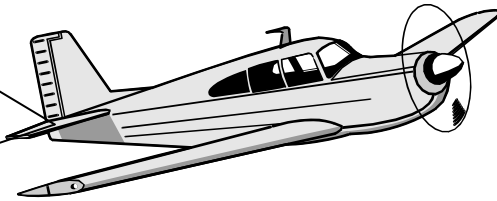


SKYWRITING



June 2008

April-May Flight Time*

<u>Aircraft</u>	<u>Hrs</u>	<u>Hrs</u>	<u>Last Annual</u>
N5303L	8.1	18.2	April 2008
N80213	15.3	13.2	June 2008
N8114F	24.9	7.6	May 2008
N2516V	9.9	24.6	September 2007
N7008F	0.0	5.1	July 2007

Total May Hours: 68.7 (Up from 58.2 in April)

www.netexpress.net/~flyingcc

Surcharge: \$1.30/gal

Local ASOS Numbers

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

Dues Paying Members: 60

The Fall Plane Wash is Saturday, October 4, 2008

Plane Wash May 3rd

It was one of our most disorganized plane washes, but a few stalwart club members did what they had to do and cleaned airplanes. It was a chilly sprinkling day, so they did what they could outside, and finished the planes in the hangers.

Members

Please welcome **Bob Herman** and **Matt Peroutka** to the Club. Both men are student pilots, and were referred to us by other pilots.

Bob lives in Davenport. He's a former skydiver, and owns Quad City Spring. He wants to learn to fly to enjoy the experience.

Matt lives in Taylor Ridge. He's a young man, and wants to solo before his 16th birthday.

Please welcome both men to our club, and help them be comfortable as they learn our club culture and their way around.

Falling Hours in GA

As an economic barometer, the figures for general aviation suggest fuel prices and the economy may be hitting the little guys hard. The evidence is indirect and co-relational, but abundant. Friday, AVweb's fuel finder, located at AVweb.com, showed prices for 100LL averaging more than \$5.30 per gallon (Elliott Aviation \$6.18 w/o discount) and that they had climbed eight cents since the previous week. A review of activity at FAA and contract towers for 2007 included in FAA's Aerospace Forecast for 2008-2025 stated, "At the end of 2007, non-commercial aircraft activity was 16.1 percent below the activity in 2000, having declined each year since 2002." The FAA's most recent year-over-year records available online show the difference in hours flown by recreational pilots in 2005 and 2006 -- recreational pilots flew about 125,000

fewer hours in 2006 than the prior year. If that's just a bump in the road, it's a bump in a road that's been headed downhill for years. FAA figures show that fixed-wing piston aircraft flown for personal use flew about 2.3 million fewer hours in 2006 versus 2000.

As for sales of small aircraft, light sport aircraft in the first quarter of 2008 dropped 30 percent from six months prior, according to industry watchdog Dan Johnson. The General Aviation Manufacturers Association (GAMA) showed sales of piston aircraft fell 28 percent when compared with the first quarter of 2007. Showing a stark class divide, general aviation business flight hours appear unaffected as do sales of business aircraft, and both may be carrying their respective tallies -- plus total hours and sales figures for general aviation as a whole -- higher.

6-300 News

AirMart has been given a new 90 day contract to broker our Cherokee 6-300 for a 4% fee. We're asking \$129,900 for the airplane, which is a very nice price for a buyer. However, the market for this airplane has been very soft due to many economic factors, which you are likely aware.

Top 3 Fuel-saving Techniques

By AOPA Pilot Information Center staff

A top concern among AOPA members is the rising cost of avgas. Although alternate fuel sources are being explored all over the world, it will be some time before any of them have a direct impact on general aviation.

You can minimize the hit to your wallet by practicing a few simple fuel management techniques. Proper leaning combined with a lower economy cruise setting and a cruise descent profile can result in significant savings. Also,

remember when you're planning cross-country flights to check FBO fuel prices in [AOPA's Airport Directory](#) for the best deals.

Leaning

Leaving the mixture knob forward the entire flight is a big fuel waster; not to mention that a full rich mixture at cruise power can actually hurt some engines by causing rougher engine operation and vibration. When properly done, leaning provides greater fuel economy, smoother operation, and longer engine life.

Most engine manufacturers recommend leaning when operating at or below 75-percent power. Above 75-percent power, the engine needs more fuel to help keep it cool. Flying lean of peak is another step to maximize your fuel savings. We'll leave this decision up to you per the manufacturer's recommendations.

On longer cross-country flights, adjust the mixture to account for pressure and weather changes and changes in altitude to maintain the best economy fuel/air ratio. On the ground, at lower power settings, you don't have to worry about over-leaning. You can save fuel by leaning aggressively during taxi.

Economy cruise

In combination with proper leaning techniques, consider bringing the throttle lever farther back during cruise. A best-economy power setting will provide the most miles for the gallon.

For instance, on a 200-nm cross-country flight in a Piper Archer, bringing the power to 65 percent at best economy will save 3 gallons (6 gallons round trip) when compared to flying at 75-percent best power. [AOPA's Real-Time Flight Planner](#) shows the flight arriving nine minutes later when flying at 65 percent. Time is valuable, but nine minutes is likely worth the \$18 savings on each leg of the flight.

Aircraft manufacturers provide best-power and best-economy fuel flow based on proper leaning technique, so fly at the recommended power setting. Simply leaning at a random power setting or only reducing power without touching the mixture won't yield the desired fuel burn and may lead to serious fuel mismanagement.

Cruise descent

The most poorly managed segment of a flight is the descent. Instead of flying straight to the airport traffic pattern, leave the power setting where it is and prepare for a gradual 500-fpm descent to the airport.

If, for example, you are cruising at 5,500 feet msl and want to descend 3,500 feet to the traffic pattern altitude, start your descent about 15 miles out to achieve a smooth cruise descent profile. No

need to touch the power, just lower the nose slightly with a trim adjustment. The passengers in the back will also enjoy this smooth and well-planned descent. Compared to the alternative practice of arriving at the airport high and adding time in flight by circling down to the proper altitude, you can save \$6 in fuel costs.

Over the course of a 200-nm cross-country in the Archer, a pilot can save a gallon by leaning when taxiing on the ground, 4 gallons in flight with proper leaning and economy power settings, and another gallon with a cruise descent.

At a total of 6 gallons and \$6 per gallon, that's \$36 one way and \$72 round trip! Over the course of a dozen flights, investing a few minutes of your time each leg of your trip will yield a savings of hundreds of dollars. Not a bad way to fight back against inflated fuel costs.

High Speed Internet

Scott Latham has provided our club with a new computer. If you've been used to using the old one watch out! The new one is much faster. Thanks Scott!!

Jim Strickland, a former active member of the FCC, and now an Eagles member, is installing our new high speed link to the Internet. When that is complete we'll share the modest cost with the Eagles. Thanks to Jim for setting this link up for us.

Stay Current

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