

THE LANDINGS

Newsletter of Chapter 75

Quad-Cities of Illinois and Iowa, USA

June 2007

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

President's Notes



We are now officially in the summer flying season. Chapter 75 has had its last formal meeting until September. Now the fun starts with our summer pot luck fly in events and the

Airventure experience.

I know many have cut back on flying due to the cost of fuel, but remember, that is not good for you or for the airplane. Both need to fly on a regular basis for safety reasons. And with that said, we all need to get involved in the user fee issue now before congress. It will have a great impact on our EAA activities in years to come if we start down the road to user fees. The few good friends we have in congress are not enough. You may not think it will affect you. You don't fly in Class B space, get your wx on line, or don't file an IFR flight plan, but when you have to clip a \$100 bill to your next medical renewal form before it goes to Oklahoma City, it will be too late. Lots of information on the EAA and AOPA web sites. Get involved.

We still need some folks to help with the Chapter information booth during the QCAA Wanabee program at MLI on Saturday, 9 June. All you have to do is show up at 0830 and help tell the EAA story. This is going to be an open house type thing, so it will be a chance to fly the EAA colors. We are doing a Young Eagles as part of the event. It will be at one of the large air freight buildings on the north side of the airport just off U.S. Route 6 by the traffic light at the end of I-74.

Hope to see you all at the Rahlf Fly In on 2 June. Have a safe summer. *Richard Lowe, President.*

June Potluck



A pair of Wagabonds basking in the sun at a past gathering.

With the arrival of June we shift gears into picnic mode and move our monthly meetings out-of-doors. Our host for the June meeting will be Steve and Jessica Rahlf of rural Muscatine, Ia.

Plan on eating a potluck style meal around Noon. Remember to bring a dish to pass, your own table service and a lawn chair or two as we retire to the lawn after the meal. Steve will provide beverages. If you plan on flying in and it's been raining, call ahead for a field condition advisory from Steve. 563-264-2781

If your driving from Davenport, take Hwy 61 9 miles West out of BlueGrass, turn South, go 1 1/2 miles, turn back East for another 1/2 mile. If your driving from Illinois, take Hwy 22 West to Wildcat Den Road, turn North and follow Wildcat Den Road North, then West, cross Vail Rd. continuing North on 180th St. to Steve's farm. Flying? N41.478577 by W090.919427



Food, friends and flying machines, life can be good!

Saturday, June 2nd • Fly-In/Drive-In Pot Luck • Steve Rahlf's Farm

EAA CHAPTER 75
BOARD OF DIRECTORS MEETING
May 12, 2007

(Deere Wiman Carriage House, Moline, IL.)

The meeting was called to order at 6:05 pm. Ed Leahy read the Treasurer's report and a copy was given to the chapter secretary. A motion to approve the treasurer's report was made by Dave Jacobsen, seconded by Rich Lowe and approved by the members.

The minutes from the last meeting were read and a motion was made by Rich Lowe to approve the minutes, second by Jim Smith and approved by the members.

Old Business: Chapter 75 will not have a booth at the Quad City Air Show this year. Our focus will be on the Chapter's Fly in / Drive in at the Rahlf's family farm in Muscatine. If more people in the chapter are interested in having an air show tent next year, the Air Show Officials will welcome our chapter back.

Richard reported that he sent letters to the members of EAA Chapter 350 of Monmouth, welcoming them to attend our meetings.

We have 85 young eagle credits. Roy Fisher will attend the Air Academy this year. The Quad City Aviators Wanabee a Pilot program will fly only young eagles this year. Pilots must attend a briefing on June 8th at 6pm followed by the setup of tables.

Insurance has been requested for this summer activities.

New Business: Larrie Dahl will speak at the Moline Library on Careers in Aviation May 16 at 7pm.

Rich Lowe will check with Dick Morrow on the chapter's renewal of our meeting times at the Deere Wyman Carriage House.

Those in attendance were Richard Lowe, Jim Smith, Ed Leahy, Steve Beert, Dave Jacobsen, Ron Franck and John Vahrenwald.

Meeting ended at 6:30pm.

Respectfully submitted by John Vahrenwald



EAA CHAPTER 75
MONTHLY MEMBERSHIP MEETING
May 12, 2007

(Deere Wiman Carriage House, Moline, IL.)

The meeting was called to order by President Richard Lowe at 1900 hours.

The Treasurer's Report was presented by Ed Leahy. The chapter continues to receive the \$10 new member rebate from EAA Headquarters for newly enrolled members. The donation was made to the Moline unit of the Civil Air Patrol to assist in their move to new quarters.

Committee reports were presented by the Tech Counselors. Terry Crouch noted that a dent on a push rod tube on a Continental engine could cause wear on the push rod. He showed an example from an engine which experienced such damage. There may not be an oil leak, so close visual during an inspection is in order. Members were reminded to return tools to the crib for use during Airventure at the EARF. Young Eagle pilots and volunteers are needed for the wana-be-a-pilot event at Moline on 9 June. See Richard Lowe for details.

The President reported on the results of the board meeting for May. Some new members from Chapter 350 are sending in membership applications for our chapter since they went inactive. Welcome to those new members. We will not participate in the QC Air Show this year. Not enough members volunteered to man the Chapter information booth. The EAA items we obtained will be used for other EAA recruiting activities in the coming year. Members were advised that Mr. Larrie Dahl, John Deere Aviation Director, will speak on careers in aviation at the Moline Library on 16 May at 1900 hours.

The program for this meeting was a presentation by Jim Haynes on the history of the Curtiss Robin. It was an excellent program with detailed data on the development and manufacture of this historic airplane. Thanks for an interesting program Jim.

Members were reminded that we shift to summer mode and the next regular meeting will be on 8 September. The June, July and August events will be the usual fly in picnics hosted by members. Watch newsletters for the details.

Meeting adjourned at 2130 hours.

Richard A Lowe

May Program

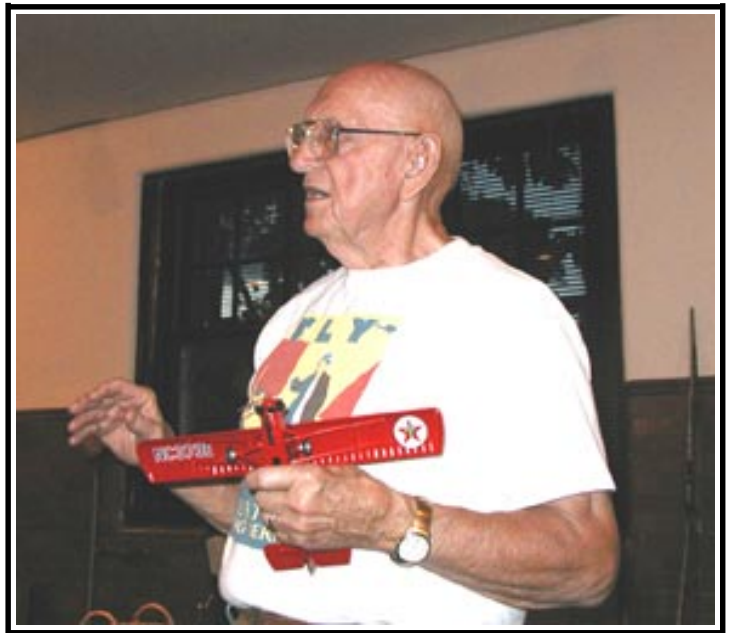
Every now and then an aircraft design comes along that sets a benchmark to measure others against. The Curtiss Robin is just such an airplane and no other member of our chapter knows the Robin better than Jim Haynes.

It was 1928 and the country was still celebrating Col. Charles Lindbergh's Atlantic flight. This enthusiasm was not lost to aircraft manufactures and they were emulating the famous Ryan design. One doesn't have to squint too hard at the Robin to visualize the outline of their own Spirit of St. Louis.

One such person was Doug Corrigan, who idolized Col. Lindbergh to the point that he too crossed the Atlantic in 1938 flying a Curtiss Robin. Quite a feat for a private individual considering he bought the Robin off a trash heap for \$310.00!



Another remarkable story is that of the Key Brothers. They flew a modified Robin non-stop for 653 hours and 34 minutes, establishing a



world endurance record. Consuming 6,500 gallons of gasoline and 300 gallons of oil, the Key Brothers stayed aloft in their Wright Whirlwind powered aircraft for 27 days making 432 air-to-air deliveries of food, water, fuel and oil. The aft cabin was modified by the addition of an auxiliary fuel tank, atop which the two brothers took turns sleeping. The Robin, named "Ole Miss" flew without a cowling and was equipped with walkways along the forward fuselage to allow in-flight lubrication of the motor.



Flight and ground crew.



Fred Key lubricates rocker arms in "Ole Miss" engine during endurance flight.



Ole Miss refueling during endurance flight.

Remaining 2007 Chapter 75 Programs

Month	Primary	Alternate
June, July and August	- Pot Luck Dinners - Steve and Henry Rahlf, Jim Smith and Bob Olds, Steve and Cinda Beert	
September	John Eagles	Nick Anagnos
October	John Vahrenwald	Blaise Stoltenberg
November	Mike Nass	

The topic should be aviation related or something that would be of interest to members. Topics include technical methods useful to aircraft builders, aviation history, trips you may have made to a fly in, museum or aviation historic site. Guest speakers you know and can arrange are great programs. This is your chance to blow your own horn to a captive audience.

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1978 Cessna 152 II Share For Sale: Only 12 Owners. Great Availability. Online Booking. Full IFR. Perfect for earning your Instrument Rating. Based at DVN. Always Hangared. Best maintained 152 in the Quad City Area. \$39 per month dues. \$39 per hour flight time (tach) Must Sell. I have moved from the QC Area. \$2500.00 or Best Offer. Call: Kirk 563-343-6149

Save a Buck or Two!



by Mark Langford,
Huntsville, Alabama

My insurance bill came a couple of months ago, and the price was relatively unchanged from the year before, about \$600 for liability alone for my KR2S. I had no problem getting hull insurance for \$25k when I first started flying, but I quickly came to the conclusion that if I rolled it up in a ball, the last thing I'd want to see is some insurance company hauling away the remains of what would be a substantial headstart toward the construction of my next one, so I dropped the hull insurance after the first year.

Anyway, I thought I'd check out Sky Smith because a lot of folks swear by him, so I did. I got EXACTLY the same coverage from him as what I had the year before, through EXACTLY the same carrier (AIG), for half the price. That's \$300 that I can do something else with. He's at <http://www.skysmith.com/>. Just thought it might help out some other folks, and no, I don't get kickbacks, favors, or whatever...
1984

Internet Links You Might Find Interesting....

This first link takes you to a game of skill. Test your abilities as you drop a crewman onto a floating platform from a Helo or drop supplies from a fast flying cargo plane. Fun for the whole family.

http://www.rafcareers.com/altitude/games/dz_game/dzgame.cfm

The second link shows some amazing video of Alan Szabo flying an RC helicopter, doing some of the most amazing stunts I've ever seen with a 'chopper. I only wish the cameraman would have included a couple of shots of Alan's hands as he manipulates the controls. Wow!

http://www.liveleak.com/view?i=844_1178669945

This next link is from Rotec Radial engines and shows a cut-away view of how a radial engine works:

<http://www.youtube.com/watch?v=4hWZ40120BQ>

This last link takes you to the dangerous task of powerline tree trimming using a helicopter. I can't imagine the insurance rates!

<http://www.youtube.com/watch?v=KMQgt5YiD0w>

Aviation Swap Meet

Steve Rahlf is hosting another parts swap during the June 2nd potluck picnic. If you have anything of interest that you'd like to sell or swap, bring it along!



NOT BAD FOR AN ALEDO FARM BOY *By Richard Lowe*



JOHN DEERE AVIATION



I recently attended a presentation on the John Deere Aviation Department. It was held at the new Moline Public Library and sponsored by the Quad City Aviators Association. Larrie Dahl, Director of Aviation for Deere and Company talked on the operation of Deere's Aviation Department and on careers in aviation for young people.

I met Larrie when I briefly worked at Carver Aero. I was given a tour of the Deere facility at the Moline Airport and was introduced to some of his staff. Currently, Deere operates a Gulfstream V jet which has a endurance of 14



hours. They can do Moline to China non-stop although they usually stop for fuel in Alaska. This allows the aircraft to have ample fuel when operating in Chinese airspace.



Deere also has two Cessna Citation X's which fly at .92 mach. They are the work horses of the department.

Additionally they operate a Cessna Citation 680 (excellent for short runways and high density altitude airports) and, based in



Brazil, is a Beech King Air 350 which they use there.

Under Larrie's supervision are 15 pilots and approximately 13 maintenance tech's. They do all flight planning for domestic and all weather planning in house. Their international flight planning is still done by a service. Trips are typically to Europe, India, South America, Russia, China (Deere has four facilities there) and all over the lower 48 States. He requires a first class medical, 3000 hours, a type rating if possible, ATP rating, and a college degree for entry level pilots. Although they fly under Part 91, they train to above airline standards and the aircraft are the most modern in terms of systems and technology you will find in the air today. He said that security of the Deere employees and time saving are the two things that are most key in their operation. They can save several man days for a load of executives on a trip to India vs. what the commercial airlines provide. They also run a lot of domestic trips between plants for Deere employees, so it is just not the executives who fly in the planes. He has to justify the costs to the board almost on a daily basis. Deere aviation has received several awards for their quality performance over the years from the FAA, business aviation groups, etc. It was an excellent presentation.

Mr. Dahl said that aviation is still a great career for young people, but they must be ready to respond to change all the time. Larrie said he started out pumping gas at the Aledo, Ill, airport in the early 60's. He became a pilot, flight instructor, crop sprayer and later ran a flight school in the area. Later, he went to work for Hahn office furniture in Muscatine as a pilot and for years was their chief pilot of their two jets. He has been director of aviation for Deere for about five years. He had photos of himself standing in Red Square, Paris, Brazil, London, in front of the Taj Mahal, etc. He said, "Not bad for an Aledo farm boy".

Thanks to the Quad City Aviators for sponsoring this excellent program and thanks to Larrie for sharing his story with the pilots of the Quad Cities. *Richard Lowe*

EAA TRIVIA

If you've attended Airventure in the last 20 or so years and have walked the grounds, chances are you've also walked through Bernie Pietenpol's hangar at Pioneer Airport. Did you know the structure is the real deal, not a reproduction? Yep! Family, friends and volunteers of EAA Chapter 300 and Antique/Classic Division Chapter 13 joined forces and carefully disassembled the main hanger on Pietenpol Field in Cherry Grove, Minnesota. It was later transported to Pioneer Airport and re-assembled to preserve the rich history embodied within it's walls.

What year was the building disassembled? Was it 1979?1984.....or 1987? The answer is found on the bottom of page 4.



ELT TIPS FROM LT. COL. NIELSEN

In a recent conversation with Lt. Col. Tom Nielsen of the Moline Civil Air Patrol unit, he told me of two recent problems they had with false ELT signals.

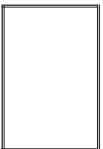
One involved a person who removed an ELT from his aircraft and placed it in his vehicle. It went off, and the signal of course moved to where ever the truck was located. He said you should always disconnect the power source on an ELT that is removed for an aircraft for any period of time. He finds a lot of false alarms sitting on a bench in a hangar.

The other event is a little more interesting. It seems a person had a plane in a hangar. It was not being flown. The ELT battery expired and remained in the airplane. In this case, as the power drew down in the battery due to age, the device started to send a signal. The signal was too weak for the satellite to lock on, but other ground stations heard it. As the power went down further, the signal stopped. As the battery sat for a while it "self-charged" in time to a point where it started to emit a weak signal again. It was hard for the CAP to locate.

Teaching point: If you are not going to fly your plane for a while, disconnect the ELT power source. Even an expired battery can cause a problem in time.

Submitted by Richard Lowe

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The Leader In Recreational Aviation

