

THE LANDINGS

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Newsletter of Chapter 75 Quad-Cities of Illinois and Iowa, USA

March 2010

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

We will be back home for this month's meeting. Thanks to Mike Nass for stepping in during my absence and also to Keith Williams for his efforts in marketing the RV10 Project.

Dave Jacobsen and I are scheduled to attend the Chapter Leaders Conference in Oshkosh March 26-28, 2010, with Bob Olds on a waiting list for an opening to attend with us.

I did get to help a Chapter 595 member install a new compass in his ROTAX powered homebuilt at the McAllen, TX airport this last week.

We were able to get an e-mail address for all Chapter 75 members but one Charter member. We will mail him a copy of the newsletter each month.

We are still looking for project review volunteers for March and April. Anyone available?

If someone who is very computer literate would volunteer to do a program on EAA and what is all on the web concerning the different aspects of EAA that are available, it would be of great value to our member-

ship. Every time I get into the different sections I am amazed at what all is there, and I know I am missing a lot of things. I think this would make a very informative program by placing all this on the big screen for all of us to see.

The March meeting program will be a Tower and Operations update by Kent Johnson. Kent has been at the Moline Tower for a long time and gives a very informative presentation. Be sure to attend for his program.

We need to make plans at the March meeting for Young Eagle dates, adult orientation rides and the Learn To Fly Day scheduled for May 15, 2010.

Elsewhere in the newsletter is a list of the upcoming monthly programs and events. Ed. Note -- See Page 11. Happy Flying. -Jim

Last Month's Program - Mike Nass



Mike Nass hosted a very good program at the February meeting on the Legend of Poncho Barnes at the Happy Bottom Riding Club. What a Gal!!!

**Next Meeting - March 13 Program - Kent Johnson - Moline Tower Update
Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois**

March 13th Chapter Meeting

The March Chapter meeting will be held on **Saturday, March 13th at 7PM.** It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

Guests are more than welcome. This newsletter is being sent to all members of the QCAviators. Join us for the EAA Chapter 75 March meeting!!

This month's meeting will feature a presentation by Kent Johnson on Moline Tower Operations. This meeting should be very interesting.

February 13 Board Meeting

CALL TO ORDER: The meeting was called to order at 6:13 PM by Chapter Vice-President Mike Nass.

MEMBERS PRESENT: Mike Nass, George Bedeian, Ed Leahy, Mike Nass and Dave Jacobsen.

TREASURERS REPORT: Treasurer Ed Leahy read the report. Cash on hand: \$215.17, Checks on hand: None, Checking: \$5158.58, Savings: \$3238.64, CD: \$4728.12, Total: \$13340.51. A motion to approve the report was made by Dave Jacobsen and seconded by George Bedeian. Approval was unanimous.

OLD BUSINESS:

A motion to accept the January board meeting minutes as published in the February newsletter was made by Dave Jacobsen and seconded by George Bedeian and then was approved by the board. Jim Smith was interviewed by the Bettendorf Press about this summers Air academy to be attended by Brandon Gore.

It was noted that we still have members that have not paid their 2010 dues yet.

NEW BUSINESS:

The Putnam Museum's aircraft display is still in the works for this year.

Ed Leahy made motion to adjourn the board meeting, it was seconded by Dave Jacobsen, and approved by the board. The meeting was adjourned at 6:39 P.M.

These minutes respectively submitted by Vahan G. Bedeian recording secretary.

Feb 13 General Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter Vice-President Mike Nass at 7:07 P.M.

TRESURERS REPORT: Ed Leahy read the treasurer's report to the membership. A motion was made to accept the report as read at the board meeting, and was approved.

VISITORS AND NEW MEMBERS: Sam Sharp from Preston, IA became a new member. David John from Taylor Ridge, IL was a guest.. He is building a Hatz bi-plane.

TECH COUNSELOR REPORT: Nothing to report.

FLIGHT ADVISOR: Nothing to report.

REPAIR BARN: Cy reported that there is seven feet of snow around the repair barn at Oshkosh.

TOOL LIBRARY: Nothing to report.

YOUNG EAGLES: Nothing to report.

OLD BUSINESS:

Keith Williams reported that the tail feathers for the RV-10 was sold to a man from Ankeny, Iowa. Also the Airmaster prop got sold to a man in Colombia.

NEW BUSINESS:

Brandon Gore will be attending Air Academy at AirVenture this summer. The Putnam museum will still have their aviation display some time this year .

ANNOUNCEMENTS: None

THE EVENING PROGRAM:

This evening's program was given by Mike Nass. It was a documentary film on the life & times of female aviator Poncho Barnes .

The meeting was adjourned at 9:15 P.M.

These minutes respectively submitted by Vahan G. Bedeian recording secretary.

**Have you Renewed your Chapter 75 Membership?
See the Last Page of the Newsletter and Send Today!**

Building a Starlite

By Brian "Buzz" Burghgrave

To be honest my journey building a StarLite started with the February 1985 issue of Sport Aviation. That month's issue featured a cover photo of Mark Brown behind the stick of his prize winning StarLite, built from his proof kit for his original design. I carefully read the article several times and wanted a kit from the moment I saw this sporty little bird. I concluded my dreams would have to be put on hold, however, as I had just recently married and welcomed our first son into the world that same year.

With an engineering job requiring substantial travel, several work-related moves, and a Naval Reserve career on weekends flying P-3 Orions, the years passed by quickly. I finally returned to the QC area in 1991, and one day wandered out to GEN-AIR to find a hangared StarLite that I learned had been built by Harry Schmitt. Not too long after my sighting, the aircraft was sold and made its way to Texas, but just seeing it renewed my interest in the StarLite. I learned that the StarLite kit had only been in production for about 3 years and production ceased in 1985, so Mark could focus on development of his next design, the Pulsar.

At that time, however, I had a TEAM HIMAX project sitting in my garage, which really amounted to a set of plans and a box of lumber and parts. I spent the next five years making progress on the HIMAX. Before finishing the HIMAX, an interested party purchased the project and the search was on for a StarLite. Over the next couple of years I checked out a couple of completed projects but did not find one that interested me, and since I had enjoyed building the HIMAX, I decided it was time to take on another construction project, this time focused on composites, as I had worked with fiberglass many times over the years. The StarLite would be a good fit, if I could find a kit not yet started or an early project.

As fate would have it, while scanning one of the aviation journals in 2003, I stumbled across an advertisement from Mark Brown, and he had elected to offer the StarLite molds for sale. The StarLite fuselage and empennage were constructed from fiberglass and epoxy prepregs, and Mark still had the molds he had developed to produce and oven cure these parts. Over the next 7 or 8 months we came to terms and agreed that the molds would make the long trip from San Antonio to the Quad-cities. In July of 2004, my oldest son and I moved the molds from their SA home to my



garage. Upon arrival I immediately built an oven from 2x4 stud frames and 1" rigid insulation board. This make-shift hotbox was heated with a couple of gas burners scavenged from an old clothes dryer. It was not a thing of beauty, but it heated nicely to the 250 F cure temp, and I started to mold numerous practice parts to ensure I could mold my kit. By early 2005, I started molding parts, but fate intervened with another hurdle, this time in the form of a house fire that severely damaged the roof of our home. We had to move into temporary accommodations for the next 7 months. By 2006 I had the project well underway, fitting construction in between business trips and "domestic engineering" assignments.

The composite parts were formed from 9 oz glass and NOMEX honeycomb core. The fuselage is comprised of left and right shells. A foam flange is molded into the edge of each shell, providing a bonding surface that is easily joined with structural adhesive.

I decided to make a few changes in my StarLite that

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Building a Starlite

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were not part of the original design. Included were the following:

- Wing flaps. The original design had a single composite aileron (originally designed as a flaperon) that ran from the wing root to about 15" from the wingtip. I elected to use 5 ft long aluminum flaps from the wing root, and filled the rest of the distance to the wing tip with aluminum ailerons.
- Counter-balanced ailerons and elevators. The original design did not include these, though a counter-weighted elevator was later added to the original kit, after learning that flutter may have been a contributing factor to an early accident in the Star-Lite's history.
- An engine change from the Rotax 447 to the Rotax 503. I wanted dual carbs and dual ignition, standard in the 503. This necessitated molding a new cowl.
- A ballistic recovery system (BRS). My wife wisely made it a condition for her approval and assistance! She did not have to twist my arm for agreement!

While the molding method used was virtually identical to the first StarLite, I molded a harness into the fuselage for the BRS. The harness runs from the BRS mounting bulkhead, just behind the canopy, along and just below the canopy rail, to the firewall, where the forward harnesses are fastened to the engine mounting lugs for the engine truss. Separate mounting lugs for the rear harness are molded into the fuselage behind the cockpit.

Internal bulkheads and numerous other parts are cut from flat composite panels. Hardpoints are post molded into the bulkheads to form attachment points for the main and nose landing gear, and for the wing spars. The fuselage and internal bulkheads go together very quickly, using typical bonding practices with epoxy fillets and glass strips at the joints.

The empennage surfaces are also a clamshell arrangement, with internal composite and aluminum spars. Piano hinges are epoxy bonded and riveted to mount all control surfaces. The wings are formed using a spruce spar, foam ribs and 1 mm plywood sheets, covered with a 1.6 oz layer of glass. A little know fact about the StarLite is that it is a stagger-wing, with the right wing located 1" forward of the left

wing. This imperceptible distinction allows the wing spar stubs to overlap and permits pinning both removable cantilevered wings to each other and to bulkheads in two places, forming a very stiff structure.



There are no noticeable performance characteristics associated with this stagger-wing design.

The sleek design of the StarLite is, in part, due to the careful location of the muffler in a molded box that sits between the pilot's legs. The StarLite touts impressive performance, with a design max cruise speed of 125 mph (throttled back!) and a 1200 fpm rate of climb. With an 8 gal fuel tank, range is about 300 miles.

The first flight was conducted on 6 October 09 at Kewanee airport. Takeoff at full power was nominal at about 60 mph but immediately after liftoff I checked the rapidly increasing speed, which I had hoped to maintain at 75 - 80 mph for the entire flight. The ASI already indicated 105 MPH! The next few seconds found me see-sawing the throttle and side stick until I steadied my airspeed and climb rate. The rapid climb to 6000 ft. was uneventful. The 38 minute flight was nominal, and while the landing was not my best ever, I learned to appreciate those pilots that fly a light airplane with sensitive pitch inputs! One little bounce and a smile on my face on rollout that overshadowed those first flight jitters!

This was a great project. The entire construction process was a little over 540 hours, including the time it took to mold the parts. Other than the prepreg molding skills, there was nothing difficult about the rest of the assembly process.

I look forward to many more flights in this little rocket, and spring is just around the corner.

Speaking of Courage

(Republished with Permission of the Author, William Wynne Orange Park, FL 32003)

I just finished reading Captain Chesley "Sully" Sullenberger's book, "Highest Duty." Most of what I read are biographies, and it is rare that I find one from an aviator that isn't worth reading. Sully's seemed particularly good. He tells his story back to being an airport kid in Texas flying a Champ. Many polished biographies elevate the subject above reality. Reading this book I felt that it did a good job of shedding some light on the life of an aviator who is likely far more than the pages convey.

If you were in the USAF or work in the airline industry, he emerges as a strong advocate of these callings. Sully does a first class job of explaining the mindset and challenges of the professionals that inhabit these parts of aviation. His sudden popularity says something about America, and he touches on this in the book. He has a Face Book site with 675,000 friends. A few weeks back I read in the New York Times that his book has been a modest success, selling 92,000 copies. The difference in the numbers tells me that people out there are looking for a hero, but they care far less to know how their heroes think or what forces shaped their lives.

Sully has a simple message inside his tale: Training pays off, even if it isn't tested, living your life prepared is its own reward. Today, many people want to know the tricks and inside tips on any subject they encounter. They want the Cliff's Notes on life instead of actually living. Sully, who recounts a lifetime perfecting his craft, offers a strong indictment of so such a mentality.

He is quite clear that the terms "hero" or "miracle" do not apply to himself or to flight 1549. He explains



why he feels that the successful outcome was the result of training, team work, judgment and a few factors going their way. He clearly states that he did not expect to die. However, Sully does believe in both heroes and miracles, and part of the book explains this by contrasting his situation with that of Captain Al Haynes and United Flight 232.



We forget a lot quickly these days. America has long forgotten the name and the flight number, but most people in aviation remember the Sioux City accident of 1989. It happened my first year at Embry-Riddle. The crash was examined in great detail. At the University, we had a good idea of how low the odds of survival were, and most people felt the term miracle could very well apply. The crew of UA-232 fought to find any way to regain control of the DC-10. Haynes and crew had little reason to believe they would live. Through astounding skill, composure and leadership, Haynes made the best landing possible. 185 people lived. Many did not.

Captain Haynes came to speak at Emby-Riddle not long after the accident. His face still had the scars of the crash. He had been hailed in the media, but I felt being at Riddle had to be different. Here, we had several thousand people who had some real understanding of what he had pulled off. I went to see him up close, to look at a Captain who had just returned from battle.

In "Fate is The Hunter," Earnest Gann's preface states that airline flying is a kind of a war story. where "the designated adversary always remains inhuman, frequently marches in mystery, and rarely takes prisoners." I stood five feet away and watched Captain Haynes as he spoke to people. He was kind and direct, but somewhat detached, with a look as if his real thoughts were far away. I was young and impressionable, and clearly before me was a real

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Speaking of Courage (cont)

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hero. He had salvaged a victory for a certain disaster. To my eyes, he was now among the pantheon of aviation's eternal stars. Perhaps his the distant look in his eyes as appropriate for a man who was proven in a field where all prepare for their battle, but very few are tested.

Fourteen years later, Captain Haynes is the guest speaker at the evening program at the theater in the woods at Oshkosh. Here, at the center of the world of flight, his star has never been diminished. The outside world has forgotten and moved on, but here, inside, the faithful fill every seat. It has been a full day of exciting things, but the people are now settling down as they take their seats. They will soon listen to a serious subject from a man known for a heroic deed. The last time I saw him I was part of a very young group, just at the start of our time in aviation. I looked around and saw where my classmates would be in another 20 years. The people around me had most of their flying logged away. Their gray hair and modest dress told outsiders nothing of the adventures these people had seen. They had led the strenuous life of challenge, and known its rewards...and perhaps its costs also. I looked around and guessed that half of them had lost a close friend to flight. As soon as I formed that thought, I realized to 14 years later, I too, was in this last group.

The presentation was a technical one. Captain Haynes had made it his duty to frequently speak on behalf of preparation, teamwork, training, and when your test comes, not loosing yourself or giving in to fear. He had spent the previous years communicating this, never accepting a fee or any kind of reward. They played the ATC tapes and slowly brought us to the moment of the crash. The audience was moved. Many people near me sat quietly wiping away tears in the dark. Perhaps they were thinking of friends, now long gone, wishing their friends had been luckier and had a man like Al Haynes for an instructor, a mentor or a co-pilot.

At the end of the presentation, a man, looking like he could have come from any EAA chapter in America, stood up. He struggled to gather himself and start a sentence. After a moment, in a choked voice, he got out "I just want to say I think your a hero." A round of applause broke out, but it was quickly put down with a wave of Captain Haynes's hand. He addressed the man directly. In an even voice with very little

emotion, he said "I am not a hero. 112 people on my flight died. Please sit down."

After the lights come up and the people drift away, I sat with Grace. It was very hard for her. I have little memory of the Burn ICU, but Grace had sat there all day, every day, for weeks. The cost was not abstract to her. Of all the people in the theater, she knew what the last moments of many of the 112 had looked like. After some time, we got up to walk out to the parking lot. As we went past the back of the theater, Captain Haynes was standing there with a few of the people from stage crew. Grace went over to personally thank him for the evening. I stood about five feet away.

The 14 years had not been kind to Al Haynes. Both his son and wife had died. His daughter was terribly ill. I could not hear what he was saying softly to Grace, but he had the same look as he did in 1989. He was there, but detached. His story reminded me of a Greek Tragedy, no matter how noble his actions, fate struck people in his care. A different man might have written it all off. Given up, and assigned the events to bad luck, a curse or even a vengeful God. I don't think it is too much to say that Al Haynes would have none of these outs. He is a man, Naval aviator and Airline Captain. He has a lifetime of being in command, evaluating the circumstance, minimizing the risk, and taking responsibility for the outcome. Such a man couldn't easily shrug off or rationalize away the loss. Right or wrong, he is the kind of man that would only see it as his personal responsibility, and this is the reason I will always be able to say he is my hero.

Speaking of Courage is the title of a chapter in Tim O'Brien's 1990 novel "The Things They Carried." The writing is an unflinching look at sorrow, love and personal responsibility in the wake of tragedy. It is a profoundly moving work of philosophy for people who do not trust easy answers to hard questions.



What is It? Send your best guess to the editor, and win!! marty.santic@gmail.com Answer next month!!

Exterior Painting of my RV-12

(By Marty Santic)

Well, after flying the RV-12 for 20 hours, it was time to start thinking of painting the exterior. As I have trouble with the rattle can, this project was not for me! Thus, I started looking for a paint scheme and a paint shop. The paint scheme I ended up with was one that was applied to N110LV, an RV-10 based in Midlothian, TX. Thought I could modify the scheme just a bit to fit the lines on the RV-12.

Then the fun started. With a paint scheme in hand, it was time to start looking for a paint shop. Had a half dozen candidates and ended up choosing EuroAir Aviation in Reedsburg WI.

I found out about EuroAir via my internet searches. EuroAir, www.euroairaviation.com has an extensive website. Their prices are listed on their website and are pretty reasonable compared to other shops in the area. In fact, their estimate was on the order of \$2000-\$3000 less than the prices I was quoted from the other shops. On the website, there are pictures of numerous past projects, I looked up a couple of the RVs and, through the miracle of the internet, got in touch with the owners. One was the President of the EAA Chapter in Milwaukee, WI. (Paul Poberezny's old chapter!) Jeff Point had his RV-6 painted at EuroAir and had good things to say about both the quality of the work and the experience with the shop.

As Jeff pointed out, the proprietor of the shop is Denis Stefanek. Denis is a Czech Republic native, and he speaks with the requisite thick accent. During my first phone conversation, Denis impressed me with his down-to-earth, no BS style. He may not win any salesmanship awards, but he is right to the point, and I for one like dealing with people like that. Especially when large sums of my money are involved.



Denis, In Front of His Shop in Reedsburg, WI



My Paint Scheme on an RV-10

After the initial round of phone calls, John Bender, a fellow RV-12 builder and I drove up to Reedsburg in mid-January to take a look at the shop and also speak to the owner. During this first visit, we met Denis and some of his help, got to talk in person and size him up and, most importantly, got to see a couple of examples of his work via his extensive photo collection. This was the kind of paint job I was looking for. I agree with Jeff, a good paint job can make a bad airplane look good, but a bad paint job can make a masterpiece look like a mistake. Well, at that first meeting, I was impressed enough to sign a contract and pay the \$500 deposit. We were impressed with his shop and the manner in which he spoke about the painting process he uses, and the care he takes to ensure the customer is satisfied. Denis uses Sherwin Williams Jet-Glo and Acry-Glo paints.

Prior to this initial meeting with Denis, I had prepared a checklist of items. This listing detailed many items I desired to see in the final product. Everything from final fiberglass refinish to pinhole filling, etc. Nothing on the list surprised Denis, in fact, had I not prepared the listing, I am relatively confident he would have completed the items as a course of normal business.

Denis wanted me to bring the RV-12 to him as soon as possible as he had an opening in his schedule in January. BUT, this glorious Iowa winter weather was not cooperative. Snow and low visibilities prevailed for the next two weeks.

Fast forward to Friday, January 29. When I arrived at the hangar to preheat the engine, the temperature was about 3 degF. But the sun was shining and the visibility was unlimited. A glorious day to fly!! It was so cold, I had to warm the milkhouse preheater because the fan would NOT spin initially. BUT after 3-4 hours of preheating, the engine compartment was

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up to 75 degF and it was time to go. Bundled in thermal underwear and two additional layers, the trip was uneventful. With the outside temperature at 5 degF, the heater in the RV-12 could only muster cool air. I'd have a hard time calling it warm! But it was comfortable enough to fly to Reedsburg without having to use gloves. Trip time was just over an hour.

Reedsburg really has a nice airport. Two very nice runways. Strange, though, it is really in the middle of the town. Not outside the town, not on the edge of the town, but, in the middle. Many eating establishments are within walking distance if you park near the FBO. I would say this is a good trip from Davenport for that \$100 hamburger. More on that later.

The paint process really started on February 2 with disassembly.

Getting anxious, I called Denis on February 5 for a progress report. Denis indicated he would put progress pictures on his website in a day or so. He tells me that the corrosion treatment process he uses is complete, finishing of the fiberglass layups is complete, pinholes in the cowling and other gel coated components are filled and the plane is ready for primer.

On February 6 Denis posted some progress pictures on his website. The white basecoat was complete. Drove up again on February 10, met Larry Geiger, a fellow RV-12 builder, who was still trying to select a paint shop.

On February 17, I again drove up to Reedsburg with John Bender. Was told the RV-12 paint was just about complete. Anxious again, I wanted to view the nearly completed project and suggest anything else I would want prior to taking delivery. After our inspection, I was MORE than satisfied. If you look VERY closely, yea, you can see a few flaws. BUT, this paint job is VERY GOOD. Had three items that Denis said he would take care of. The plane should be ready for the flight back to Davenport in a few days. All I can say is Denis is a joy to deal with and is receptive to the customer. You do not find such in this day and age! You will have a hard time beating his prices. And it comes with a no questions asked 1 year guarantee, even if I induce a bit of hangar rash. Want to thank the owner of N110LV, Alex Dedominicis for the paint scheme inspiration.

[Click here to see a bunch more pictures of my RV-12 on the EuroAir Aviation website.](#)



Brandon Gore-He is Going to OSH !! with Chapter 75 and QCAA Support

(Reprinted Partially from the Bettendorf News)

Brandon Gore, 12, of Bettendorf, is flying high as he prepares to head to the EAA Air Academy in Oshkosh, Wis., this summer.



His dream is thanks to assistance from local aviators and a timely letter from his mom. He also participates in the Davenport Composite Squadron of the Civil Air Patrol. His visions of becoming a pilot were launched long ago when the family traveled to Arizona to visit a grandparent.

“A friend who is a pilot took me up in a (Aeronca) Champ when I was little, and he let me fly it,” the Bettendorf Middle School student said.

Recently, Brandon paid for a ride in an Avenger torpedo bomber at the Quad-City Air Show, using money he had saved.

And the future? Eventually, he hopes to become a pilot in the U.S. Navy or possibly a commercial pilot. The sky is wide open with possibilities, and as part of preparing for that future, Brandon will attend the EAA Young Eagles Camp this summer and when he is 14 and 16. Those experiences are funded through three full scholarships from the EAA Chapter 75 of the Quad-Cities Illinois and Iowa, and Quad-City Aviators Association.

“I think it’s a great thing that there’s a group of guys who are willing to take kids under their wings,” Brandon’s mom, Gina Gore of Bettendorf, said. The area offers plenty of sporting opportunities for youth and other activities as the Civil Air Patrol, scouting, and local police and fire explorer posts

The group try to award least one camp scholarship every year, but this year they are giving out four, said Jim Smith, who belongs to Chapter 75 and the avia-

tors association. Until this year, the group sponsored opportunities for 16- to 18-year-olds to attend the advanced camp.

“Brandon’s our first candidate to attend all three camps,” Smith said. “Where it started with him, his mom wrote a note to our chapter asking if we knew of any financial aid to send a candidate to camp.”

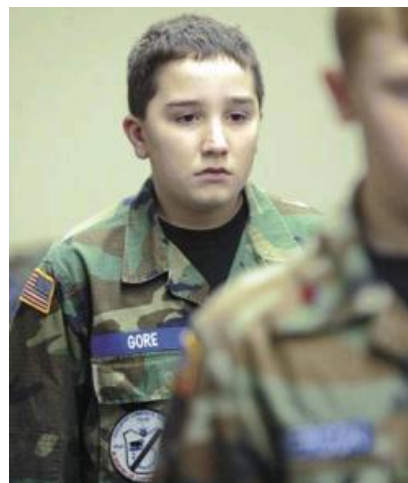
In addition to those camping experiences, Brandon is learning about aviation, rescue and aeronautics through the local chapter of the Civil Air Patrol. Joining the group seems a natural fit for Brandon.

The Civil Air Patrol is the official civilian auxiliary branch of the U.S. Air Force and offers cadet programs, emergency services and aerospace education, said Captain Mike Irving of the Davenport Composite Squadron. Capt. Jon Sawyer heads the Davenport Squadron.

“We have (little) Cessnas, and we drop and look for downed planes or we can be mobilized to look for vehicles in blizzards,” Irving said. CAP participants go on missing child/person searches, assist with sand-bagging efforts in times of flood and search for illegal plants. Cadets wear military uniforms and are trained to operate military radios and in military protocols.

Brandon attends weekly meetings near the Davenport Municipal Airport in Mt. Joy. The squadron has 34 cadets enrolled and probably half a dozen memberships with 11-year-olds who are looking forward to joining the squadron. Cadets range in age from 12 up to 21.

“That’s another thing we do — these young cadets are taught how to fly the planes,” Irving said. Quite a few of our cadets have gone onto be pilots. There are so many opportunities.”



Lessons Learned—Colgan Air 3407

(Editor's Note: In light of the Colgan Air Flight 3407 crash investigation, the following is appropriate and can be applied to all of our flying to some degree. The article was taken from the Beech Owners list).

"In the Big Iron world, we have some pretty stringent rules regarding sterile cockpit, duties in the cockpit, and "clearing". Let me expand.

Sterile Cockpit - Anytime (ANYTIME) while the aircraft is moving on the ground, when below 10,000' MSL (obviously includes TO and LDG phases), and within 1000' of leveling off - all conversation is limited to strictly business pertaining to safe operation and movement of the aircraft. I think in the Bonanza world, even at non-towered airports - if we were to adopt some form of "sterile cockpit" procedures for ourselves and for our passengers - we could avoid numerous potential conflicts. I brief my passengers that once I contact a controlling agency or tower, or I make my first Unicom call on the radio - that I expect them to limit conversation to the bare minimum. Hopefully you will have briefed them prior to the flight what your expectations are and what/how they can help out.

Cockpit Duties - Tell your passengers that you expect them to help out (one by being quiet) and give them specific duties. Like clearing for potential hazards on their side of the aircraft. Looking on final from their side before you take the runway. Maybe if they are somewhat experienced, having a copy of the airfield diagram for them to monitor as well, helping you decipher complicated taxi scenarios. Again in the Big Iron world, both crewmembers are required to have airfield diagrams out and continually referenced while taxing, all taxi instructions are to be confirmed with both, and "Clear Left" and "Clear Right" is called out at all intersections. Think about adopting some kind of strategy in your "Little Iron" world that will keep you safe.

Clearing - I alluded to it above, but we continually clear all sides of the aircraft at all times. Especially when taking any runway, we double duty ourselves. Confirm clearance, confirm what we heard, confirm final is clear, confirm we are ready to take the runway. A little due diligence can go a long ways toward avoiding an incident or accident.

Think about adopting some of these practices for your aircraft and most likely we won't be reading about you." **FLY the AIRPLANE!!!!**

New NTSB Requirements for Reporting Accidents, Incidents

With more and more EFIS displays coming into use we should be aware of the following. The National Transportation Safety Board (NTSB)'s final rule document published in the Federal Register modifies when a pilot must report an accident or incident to the NTSB in accordance with 49 CFR Part 830. This change, effective March 8, 2010, specifies the sort of accidents and incidents that must be reported immediately so it's important that you become familiar with these requirements before flying on that date.

Added to the list of incidents to be reported immediately:

A complete loss of information, excluding flickering, from more than 50 percent of an aircraft's:

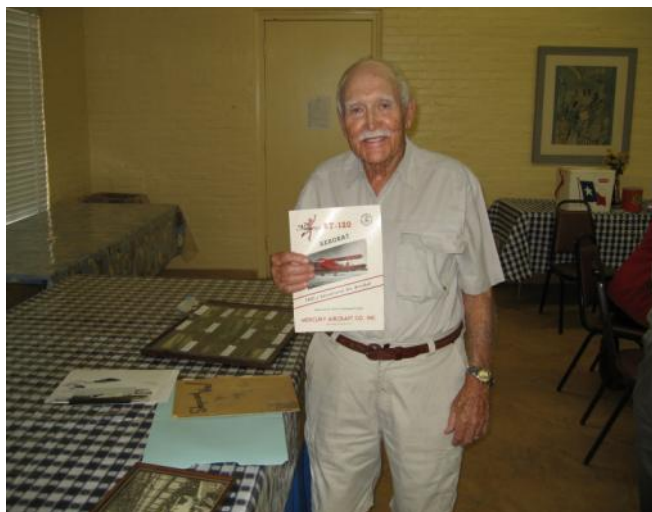
- Electronic Flight Instrument System (EFIS) displays;
- Engine Indication and Crew Alerting System (EICAS) displays;
- Electronic Centralized Aircraft Monitor (ECAM) displays; or
- Other displays of this type, which generally include a primary flight display (PFD), primary navigation display (PND), and other integrated displays;
- Airborne Collision and Avoidance System (ACAS)

In addition, release of all or a portion of a propeller blade from an aircraft, excluding release caused solely by ground contact. All aircraft accident/incident reporting to the NTSB should be completed using NTSB Form 6120.1 – Pilot/Operator Aircraft Accident/Incident Report. To locate your closest NTSB office for filing the accident/incident report, visit the NTSB website.

My Trip to the EAA Chapter 595 Meeting in the Rio Grande Valley

By Jim Smith

I attended Chapter 595's February meeting this week. There program was done by Dick Smith (no relation) He started with a 1932 manila folder with sketches of an airplane he wanted to build. Then a photo of the Spartan Factory where he worked for 20 cents/ hr. The airplane building came to completion of three aircraft. With one remaining, being rebuilt and ready for fabric at this time in California. It had CAA certification, named the Air Acrobat by the Mercury Aircraft co. Inc. During tests the test pilot said it didn't want to come out of a spin so they decided to weigh it. You can see from the photo how much farther forward the engine was moved. A cowl extension was made and the first cowl was just left there. The factory was closed right after Pearl Harbor and the equipment used for other production in the war effort.



Chapter 75 2010 Meetings/Programs

March - Moline Tower operations and update on construction by Kent Johnson.

April - Chapter Leader's conference report by Dave Jacobsen and Jim Smith.

May - Sport Pilot/LSA regulations. Jim Haines

June - Fly-in Drive-in Hanger Potluck. Steve & Jess Rahlf's.

July - Fly-in Drive-in Hanger Potluck. Bob Olds and Jim Smith DVN.

August - Steve Beert OR Clinton IA Fly-in Drive-in. Steve & Cinda Beert OR Mike Nass

September - OPEN

October - OPEN

November - OPEN

December - Christmas Party at Deere Wiman

Potential Programs NOT Yet Confirmed

Warbird operations at Oshkosh by Steve Kirik. Jet Engines Inside and Out by Steve Kirik. FAA Regulations & Weather Minimums by Bernie Nitz. Engine cylinder honing and valve lapping by Steve Rahlf and Ken Conrad. Jim Sweeney. Other ideas are welcome! What do you want to see?????

Calendar of Events (Click on the Links)

March 6, 2010

[Free BBQ Lunch and Optional Wings Seminar](#) - American Flyers—DuPage, IL

March 9, 2010

[AOPA Safety Seminar](#)

“10 Things Other Pilots Do Wrong” - Clarion Hotel and Convention Center-Cedar Rapids - 7PM to 9PM

March 11, 2010

CAP Fundraiser at the Playcrafters Barn Theater, “The O’Conner Girls”. A Katie Forgette comedic drama. Reception at 6:30PM. Performance at 7:30PM. Tax Deductible Tickets are \$10 and available at the door. For Info Call 309-797-1588.

March 13, 2010

[EAA Chapter 75 Monthly Meeting](#)-Deere Wiman House

March 13, 2010

[17th Annual Light Aviation Safety Seminar](#)-Oshkosh, WI

March 18, 2010

Gen-Air Aviation Movie Night-Memphis Bell-6:30 PM Central Theater—Geneseo, IL

March 26-28, 2010

[EAA Chapter Leaders Academy](#)-Oshkosh, WI

April 10, 2010

[EAA Chapter 75 Monthly Meeting](#)-Deere Wiman House

April 11, 2010

Fly In-Drive In Breakfast - Dubuque Regional Airport

April 13-18 2010

[Sun N Fun](#)-Lakeland, FL

April 15, 2010

Gen-Air Aviation Movie Night-Firefox-6:30 PM Central Theater—Geneseo, IL

April 21-22, 2010

[Iowa Aviation Conference](#) - Des Moines, IA

May 8, 2010

[EAA Chapter 75 Monthly Meeting](#)-Deere Wiman House

May 8, 2010

20th Anniversary Celebration-Hawaiian Fly-In 100th Anniversary of Iowa's First Powered Flight Iowa Aviation Museum-Greenfield Municipal Airport

May 15, 2010

Learn to Fly Day - Details are forthcoming!! Initial discussion at the March Chapter 75 monthly meeting.

May 16, 2010

EAA 1315 Young Eagles/ Fly In Drive In Breakfast—Taylorville, IL

June 2-6, 2010

American Biplane and Classic Fly-in and Fly-In Pancake Breakfast- Dekalb, IL

June 26-27, 2010

[Quad Cities Airshow](#)-Davenport, IA

July 26-Aug 1, 2010

[Airventure 2010](#)-Oshkosh, WI

Send event information on those activities that would interest the membership. Will be delighted to include any information on aviation related activities, fly-in breakfasts, etc. e-Mail your information to marty.santic@gmail.com

An Update from Loman O’Byrne

Our Member in Ireland From Mike Nightingale

You got to see this! I feel a FWF kit for the 9 coming on - or maybe I am suffering heat exhaustion like the pilot. Might be a good solution for your winters but you would have to wait an hour or two to make steam.

<http://www.aircraftowner.com/videos/view/the-besler-steam-plane-658.html>

Still riveting the bottom centre skin on, when Dor gives me the time. One more hour should do it. In the meantime, I am doing all the 'make froms' I can

spot - currently making roll bar parts.

My finish kit deposit and order went in (to secure the old price - the increase wasn't that much anyway). I still need a specific list of deletions.

Off to France in the morning, back late Sunday.

Preflighting the Rotax 912ULS

What's special about preflighting the Rotax engines found on most LSAs? Click on the following link for the YouTube video.

[Rotax 912 ULS Video](#)

A Little Humor-From the Archives

You gotta love this one even if you've never lived in the South. Some of you will enjoy this more than others.... Southerners are so polite BUT so right!! Hope no one is offended.

Atlanta Tower: "Saudi Air 511 -- You are cleared to land on runway 9R."

Saudi Air: "Thank you Atlanta. Acknowledge cleared to land on infidel's runway 9R - Allah be Praised."

Atlanta Tower: "Iran Air 711 --You are cleared to land on runway 27L."

Iran Air: "Thank you Atlanta. We are cleared to land on infidel's runway 27L. -Allah is great."

Pause...Saudi Air: "ATLANTA TOWER- ATLANTA TOWER!"

Atlanta Tower: "Go ahead Saudi Air 511."

Saudi Air: "YOU HAVE CLEARED BOTH OUR AIRCRAFTS FOR THE SAME RUNWAY GOING IN OPPOSITE DIRECTIONS. WE ARE ON A COLLISION COURSE. INSTRUCTIONS, PLEASE!"

Atlanta Tower: "Well, bless your hearts. And praise Jesus. Y'all go on ahead now and tell Allah "Hey" for us."

Classifieds

For Sale: 10 Shares in the Quad Cities Flying Country Club at \$50 per share. Also may have an additional 10 shares. If interested please contact Cheryl Johnson at 563-503-0755 or cherylejohnson@msn.com

For Sale: Garmin GPS90 w/ America's database Complete with power cord, yoke mount and antenna. No manual but is available on line. \$50 ...Frank radiohound@aol.com 850-819-1666.

For Sale: 1929 Velie Monocoupe. These aeroplanes were built in Moline. The aeroplane is a good project is not busted and the Velie is reported to be in good condition. E-Mail Ron Johnson . RONALD.JOHNSON@hs.utc.com

For Sale: O-320 engine 150 horsepower. Hartzell 70" CS Prop for Lycoming 320 engine. Jerry Cousens, 563-445-1904

To place an ad: Submit requests for aviation related For Sale or Want ads to the newsletter editor. Ads are free to Chapter 75 members. Ads from nonmembers will be run on a space available basis. Ads will be run at the newsletter Editor discretion.

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We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 75, regardless of the form, format, and/or media used, which includes, but is not limited to, "The Landings" and audio/ video recordings is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. Therefore, no responsibility or liability is expressed, or implied, and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.

Marty Santic
 Chapter 75
 3920 East 59th Street
 Davenport, IA 52807-2968



The Leader In Recreational Aviation



**Always Remember.....
 The Time Spent Flying is NOT Deducted
 from Your Lifespan**

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

<p>New Member <input type="checkbox"/></p> <p>Renewal <input type="checkbox"/></p> <p>Info Change <input type="checkbox"/></p> <p>Membership dues for EAA Quad Cities Chapter 75 are \$10/year.</p> <p>Make checks payable to EAA Chapter 75</p> <p>Mail application to: Ed Leahy 3211 South 25th Avenue Eldridge, IA 52748</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 http://www.eaa.org</p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 http://www.eaa.org/membership</p>	<p>Name: _____</p> <p>Copilot (spouse, friend, other): _____</p> <p>Address: _____ _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone (Home): _____ (Work): _____ (Cell): _____</p> <p>Email Address: _____</p> <p>EAA#: _____ Exp Date: _____ <small>(Chapter 75 membership requires national EAA membership)</small></p> <p>Pilot/A&P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with:</p> <table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Tool Committee</td> <td><input type="checkbox"/> Tech Advisor</td> <td><input type="checkbox"/> Flight Advisor</td> </tr> <tr> <td><input type="checkbox"/> Repair Barn</td> <td><input type="checkbox"/> Young Eagles</td> <td><input type="checkbox"/> Social/Flying</td> </tr> <tr> <td><input type="checkbox"/> Hospitality</td> <td><input type="checkbox"/> Board Member</td> <td><input type="checkbox"/> Newsletter</td> </tr> </table> <p>What are You Building? _____ _____</p> <p>What are You Flying? _____ _____</p>	<input type="checkbox"/> Tool Committee	<input type="checkbox"/> Tech Advisor	<input type="checkbox"/> Flight Advisor	<input type="checkbox"/> Repair Barn	<input type="checkbox"/> Young Eagles	<input type="checkbox"/> Social/Flying	<input type="checkbox"/> Hospitality	<input type="checkbox"/> Board Member	<input type="checkbox"/> Newsletter
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