

# QUAD-CITY AREA FLYING EAGLES

February 2011



## Flight Hours

Aircraft	January	2011	2010	2009	2008	2007	2006
N1626X, C210L				45.30	141.40	281.74	298.30
N59090, C210L	-	-	187.45	64.97			
N4352R, C172M	20.50	20.50	307.41	235.27	292.04	315.77	527.92
N6456P, C 152	3.80	3.80	291.60	163.90	162.90	279.90	206.60
N6012J, C-23 Beech	2.30	2.30	252.20	147.20	139.80	213.10	246.40
N733QH, C172Q	13.00	13.00	195.80	199.00	199.00	228.80	
Total	39.60	39.60	1,234.46	855.64	935.14	1,319.31	1,279.22

### Annual Meeting

The Annual meeting of the Quad City Area Flying Eagles Inc. will be March 12 at the CAP building on the north side of the airport - 9:00 AM coffee and doughnuts, meeting starting at 10:00. This is an important annual meeting as reorganization of the club will take place and be explained and voted on. This has to do with our federal not for profit status and will put us in a better financial position as to assets. Please send in your proxy as if you can't make it for some reason your vote will be there. If you come you will naturally be able to vote.

### Keep All The Savings-KATS

Since we began the KATS program members have purchased 4,908 gallons of fuel at other FBO's and saved an average of \$1.00 per gallon on their cost of flying – a total of \$4,891.00.

### N1626X

A little update on N1626X. As was stated in a previous letter 1626X was sold to a man in Bolivia. He then ordered a new engine from Continental, I sent the prop and governor off to Aircraft Propeller service, for rebuild. All of the parts are now here and the plane is going together. It should be ready to go to Bolivia in about two weeks, after all of the inspections and paper work are finished. We did the swap to N59090 as an economic measure to upgrade equipment and get an engine with some hours left on it, without breaking the bank. We purchased N59090 for \$85,000. We sold N1626X for \$60,000. The buyer of N1626X is going to have about \$50,000 into the new firewall forward upgrade. This does not include the JPI engine monitor that N59090 has and also does not include anything aft of the firewall (in other words all of the avionics upgrades). This should show that the board made a good decision in going about the upgrade in this manner.

### Safety

#### It All Starts at Home

On the morning of a long-awaited weekend flight, it is uncanny how events seem to conspire against getting started on schedule. Whether it is missing car keys, refereeing a pop-up family squabble, or a last-minute scramble to find your pilot certificate, distractions can leave you little free time to focus on important preflight duties. Instead of reviewing the latest weather data or fine-tuning details of your flight, you are now stressed and rushing to get to the airport on time. This harried pace may cause you to skimp on a detailed preflight inspection, which can be a deadly mistake. Being in a hurry can also quickly contribute to a lack of awareness, one of the most common causes of accidents and incidents on the ramp. Just as a good pilot "stays ahead" of the airplane during flight, it is also good practice on the ground. Anticipate distractions and build in extra time the day of your flight to address them. Prepare maps, charts, and flight planning documents the day before your flight. You may even want to lay out your clothes, stuff snacks in your flight bag, and mentally review what you will need to do the day of your flight. Taking care of small tasks in advance can make the difference in setting up a safe, smooth, and distraction-free start to your flight.

### 2010

From the looks of things 2010 was a banner year for the club. Keep up the good work and make 2011 even better!