're not happy!"

It only takes two things to fly: Airspeed and money.

Be Safe With Allergies

From AOPA ePilot

When your white car suddenly turns yellow, you know its pollen season, and with that pollen comes allergies. Fortunately, many over-the-counter and prescription allergy medications are allowed by the FAA. AOPA's Medical Certification Center Online offers a database of allowable drugs — a search for "allergies" or "allergic rhinitis" will bring up a list of allergy medications and their status. Even if the medication you're taking is OK with the FAA, use common sense. If you're taking a new medication, don't fly for 24 to 48 hours until you know how it affects you. And, if your medication makes you drowsy, don't fly. Ask your doctor for an alternative.

[http://www.aopa.org/members/databases/medical/search_faa_meds.cfm]

Questions? Call the medical certification specialists weekdays between 8:30 a.m. and 6 p.m. Eastern toll-free at 800/USA-AOPA.

High Speed Internet

There's a plan moving ahead to split the cost of Hi-speed Internet with the QC Flying Eagles. They would hold the base station, and the Flying Country Club would get the connection through an area wireless system. It would cost each club \$15 per month, plus the initial cost of equipment. We're still expecting more details to evolve, so we'll keep you informed as we get newer information. Our club is also looking at replacing our ancient computer with a newer, faster PC.

Quad City Air Show

The QCAS will be held again this year in June, and the board decided to show a couple airplanes again. It was decided to show the 6-300 and the Skyhawk. This year the QCAS is being held the weekend of June 21-22.

Stay Current

From Your Board of Directors & Staff

Gene Fildes, President **Mark Conner, Director**
Joe Gallagher, Treasurer **Gary Hardy, Director**
Dennis English, Secretary **Dick Kvach, Alternate**
Newsletter – Dennis English
Webmaster – Gene Fildes

Plane Captains

C152 **Mike Smith**
Skyhawk **Richard Husson**
Archer II **Joe Gallagher**
Cardinal RG **Don Fey/Dave Sandholm**
Cherokee 6 **Tim Leinbach**

Flight Instructors

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