

THE LANDINGS

www.eaa75.com

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

December 2011

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



Yeah, it is Jim!!

From The Desk of the President

The December 10th meeting will be our annual Christmas Potluck. NOTE: The meeting begins at 6:00P.M. (one hour earlier than the usual time). The turkey, ham, soda and coffee will be provided. Please bring a dish to pass, and your own table service. Santa will arrive at 7:00P.M., so be sure to bring a gift for him to give to your young ones or young at heart. This is a culinary experience not to be missed.

Elections were held in November and those elected for a two year term were as follows: President-Jim Smith, Vice President-Mike Nass, Class II Director-Dave Jacobsen. We all thank you for your support.

Our Air Academy participants have been approved for the 2012 season. We have three participants for the coming year.

The membership list for Quad City Aviators Assn. has been merged with Chapter 75. Some are still being contacted for final paperwork for National EAA membership.

As we look to 2012 we need members to step up and volunteer for project review gatherings. The last one was at Keith William's on his RV-12.

We also need volunteers for programs for 2012. It has been talked about to do a Fast Safety Seminar in the spring and again in the fall. We have some chapter members who are Fast Team Members who could help on this. We are looking for someone to do the January program. Please contact me or another one of the officers.

There are still a number of chapter officers and committee chairs who have not attended EAA's Chapter Leader's conference at Oshkosh. Look on line and pick a date to attend. The chapter will pay your mileage expenses.

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Last Month's Program - Jerry Coussen's Adventures Out East



Next Meeting - December 10th - Christmas Potluck at 6PM
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(Click for a Map\)](#)

December 10th Chapter Meeting

The December Chapter meeting will be held on **Saturday, December 10th at 6PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

Mark your calendar now for the December meeting. It is December 10th and is our annual potluck Christmas party. It's always lots of fun; bring the whole family, children and grandchildren. The man with the white beard and red suit always makes an appearance.

Don't forget-we start the December meeting/potluck at 6PM!! Bring a dish to pass.

November 12th Board Meeting Minutes

CALL TO ORDER: The board meeting was called to order by chapter vice president Mike Nass at 6:16 P.M.

MEMBERS PRESENT: The following board members were present, Mike Nass, Larry McFarland, Dave Jacobsen, Steve Beert and George Bedeian.

OTHERS PRESENT: Also present were Cy Galley, Cinda Beert and Bob Olds.

MEMBERS ABSENT: Jim Smith, Marty Santic and Ed Leahy.

TREASURERS REPORT: The treasurer's report for November was read by Bob Olds. A motion was made to accept the report by Dave Jacobsen, seconded by Larry McFarland and was approved by the board.

OLD BUSINESS:

Cinda Beert made a motion to accept the board meeting minutes from last month as published in the November newsletter. Larry McFarland seconded it. The motion was approved by the board.

Dave Jacobsen made a motion to send a \$500.00 deposit to EAA headquarters for this summer's chapter 75 air academy attendees. Larry McFarland seconded the motion and it was approved by the board. We will be sending three kids; two will be in the basic academy and one in the advanced.

We have merged with Quad Cities Aviators; any funds will be handled by Chapter 75.

Marty Santic's survey suggestions were discussed and were positive.

Getting younger people interested in aviation was among the topics we talked about along with increasing our membership.

NEW BUSINESS:

The board decided to thank Carver Aero for letting us use their facilities for our chapter events, The B-17 and our Young Eagles rally's to name a few.

A motion was made by Larry McFarland to end the meeting, this was seconded by Steve Beert

The meeting was adjourned at 7:04P.M.

These minutes respectfully submitted by Vahan G. Bedeian, Secretary EAA Chapter 75

November 12th General Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter vice president Mike Nass at 7:08 P.M.

VISITORS AND NEW MEMBERS: Jim Tietjens from Clinton and Doug Voltz from Geneseo

TREASURERS REPORT: Mike Nass read the treasurer's report. It was then approved by the membership.

TOOL LIBRARY: Nothing to report.

TECH COUNSELOR REPORT: Cy Galley discussed hypoxia and how to get tested by the FAA in an altitude chamber.

John Epplin and Jim Smith made a cam lever to help bring the wings together on Marty Santic's RV-12.

FLIGHT ADVISOR REPORT: Bernie Nitz has been working with a man from Tennessee to help him transition to flying a Cozy aircraft. Bernie also talked about the transition training available for Vans RV aircraft.

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The GA Community Responds to New FAA Fees - Aeronautical Chart Data - SIGN the White House Petition!!

Note from the Editor: User fees will be here sooner or later, but, charging for aeronautical data which is currently available to all at zero cost via the internet is NOT the place to start. Many of us use the internet to plan flights, obtain weather and obtain chart related information such as the sectionals, approach plates and low altitude enroute charts. If the FAA moves forward with this proposal, you will no longer have the ability. Lots of links, CLICK on them!!

This will also SHUTDOWN the free flight planning sites such as RUNWAY FINDER, AEOPLANNER.COM, VFRMAP.COM and SYVECTOR.COM.

At a minimum, SIGN the IMC Club petition which can be found at its site. Click on this link. [IMC Club White house PETITION](#).

Here is the text from the AvWeb site.

News [reported by AVweb](#) on Monday that the FAA plans to start charging for digital [aeronautical data](#) that is now available free brought quick reaction this week from the GA community. The board of the IMC Club, based in Norwood, Mass., posted an [online petition](#) at the White House website expressing opposition to the change. EAA said on Wednesday the news has "pilots everywhere up in arms." AOPA said the news has "sparked concern" throughout the industry. "We are anxious to see the FAA's proposal and will work to mitigate any impact on our members," said Heidi Williams, AOPA senior director of airspace and modernization. Representatives from the industry and the FAA will meet on December 13 in Maryland to discuss the policy. Changes are not scheduled to take effect until April 5 of next year.

If the IMC Club's online petition can accumulate enough signatures by December 14, White House staff will review it, ensure that it's sent to the appropriate policy experts for review, and issue an official response. The current threshold to trigger a review is 25,000 signatures.

Related Content and Links:

AVweb's sister publication, [Aviation Consumer](#), reports in detail on this topic in the December issue.



AVweb's editorial director, Paul Bertorelli, provides his analysis in the *AVweb Insider* blog.

AVweb's Mary Grady spoke with Radek Wyrzykowski, president of the IMC Club, for his reaction; [click here for that podcast](#).

And some more info from the Aviation Consumer.

As of April 5, only those with distribution contracts with Aeronav will be able to download the data. The most noticeable impact will likely be on the small but increasingly popular industry segment (like ForeFlight and WingX) that develops flight-related apps for iPads and other consumer electronics. It will also have an impact on websites like RunwayFinder that use the data for their online products, some of which are currently available for free. How much impact isn't known because the FAA hasn't announced what it intends to charge for the data. Affected companies have been invited to a meeting Dec. 13 in Washington to hear details of the FAA's proposal and offer input to the final pricing structure and the distribution contract.

Industry officials told Aviation Consumer that the market will likely reject significant increases in cost for apps and online products. Smaller providers and free websites may simply go out of business. Larger companies may try to keep their subscribers but with higher subscription prices. The pervasive fear in the industry is that this could lead to only one or two entities controlling the market for the distribution of government-produced information that is essential for flight safety.

Under the new contract structure, the FAA will also set standards for those using FAA data to create their products.

Freeze Proof Cabinet - Keeping Liquids Warm in the Hangar During Winter

(from Spence Gray)

Here's one of my favorite little projects of the fall, now that I can comment on how it's working out.

This fall I wanted to prepare so my chemicals at the hangar (windshield cleaners, hand cleaners, and all that good stuff) wouldn't freeze and get ruined. I had previously used a wall mounted cabinet with foam glued to the inside, but it still stayed pretty cold. So this fall I advertized on Craigs list looking for a junk mini-fridge. I got one for free, which of course is a pretty good price. I ripped out the guts, and put in an outlet trio and mounted 2 15W mini-base lamp sockets in the freezer area (so it heats that metal plate), and stuck a 15W Reptile terrarium heating pad to the floor. The heating pad was a waste of money...it's unnecessary, but it does warm things like those big bottles of simple green and other cleaners.

Today, with OAT's that went from the -20F to +1F

range, I used my Harbor Freight infrared thermometer and checked the inside temp. It's over 100F on that metal plate, but about 85F on the walls inside the fridge. So, plenty of nice warm chemicals to use. I used 2 bulbs so that there would be redundancy, because one should easily keep it from freezing. So far I've burned out one bulb, so having 2 was a good idea. Cheap, and works great.

For those who worry about the safety factor, the reason I chose 15W bulbs is to prevent it from being too warm. I also tested it thoroughly for a few days before I loaded it with chemicals, testing it on 90F degree days. It was simply not possible to warm this past the safe zone. I could, as some have suggested, install a thermostat, which isn't a bad idea at all, but, it does add a little more complexity and complexity often just means one more way to fail. If I had a thermostat on it, I'd buy one that keeps it at about 70 degrees, but considering I only need this cabinet when the temps are below 40, I'm happy to just let those 15W bulbs burn all winter long. My Reiff cylinder and oil sump heaters on the RV-10 draw much more current than these 2 bulbs do.



Combating Carb Ice (from the AOPA)

When we think about the dangers of icing, the first thing that comes to mind is usually airframe ice—but carburetor ice, its insidious and often forgotten cousin, can be just as deadly, having contributed to more than 200 accidents and 13 fatalities in less than a decade. As with most risks in flying, though, the keys to combating carb ice are simple: understanding the danger, recognizing the symptoms, and taking prompt action.



The Problem

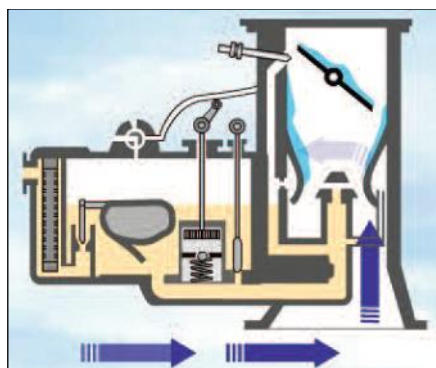
At a basic level, carburetor ice is a product of three interrelated factors:

- 1) Air temperature
- 2) Relative humidity
- 3) Carburetor design

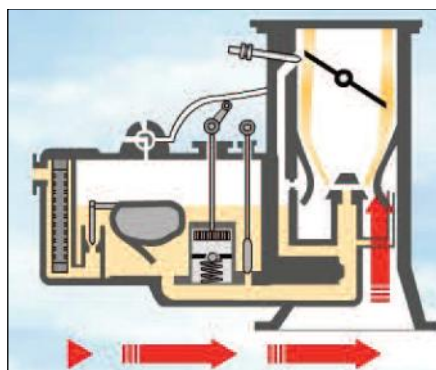
The carburetor's job is simple: It blends fuel and air together in the correct ratio before sending it to the engine in the proper quantity. To do this, it draws air through a narrow, curved passageway called a venturi. Much like air flowing over the curved upper surface of a wing, air moving through a venturi speeds up as its pressure decreases. When fuel is injected into this fast, low-pressure airstream, it vaporizes, and the resulting mixture of atomized fuel and air flows to the cylinders.

But there's a problem. The vaporization of the fuel and the pressure change induced by the venturi together cause the air passing through the carburetor to

cool rapidly—in some cases, by as much as 70 degrees Fahrenheit. If this lowers the air temperature past the freezing point, and if the incoming air is moist (i.e., humid) enough, ice can begin to form on the inner surfaces of the carburetor. As the ice accumulates, it restricts the flow of the fuel/air mixture to the engine, leading to a reduction in power as the engine is essentially “starved.” If the situation isn't remedied, the engine may lose power entirely.



Rapid Cooling - Carb



Carb Heat Activated - Melting Carb Ice

The “Danger Zone”

Although you may have heard that only a specific set of conditions lead to carb ice, the truth is that most of us fly inside the “danger zone” on a regular basis.

Carb ice can form over a wide range of outside air temperatures and relative humidities. While the word “icing” typically brings to mind blustery winds and frigid conditions, carb ice can form when outside temperatures are as high as 100 degrees Fahrenheit with 50 percent relative humidity. At the other end of the spectrum, the risk doesn't go away until the humidity falls below roughly 25 percent and/or the outside air temperature drops well below freezing.

In other words, carb ice can form at pretty much **any time, in any phase of flight.**

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Combating Carb Ice (from the AOPA)



On a mid-June morning in western North Carolina, a flight instructor and the owner of a Cessna 182 ventured out for a training flight. A weather station 13 nautical miles to the southeast reported visual meteorological conditions (VMC) with a temperature of 80°F and a dew point of 45°F. The relative humidity was 28 percent. Shortly after departure the engine lost power, and the pilot attempted to stretch a power-off glide to a nearby grass strip. The airplane impacted tree branches before it stalled, and subsequently impacted the runway environment. The NTSB determined one of the probable causes of the accident to be carb icing that led to a loss of engine power.

Flight Conditions

Of course, just because carb ice *can* form over a wide range of temperatures doesn't mean that it always *will*. In reality, certain situations are considerably riskier than others. Icing is most likely to occur—and to be severe—when temperatures fall roughly between 50 and 70 degrees F and the relative humidity is greater than 60 percent.

Likewise, certain flight conditions carry greater risks. As engine power is reduced, airflow is restricted and ambient heat is lessened. This makes low-power operations like descents considerably more prone to carb ice. Certain aircraft types are also more prone to ice than others. For example, the pilot's operating handbook (POH) for many single-engine Cessnas

calls for the pilot to apply carb heat whenever power is reduced below the green arc on the tachometer. Most Piper singles, however, aren't subject to this restriction, even when equipped with similar engines and carburetors. Why? Because differences in airflow and engine heat due to cowling design and other factors affect the formation of carb ice. Still, **no aircraft with a carbureted engine is immune to carb ice.**

A flight instructor and student were in a Cessna 172 working on routine traffic patterns at their home airport. The student was performing the before landing checklist when he became distracted and forgot to turn on the carb heat for descent. The instructor noted the error, but allowed the student to proceed without carb heat. After landing, the instructor took the controls and initiated a climb-out, at which point the engine noise changed and the airplane stopped accelerating. Only when the instructor applied full carb heat did the engine roar back to life.

Diminishing Returns

Now that we know when carb ice can occur, it's important to know and recognize the indications that point to *existing* carb ice.

The classic symptoms of carb ice are **reduced power** and a **rough-running engine**. In aircraft with fixed pitch propellers, the first indication is typically a small decrease in engine rpm. Although the engine may still be running smoothly at this point, as ice continues to accumulate the reduction in rpm will continue and the engine will begin to run rough. If the icing conditions are severe enough, and the pilot takes no remedial action, the engine will eventually fail.

The same applies to airplanes with constant-speed propellers, with one important exception: The manifold pressure gauge, rather than the tachometer, should be the focal point for early indications of carb ice. Precise power settings, a consistent instrument scan, and attentive ears can all alert you to the subtle changes in engine performance. You may also want to consider installing a carburetor air temperature gauge to assist in recognizing conditions conducive to icing.

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Combating Carb Ice (from the AOPA)

(Continued from page 6)

The Remedy

Although carb ice can form any time, under any number of different circumstances, the remedy is always the same: carb heat. Consult your airplane's POH or flight manual for specifics on using carb heat, but remember this general rule: **It's far better to use full carb heat too soon, than to wait until it's too late.**

When carb heat is applied, unfiltered air that's been heated by the exhaust manifold is routed into the carburetor, melting any ice that may have formed. As the ice melts, water is intermixed with the air/fuel mixture, causing the engine to run rough. Be patient: This increased engine roughness may last several seconds to a few minutes as the ice melts. Once the ice is clear and the engine is operating normally, be sure to turn off the carb heat to restore full power.

At the first indication of carb ice:

- 1) **Full carb heat ON (partial application could cause additional carb icing)**
- 2) **Leave carb heat ON until normal engine power returns**
- 3) **Monitor engine power and re-apply carb heat as necessary Remember, when carb heat is applied, the warmer air will inherently cause a reduction in engine power.**

Preventive Steps

During your preflight run-up, carb heat should be applied fully to ensure that it's functioning properly. As warm air is routed to the carburetor, you should see a small reduction in rpm on aircraft with fixed-pitch propellers, and a slight reduction in manifold pressure for those with constant-speed props. If no ice is present, the rpm or manifold pressure will remain constant. If ice exists, however, there will be a gradual increase in engine power as the water from the melting ice is purged from the system,

If much time elapses between the carb heat check and takeoff (especially in conditions conducive to carb icing), you may want to consider performing another check just prior to departure. Carb heat should not be left on while taxiing, however, because the unfiltered air could allow foreign debris to be introduced to the engine. Preceding reduced power or closed throttle operations, full carb heat should be applied (unless the aircraft's POH states otherwise). The warm air will aid in the prevention of carb ice—as will an occasional application of throttle to clear the engine. Again, it's best to err on the side of caution when it comes to carb ice. In extreme cases of in-flight ice, it may be necessary to continue operating with full carb heat to prevent further ice formation. In this case the mixture should be leaned to compensate for the warmer, less dense intake air, which can cause an excessively rich fuel/air mixture. Wherever your flying takes you, always be aware of the "danger zone" of carb icing. Preflight prevention, alertness to early indications and a prompt, correct response to carb ice will keep you safely in the air—and out of the NTSB accident database.

Interesting Links from our Members

From Mike Nightengale,

The NEW F-35B IS THE MARINE CORPS VERSION OF THE F-35 The 'A' MODEL GOES TO THE AIRFORCE, AND THE 'C' MODEL IS THE NAVY VERSION. Short video of an amazing plane from Lockheed Martin.

http://www.aircraftowner.com/videos/view/f-35b---taking-stovl-to-a-new-level_1126

From Ron Franck,

A good history lesson, World War I Flight Training Video, <http://www.nmusafvirtualltour.com/media/005/005k.html>

From Marty Santic,

Just about every airplane built can be found on this site. Browse this site for a few minutes. You will be amazed at what has been done in airplane design. The amount of information available is unbelievable.

<http://www.aviastar.org/index2.html>

Destroying WW-II airplanes, brings tears to your eyes

<http://www.facebook.com/media/set/?set=a.107130526016160.10977.100776559984890&type=3>

From Cy Galley,

An interesting anti-ice anti-corrosion treatment..

http://www.eaa.org/news/2011/2011-11-23_neverwet.asp

Runway Dust - A Book Review (from Marty Santic and Dennis Crispen)

Dennis Crispen from Chapter 569 and I received an email from a fellow who was looking for people to review a new book. We replied and author Charles "Ron" Furden sent us the manuscript, a prepublication copy of *Runway Dust*.

The book is the memoir of a teenager who went out to his local airport and found a job as a ramp rat to finance his dream of learning to fly.

All that was private aviation at small airports in the 1950s is found on the pages of this fine work.

The book will be published sometime in 2012. I certainly recommend it to anyone who remembers, or wants to know about, the Piper Cub era.

Dennis Crispen's review follows. If anyone would like to read the manuscript, e-mail me and will bring it to the next meeting.

SOME THOUGHTS ON *RUNWAY DUST*

Three times I pushed a J-3 out of the hangar for my first flying lesson. Three times the flight was canceled for some mechanical problem or scheduling conflict. Then the worst of the Nebraska winter came in and for weeks it was too cold to go flying in a Cub. When the weather moderated a bit, the two flying club trainers were fully booked by students trying to finish their private licenses before the new regulations (requiring instrument time) took effect.

Finally, I had a plane and instructor scheduled, but he suggested that it would be a waste of time to start in a Piper Cub. He took me to the shop where the final details were being done to a complete rebuild of a Cessna 140. There was new fabric on the wings, new paint, new tires, new upholstery, a fully rebuilt engine and – most important – a full panel of gyro instruments and a VOR navcom.

The instructor explained that the new regulations for the private pilot's license required that some instrument time be integrated into the private pilot training syllabus. Thus the loyal old Piper J-3 Cubs were now obsolete for training and being replaced by the fully equipped Cessna.

One week later I became the first student started in

the new program at the University Flying Club and at Lincoln Aviation.

So I missed the Piper Cub era, but only by days!

With the new format, flight training changed overnight. It was just a little more concentration on serious airmanship, just a little less flying for the exhilarating fun of it. We sat side by side with our instructors where they could scream in our ear at our aeronautical misdeeds. We pulled the starter cable to fire up and never did learn the art of hand propping. We made radio calls when we entered and left the pattern. Cross country flights were still planned by drawing wind triangles, but flown with the precision of the omnirange. Stops at tower controlled airports were included in student trips, just for practice. The spring gear on the Cessna required a much more exacting touch on landing to avoid the dreaded bounce. The paved runways now received more training time than the parallel sod strips. A year later, the 140 was replaced with a new Piper Colt and most of us never flew a tail dragger again. We cringed when the instructor reached behind the seat for the hood to start a session on instruments.

I left for a couple years for the service and when I returned, the small airport on the edge of town had been closed. The GA activity moved to the new airport that was built adjoining the Air Force Base. We now shared airspace and runways with airliners, heavy bombers and military transports. A control tower monitored our every move. There were two DC-3s and a Turboprop Gulfstream on the field. The FBO on the other end of the ramp was a dealer for helicopters, sophisticated twins and the new Learjet.

Then suddenly private aviation became a very big business. The flying club transitioned from Colts and TriPacers to Cherokees and Arrows. The FBO's training and rental fleet numbered fifteen aircraft. The shop was doing a booming business on high performance singles and twins. On the ramp, even more fuel was sold to transit aircraft than to the sizeable local fleet.

The easy pilot's lounge comradery of the old days was gone. A rainy day no longer featured hangar flying sessions, but instead the professional pilots updating their Jep binders and the students ground schooling for their next written exam. The flight instructors now wore neckties on the days that they were to take out a charter. The line guys were issued uniforms.

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Runway Dust - A Book Review (from Marty Santic and Dennis Crispen, cont.)

(Continued from page 8)

The Cubs, Champs and Taylorcrafts just disappeared as if they had evaporated in the summer sun. A few were left to rot in the weeds behind the hangar, thought to not be worth the price of a fabric recover and an engine major overhaul. Some moved on to western Nebraska where the ranchers used them to hunt coyotes and check fences. A quarter century later they would become very valuable collectors' items.

I have rambled on way too long here, but all this is to explain just how much I enjoyed *Runway Dust*. I thoroughly loved my early aeronautical training and consider it one of my great life experiences. But something deep down inside me acknowledges that I missed something very fine by not starting my aviation adventures just a bit earlier. Fifty years later, I still haven't flown, or even had a ride in, a Piper Cub.

Runway Dust is one of those books that you start reading and then discover that you have missed bedtime by hours. I don't know how it will be received by non pilots, but anyone who has ever learned to fly will appreciate every paragraph and find that it triggers dozens of wonderful memories.

Author Charles "Ron" Furden possesses an excellent memory for detail and a writing style that puts the reader right into the back seat of his beloved Cub. This view of aviation is one that could only have been told by someone who was there and experienced it personally. You will share the smells, the sounds, the

thrills, the adventure, the challenge and the rewards of aviation in the fifties. You will get to know the wonderful people that inhabited a small, gravel strip airport in Idaho. You will smile at the admissions of teenage misjudgments and your heart will be touched at the emotions recalled when a friend was lost in a crop spraying tragedy.

But Ron's book isn't really about airplanes. It is much more the story of the people that became friends, mentors and influences for a lifetime.

I can only find the smallest details to question. I never before heard anyone refer to the "yoke" as a "steering wheel". Ron mentions that the Cessna 140 was a later development of the 120. If memory serves me correctly, both aircraft were introduced at the same time. The 120 was the basic model and the 140 was the deluxe version that added a sensitive altimeter, electrical system, starter, lights and the option of a radio. The only structural differences in the aircraft were that the 140 had flaps and the rear quarter windows. A few years later the Cessna 140A sported an all metal wing. When you see a 120 today, it always has all the electrical goodies and often the rear windows. I assume that they are aftermarket additions.

I was surprised that Ron says that he checked out in the Cessna 140 with only one short duel session. As I recall, the pilots in the flying club that learned on the J-3 were a bit afraid of the 140 and its tendency to bounce on landing.

Runway Dust is a great read. I predict that it will become a favorite of anyone who was lucky enough to have experienced the Piper Cub era and to anyone who wishes that they had been there.

Amazing WW-II Facts

Most Americans who were not adults during WWII have no understanding of the magnitude of it. This listing of some of the aircraft facts gives a bit of insight to it.

276,000 aircraft manufactured in the US .
43,000 planes lost overseas, including 23,000 in combat.
14,000 lost in the continental U.S.

The US civilian population maintained a dedicated

effort for four years, many working long hours seven days per week and often also volunteering for other work. WWII was the largest human effort in history.

THE PRICE OF VICTORY (cost of an aircraft in WWII dollars)

B-17	\$204,370.	P-40	\$44,892.
B-24	\$215,516.	P-47	\$85,578.
B-25	\$142,194.	P-51	\$51,572.
B-26	\$192,426.	C-47	\$88,574.
B-29	\$605,360.	PT-17	\$15,052.
P-38	\$97,147.	AT-6	\$22,952.

Friends of Naval Air Station Ottumwa (from Cy Galley via the General Aviation News)

A new group, “Friends of Naval Air Station (NAS) Ottumwa,” has recently been formed to preserve the history and Naval aviation heritage of the Ottumwa, Iowa, airport.

The old, two-story brick administration building still exists on the property, but is in need of repair since it has been unused



The Administration Building Today

for years. The group seeks to restore the building so that it can house an educational museum and encourage economic development in the Ottumwa area by renting space for business meetings and other functions.



To begin the renovation, the group hopes to raise funds through private and corporate donations, obtain grants, acquire material donations, and invest their own “sweat equity” in the project.

Ottumwa’s rich history includes 22 practice fields that were built by the Navy during World War II. Many of those fields have been lost to local development, but NAS Ottumwa continued its operations as a civilian airport after the war. Naval aviators who came through Ottumwa include Scott Carpenter, Richard Nixon, Jesse Leroy Brown, Robert E. Bowman, and Dorris D. Gurley, NAS Ottumwa’s first

commander.

“Friends of NAS Ottumwa is incorporated and is currently working on an agreement with the city for the building,” said Stephen Black, adding, “the big hold-up is waiting on the 501(c)-3 ruling. Once that is granted, we will be considered a not-for-profit dating back to our incorporation date.”

Those who are interested in learning more about this project can contact Black at sblackdsm@yahoo.com, 515-278-5219, or by writing to: Friends of NAS Ottumwa, P.O. Box 350, Johnston, Iowa 50131.





Ground School

Private Pilot Ground School

Meets Tuesday Nights 6:00PM and cost is \$325 + (tax)
Starts: Tuesday, January 17

Instrument Ground School

Meets Monday Nights 6:00PM and cost is \$350 + (tax)
Starts: Monday, January 16



Introducing Our new Redbird TD2 G1000 FTD



- Now your instrument rating is more affordable.
- Featuring Garmin G1000 avionics.
- Can be used up to 14 hours for our part 141 Instrument Rating Flight Program.
- Can be used up to 10 hours for our part 61 Instrument Rating Flight Program.
- An FTD is cheaper to operate and maximizes training time.
- Allows training to continue even in inclement weather.

Local Calendar of Events (click on the Links)

[\(Link to the Iowa DOT Office of Aviation Calendar\)](#)
[\(Link to the EAA Calendar\)](#)

December 7, 2011

Pilot Safety Meeting, Waterloo Municipal Airport, Main Terminal, 2nd Floor, "Human Errors During Surface Operations" 6:30 p.m. 816-329-3036 (Alan Gorthy)

December 10, 2011

[EAA Chapter 75 Monthly Meeting](#) - 6pm - CHRISTMAS POTLUCK AND SANTA - Meeting at the Deere-Wiman Center, Moline, IL

January 14, 2012

[EAA Chapter 75 Monthly Meeting](#) - 7pm - Meeting at the Deere-Wiman Center, Moline, IL

2011-2012 EAA Chapter 75 Dues PLEASE TAKE A MOMENT TO READ THE FOLLOWING !!!!

Quite a few of our members have NOT paid their chapter dues for 2011. And your dues for 2012 are due soon!

We have sent e-mail reminders to those that have NOT paid their 2011 dues about a month ago and the overall response was not great, to say the least.

The chapter officers are looking for ideas with respect to this issue. The chapter dues remain at \$10 per year which is most likely the lowest amongst any of the chapters throughout the states.

TAKE A MINUTE and send the LAST page of this newsletter and YOUR check to Ed Leahy.

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

Classifieds (Click on the link for e-Mail address)

For Sale: 1948 PA-15/17 Vagabond in Kewanee. A -65, bungee gear, dual controls. I owned this aircraft. The current owner says it is time to quit flying. LSA eligible. While I owned it, I put Cleveland wheels and brakes, remote spin on oil filter, new sealed wing struts, and new Maule tail wheel on it to name a few items. Call [Ross Carbiener](#) (A&P) at 309-738-9391.

For Sale: [High reach floor crane](#), (click for photo) 1-1/2-ton capacity on casters. Great for a hangar and lifting an engine from 0 to 8 feet. Can be hung on the wall in 3 parts. Come-along included.. Call Larry McFarland 309-792-0472

For Sale: Cherokee wing tips for sale \$35. Contact John Vahrenwald at airbike5@yahoo.com

For Sale: Have a RV wing rotisserie I picked up from Paul Fisher last year.... free for the taking. Also have a wing stand. Robby Root. robby-root@mchsi.com 309-945-5073

DAR Services: Amateur Built/Light Sport Airwor-

thiness Certification Inspections, Ferry Permits (Certified and Experimental), Replace lost/damaged Airworthiness Certificates (Certified and Experimental). Call [Ross Carbiener](#) (A&P) at 309-738-9391.

For Sale: Share for sale in the Cessna 152 based at DVN. \$1000.00 Contact Terry Crouch at [563-370-6126](tel:563-370-6126).

New LISTING - For Sale: GBY Look Alike, on gear, 2 engines---0290D & 0290G. Lots of parts, instruments, gauges, most to finish except cover---\$5,000. Contact Bob Olds at 563-326-2430.

For Sale: Scroll Saw. \$35. Bought a new one. Contact John Vahrenwald at airbike5@yahoo.com

For Sale: 1962 Cessna 182. Out of license since 2008. Hangared. TT 1,568. Two owners since new. \$35,000 where is, as is. Paint faded, glass clear, interior good, engine strong, panel original plus KX155. NDH. Jim Chambers [\(402\)440-5270](tel:4024405270) Lincoln, NE

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 / re-run at the newsletter Editor discretion. If we run out of room, will make some more!!

November 12th General Meeting Minutes (cont.)

(Continued from page 2)

REPAIR BARN: Nothing to report.

YOUNG EAGLES: A Young Eagles event was held at Davenport on October 15th.

OLD BUSINESS:

We talked about the survey that Marty Santic put out last month.

Keith Williams had some good ideas promoting chapter activities and group building projects.

NEW BUSINESS:

The new EAA 2012 calendars are now available, they are \$6.00 each. They are available from John Vahrenwald.

There was input from the membership on how to increase our membership and activities.

Project reviews and flying activities by all the members.

THE EVENING PROGRAM:

Presented by Jerry Coussens, His presentation centered on his trip through the Washington DC restricted airspace and the temporary flight restriction that went with it. He also talked about long cross country trips and the performance of his Lancair.

The meeting was adjourned at 9:15PM

These minutes respectively submitted by Vahan G. Bedeian Recording Secretary EAA Chapter 75

From The Desk of the President (cont.)

(Continued from page 1)

We have quite a number of members who have not paid their 2011 dues. I would like some input from those who haven't paid so we can complete an up-to-date roster. If you don't know if you have paid, check with the treasurer, Ed Leahy.

If you miss the December 10th meeting, we wish you and your family a Happy and Safe Holiday Season.

Happy flying - Jim

EAA CHAPTER 75 OFFICERS		Board of Directors (cont.)		Tool Librarian	
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Mike Nass		Edward Leahy		cbeert@mchsi.com	563-505-9988
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		Jim Smith			
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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



Chapter Website
www.eaa75.com

**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/renewal 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: _____</p> <p>Pilot/A&P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with:</p> <table><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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