

# QUAD-CITY AREA FLYING EAGLES

July 2010



## Flight Hours

Aircraft	June	2010	2009	2008	2007	2006	2005
N1626X, C210L	-	-	45.30	141.40	281.74	298.30	283.03
N59090, C210L	16.79	94.17	64.97				
N4352R, C172M	21.98	125.03	235.27	292.04	315.77	527.92	452.59
N6456P, C 152	41.70	133.90	163.90	162.90	279.90	206.60	377.26
N6012J, C-23 Beech	19.90	106.30	147.20	139.80	213.10	246.40	236.51
N733QH, C172Q	31.40	97.70	199.00	199.00	228.80		
Total	131.77	557.10	855.64	935.14	1,319.31	1,279.22	1,349.39

### *Congratulations*

Diane's student, Kayla Kasbohm, made a flight to Dubuque, IA on June 28th with a student pilot certificate and returned as a Private Pilot! Congratulations Kayla!

### *Leaning*

The hot humid air is here and this leads to spark plug fouling on taxi. It is a good idea (especially with the Lycoming engines) to lean the mixture before taxi. Lean until the engine is ready to quit then enrichen until it runs smooth for taxi. This should lead to good run ups ***“Don't forget to make it rich before takeoff”***

### *Keep All The Savings-KATS*

Since we began the KATS program in October 2009 members have purchased 1,977.6 gallons of fuel at FBO's other than KMLI and have saved \$1,803.89.

### *Fodder*

If you have anything of interest to the flying public or club members, ***please*** E-mail it to [flyfloats@mchsi.com](mailto:flyfloats@mchsi.com) as it will help me with the newsletter.

### *N4352R*

The Annual inspection on N4352R is done. There were no big surprises. The ignition key did have to be changed to eliminate then problem of it coming out with a hot magneto. I will try to make the door keys the same as soon as possible, but until then the ignition is different than the door.

### *Safety Pilots*

**Question:** If I am serving as a safety pilot, do I need to be instrument rated?

**Answer:** It depends. If flying under visual flight rules (VFR), the safety pilot does not need to be instrument rated.

There are two scenarios where the safety pilot is required to have an instrument rating:

1. If the safety pilot wishes to act as pilot in command under instrument flight rules (IFR), he or she must hold an instrument rating and be legally current to act as pilot in command. This is supported in a 1985 [FAA letter of interpretation](#):

“...should the aircraft be operated under instrument flight rules, even in visual meteorological conditions, Section 61.3(e) requires the pilot in command to hold an instrument rating appropriate to the aircraft operated. If, under such conditions, a pilot who is not instrument rated is flying an aircraft under a hood simulating instrument flight, the safety pilot on board the aircraft must then act as pilot in command and must also hold an instrument rating appropriate to the aircraft operated.”

2. If the pilot under the hood is acting as PIC on an instrument flight (IFR), the safety pilot legally becomes second in command and is required to be instrument rated under [14 CFR 61.55\(a\)](#).

The other question is do you have to have a current medical to act as a safety pilot?

The answer is yes.

### *Web Site*

The web site has been working well and there have been numerous inquiries as to the club. Hopefully this will bring new members that will have the opportunity to experience the joy of flying.

### *Weather*

Summer is upon us and I am told that we may break the drought with a little more rain. Seriously, there has been a lot of weather out there and this makes pre flight planning and good weather checks very important. Tim Lienbach as been very good about getting together some real good people for FAA safety seminars, so if you get a notice, go to the seminar and probably learn something that may save your life.