

Skywriting



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August 2018

	<u>July</u>	<u>Annual</u>
N94174	3.6	Feb 2018
N32204	11.2	Apr 2018
N8114F	21.4	May 2018
N4RB	16.8	Sept 2017
Totals:	53.0	29 pilots

Fall Plane Wash

Oct 6, 2018, 11 am

Rain Date

Oct 13, 2018

President	Charles Typinski
Secretary & Agent	Dennis English
Treasurer	Rollin Setterdahl
Safety Coordinator	Charles Typinski
Membership Chair	Charles Typinski
Directors	Charles Typinski Dennis English Tim Leinbach George Bedeian Rollin Setterdahl
Activity Coordinator	George Bedeian
Newsletter	Dennis English

Plane Captains

Ercoupe N94174— George Bedeian
Warrior N32204 – Rich Husson
Archer N8114F – Shane Newbanks
Bonanza N4RB—Charlie Typinski

Flight Instructor

Tim Leinbach CFII

Webmaster

Jeff Herman is our web master. Contact Jeff at
flashpoint_elite2006@yahoo.com

Where Was the Blimp?

I wondered why we hadn't seen the trademark blimp flying around during the John Deere Classic golf tournament. Weather was a factor with so many days of scattered TSM's in the region. Blimps are highly susceptible to the winds that accompany frontal movement and TSM's.

Warrior Oil

Rich Husson told the board at the meeting that the Warrior is using summer weight oil now. So please be recognizant of that when adding oil to the Warrior.

Newbanks Is Archer Plane Captain

Shane Newbanks has volunteered to be Plane Captain for the Archer. The board of directors extends it's appreciation for Shane taking over that responsibility. The Club keeps expenses down by taking advantage of volunteers to do various tasks.

Shane Newbanks is also our new Facebook Administrator

Shane has also volunteered to administer the Club's Facebook account. The board of directors extends it's appreciation and thank you to **Chuck Schronick** for his help in administering the Facebook page.



European ADS-B Mandate Won't Be Met

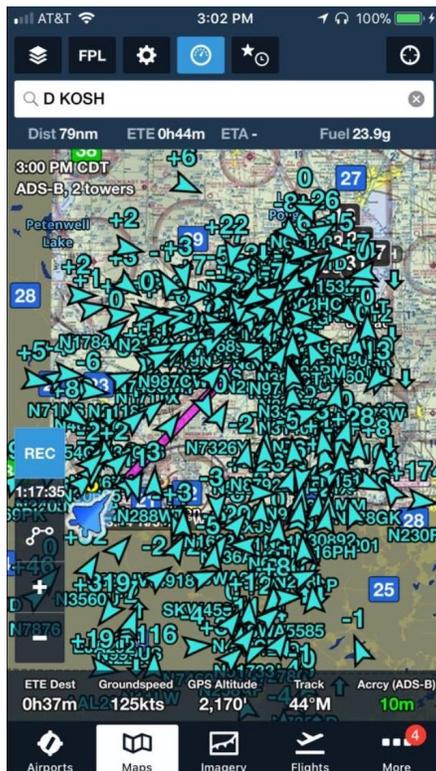
RUSS NILES IN AVWEB ONLINE

Many European operators say they won't meet the European Aviation Safety Agency's June 7, 2020, ADS-B mandate and EASA seems to be getting ready to cope with the patchwork of compliance that will result. "The retrofit of the complete European fleet is just impossible at this point in time to be completed in 2020," Jurgen Lauterbach, manager of corporate aircraft purchasing at Lufthansa, told an industry workshop on July 4. "We will not be ready, it's not possible, we'd like to support the project, no doubt about that, but we need to start with reliable plans from now," Avionics Today reported. Only about 20 percent of the airline fleet is equipped now and EASA appears to be facing that reality.

Agency officials told the workshop that it wasn't backing up the mandate but that it would work with non-compliant operators to get them in the system. That will likely include giving exemptions in exchange for firm plans for equipage. That's in contrast to the FAA's attitude about its Jan. 1, 2020, ADS-B mandate. The agency insists there will be no breaks for anyone who doesn't meet the deadline.

[So How Is The Project Going In The United States?]

This Is What ADS-B In Looked Like At Oshkosh This Past Week



Please Pay Account Promptly

The Club is experiencing a cash flow problem due to people not paying their accounts promptly. Please do the right thing and send your money in as early as possible.

The major reason we are experiencing the cash flow problem is that we do not have enough members for the number of airplanes flying. We need between 3 and 6 new members depending on what category they sign up in.

Dues pay our fixed costs. Our margins on flight time is very close to operating cost for your benefit. Word of mouth is an excellent way to spread the word about learning to fly and our Club. That's where you can be a huge help to your Club.

SkyBeacon Nears TSO Certification

ADS-B Out Solution is Much More Than Meets the Eye



As TSO certification day approaches ever closer for uAvionix' SkyBeacon, an event reportedly just a few weeks away, company reps told Flying they had just enough time to add one more important feature to the ADS-B Out wingtip solution, an altitude encoder.

That brings the number of useful internal tools inside the SkyBeacon to five. The SkyBeacon is designed to be a low-cost method of compliance with the FAA's 2020 ADS-B Out mandate. Other SkyBeacon features include the ADS-B Out unit, a WAAS GPS receiver, a position light and an anti-collision light, all designed for easy installation on the left wingtip of many aircraft. A complimentary product called SkySensor is on the list for certification that will add ADS-B In capabilities when the unit is installed in place of the right wingtip

light.

The SkyBeacon is designed to be a low-cost method of compliance with the FAA 2020 ADS-B Out mandate. The uAvionix team said it realized early on that to offer pilots an affordable solution, running any kind of wires or plumbing through the wing would be impossibly costly. The company focused all its efforts on a 10-minute unit install, with just an A&P signoff needed, as well as attaching three wires and entering the N-number through a smartphone app.

Ryan Braun, uAvionix COO said, "The big challenge with getting something like this certified is taking electronics originally designed for other applications and convincing FAA that we could help them create new guidance to policy to allow this kind of technology to be added to an airplane. We're using very low power, physically tiny chips and so we created every bit of the SkyBeacon from scratch. There were no off-the-shelf solutions."

What makes the newest SkyBeacon feature work is a new uAvionix-designed system called continuous calibration that ensures the pressure altitude that the encoder senses and reports is in line with the Mode C altitude reported by the Mode C transponder.

FAA TSO certification of SkyBeacon means the agency has audited and approved the company's design and manufacturing for aircraft in general. Once uAvionix receives its TSO for aircraft in general, it will then create the STC for a variety of aircraft models.

SkyBeacon retails for \$1,849.

Thursday, August 9, 2018, 4:36 pm

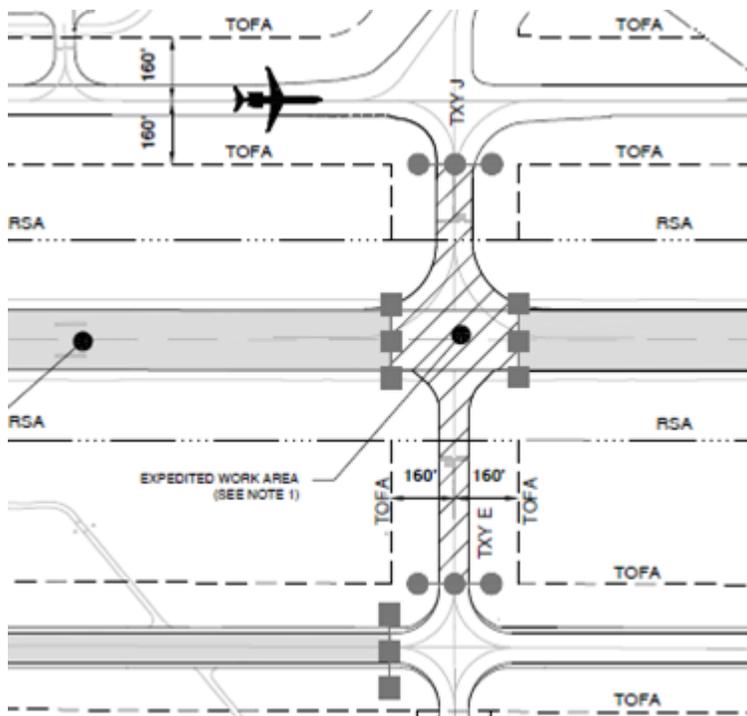
Good Afternoon All,

This is a quick note to confirm our upcoming runway closure. Monday we will proceed with the next phase of our electrical project. Runway 9/27 will be closed from 8/13/18 at 0600 CST until 9/26/18 at 0500 CST.

We are also going to proceed with closure of Taxiways E and J at the Runway 9/27 intersection. This work will only affect the available crossing intersection as depicted below in the hashed area. The contractor has a maximum of 2 weeks to complete work in this intersection and it will open by Friday, 8/24/18 at 1700 CST. We anticipate this intersection closure will have minimal impact on air carrier traffic as they will not need this route for normal access to and from the terminal apron and Runway 13/31.

Access for aircraft traveling to and from GA locations on the south side of the airport will need to cross Runway 9/27 at Taxiway N to reach the NW end of Runway 13/31.

NOTAMs for this phase will be issued tomorrow morning at 6am local.



Please reach out to me if you have questions.

BRADLEY C. GANTT, A.A.E., ACE
Airfield Maintenance Supervisor
Quad City International Airport – MLI
2200 69th Ave | PO BOX 9009 | Moline, IL 61265
Office: 309.757.1759 | Cell: 309.781.6129 | Fax: 309.764.7212