

# THE LANDINGS

[www.eaa75.com](http://www.eaa75.com)

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

July 2013

### THE EXPERIMENTAL AIRCRAFT ASSOCIATION



#### From The Desk of the President

The July 13<sup>th</sup> potluck will take place at the Davenport Airport at the "T" Hangar area, at Jim Smith's hangar.

Enter off the "9230" North Harrison Street entrance. Bring your own chairs, table service and a dish to pass. Beverages, the brats and hotdogs will be provided by Bob Olds and Jim Smith. If you wish some other type of meat, the grills will be hot. Serving time begins at 12:00 noon.

The June 8<sup>th</sup> potluck was held at the Kewanee Airport and was attended by a large representation of chapter members, family members and guests. There was the usual assortment of great food. The event was hosted by Ron & Pam Franck, Jim & Sharon Love, and Randy & Linda Stisser.

A Young Eagle event was held during the morning prior to the potluck. A special thanks to Dale Lindstrom for making the lobby and ramp available for the event. We had a great turn-out of pilots, however we only flew nine Young Eagles. The Young Eagles each got a lot of individual attention and were

very enthused about their experience. Thanks to the pilots and the ground crew who helped.

Thanks to Ron Franck for placing signs along the way for important turning points to aid in getting to the Kewanee Airport for those who drove.

On Father's Day our chapter conducted a Young Eagle event at the Geneseo Airport in conjunction with their annual "Father's Day Pancake Breakfast. Forty-five new Young Eagles will be registered in the EAA Log Book. There were happy faces on all the children as well as their parents. A big thanks to all who helped in making this a smooth successful event. Especially thanks to the fathers who flew and/or worked ground crew, taking time out of your special day to share your love for aviation with some new potential aviators. Scott Summers, one of this year's Air Academy recipients helped with ground crew duties. See article elsewhere in the newsletter regarding his Young Eagle ride. Kent Johnson, manager at the Geneseo Airport called later in the day stating he was so pleased with the flow of the event, the smoothest he can remember. Again, thanks to all who helped in any way.

Cy Galley is being recognized this year at Oshkosh AirVenture 2013 for his many years of volunteer service to EAA. The event will be Wednesday, July 31<sup>st</sup> at 11:45 at the Brown Arch, the "Gateway to Aviation". See Cy's letter elsewhere in the newsletter. Please try to attend this event to show Cy your support if you are at AirVenture and your schedule permits. Kirk Foecking gathered the information and submitted it to EAA for Cy's recognition. When you see Kirk, thank him for this.

We have had several meetings recently with a Special Board Meeting on May 23, 2013 addressing tool committee purchases. We had two additional joint meetings with the tool committee, repair barn chairmen and Board of Directors in attendance, facilitated by Dale Hendricks. We are moving forward with admin-

*(Continued on page 7)*

**Next Meeting - July 13th - NOON - July Potluck Lunch - Davenport Airport  
(At the New T-Hangars - Far Northeast Corner of the Airport - ALL are Welcome - Member or Non-Member)**

## **Potluck Lunch at the Davenport Airport on July 13th at NOON**

The July Chapter potluck lunch will be held on **Saturday, July 13th at NOON**. It will be held at the Davenport Airport. The potluck will be held at Jim Smith's hangar, far northeast corner of the airport.

### **FLY IN or DRIVE IN!**

Bring a dish to pass and your eating utensils. Should be a great time!!

## **May 23rd Special Board Meeting**

**CALL TO ORDER:** The meeting at the Village Inn in Bettendorf was called to order by Chapter President Jim Smith at 7:02 PM

**MEMBERS PRESENT:** Jim Smith, Ed Leahy, Tom Shelton, Marty Santic, Dave Jacobsen, George Bedeian and Mike Nass

### **TOPICS:**

Special Board Meeting to discuss tool purchased without approval of the Board of Directors as required by the Chapter 75 By-Laws and a planned joint meeting of the tool committee and the repair barn committee.

There will be a meeting of the Repair Barn committee, the tool committee and the Board. The meeting facilitator will be Dale Hendricks; he will be there to keep the meeting moving and to help resolve any issues during the joint committee meeting. Chapter Secretary George Bedeian will call the meeting when Chapter President Jim Smith lets him know the time and location. **The Board of Directors will be present, but in attendance only.**

The return of borrowed tools was discussed

The latest tool committee purchase was discussed. After a review and discussion of the purchased items, Invoice # 420592, Tom Shelton suggested going ahead and approving the purchase, but in the future, the tool committee should be instructed to follow proper protocol as stated in the Chapter 75 By-Laws. The Board discussed this issue at length.

Paying for all but 2 of the 26 items was suggested by Mike Nass. It was suggested that all items should be approved as listed on Invoice #420592, with the exception of item #1 (Time-Rite Kit), as it has been located and Item #19 (Rivnut Kit), as the chapter already has the tool.

Ed Leahy made a motion to pay the bill, except for the two items mentioned above. The reimbursement check shall include an amount to cover return postage of these two items, and a request to follow Chapter 75 By-Laws with regard to all further purchases. Also to be included with the check, a letter to explain why we followed this procedure. A certified return receipt from Steve Beert will also be requested to ensure the letter and check have been received. The motion was seconded by Mike Nass and approved by the board.

A motion was made to end the meeting by George Bedeian and was seconded by Marty Santic.

The meeting was adjourned at 8:30 P.M.

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

## **1st Special Joint Meeting of the Repair Barn & Tool Committees, with the Board of Directors in Attendance**

**CALL TO ORDER:** The meeting was called to order by Chapter President Jim Smith at Carver Aero on June 3<sup>rd</sup> at 5:38 PM.

**COMMITTEE MEMBERS PRESENT:** Mike Nightingale, Terry Crouch, Rodger Nightingale, Paul Fisher, Cy Galley, Ron Franck and Facilitator Dale Hindericks.

**BOARD MEMBERS PRESENT:** Jim Smith, Ed Leahy, Tom Shelton, Marty Santic, Dave Jacobsen, George Bedeian and Mike Nass.

**TOTAL NUMBER PRESENT:** Including Dale Hendricks, 14.

Jim Smith read the letter that was sent to the board members and the tool & repair barn committees. The letter represented and stated the missions of both committees.

Jim Smith introduced Dale Hendricks. Dale gave a brief background of himself and explained tonight's mission to the board and committee members present at the meeting. After this, the meeting began with Dale as the facilitator.

Tool Committee function was discussed and its length of time in existence, in the Chapter.

*(Continued on page 3)*

## **1st Special Joint Meeting of the Repair Barn & Tool Committees, with the Board of Directors in Attendance**

(cont.)

*(Continued from page 2)*

These discussions lead to the AirVenture operations and the handling of donations from aircraft owners for our volunteer work and how it's spent.

The purchase of T-shirts and cake for the 50<sup>th</sup> anniversary of the Repair Barn was discussed and was decided this was one of the major issues that started our problems, and the need for all to follow the chapter by-laws explicitly.

Present chapter by-laws were discussed and it was noted their existence for 13 years in the present form.

The most recent purchase of tools was discussed, they were not purchased as per chapter by-laws.

The recently developed tool committee by-laws and how they fit in with chapter by-laws was topic of discussion.

It was agreed to locate all of the chapter tools before this years AirVenture.

Mike Nass suggested centralizing all the chapter tools to one central location. Possibly a storage unit rented by the month.

The subject of insurance for chapter tools came up, and the committees wondered if Steve Beert should have to pay for the cost of the premiums. It was then noted that he carries a rider on his home owner policy for the tools.

Tom Shelton made a suggestion to come up with short list, from the meetings previous discussions and to begin to resolve our issues, as per tonight's discussions.

One of the major concerns from tonight's meeting was that, will Steve Beert be ready with the tools for AirVenture. This meaning will they be packed, and will he be ready to assume his responsibility at AirVenture.

Cy Galley will talk to Steve Beert about getting the tools to AirVenture and his participation this year. Cy will let Terry Crouch know the outcome of his conversation with Steve, and if we need to implement a plan B.

Jim Smith noted that Steve Beert has done an outstanding job as Tool Committee Chairman and Tool Librarian. This was unanimous among all present. It was also noted that everyone at the meeting wanted to keep Steve in his current positions, he would be very hard to replace.

Tom Shelton suggested we decide on how transport the tools to Oshkosh, and to inventory them.

Tom's suggested check list is as follows

- List the tools needed for Oshkosh
- Gather the tools
- A transportation plan
- Pack the tools
- Transport the tools to Oshkosh
- Unload the tools at the repair barn
- Load up the tools at the end of AirVenture
- Transport the tools back the Quad Cities
- Re-inventory the tools upon their return

The meeting was adjourned at 8:45 PM

**These Minutes respectively submitted by Vahan G. Bedeian, Recording Secretary, EAA Chapter 75**

## **2nd Special Joint Meeting of the Repair Barn & Tool Committees, with the Board of Directors in Attendance**

**CALL TO ORDER:** The meeting was called to order by Chapter President Jim Smith at Carver Aero on June 6<sup>th</sup> at 5:37 PM

**COMMITTEE MEMBERS PRESENT:** Steve Beert, Mike Nightingale, Terry Crouch, Rodger Nightingale, Paul Fisher, Cy Galley, Ron Franck and Facilitator Dale Hendricks.

**BOARD MEMBERS PRESENT:** Jim Smith, Ed Leahy, Tom Shelton, Marty Santic, Dave Jacobsen and George Bedeian. Mike Nass was unable to attend.

**TOTAL NUMBER PRESENT:** Including Dale Hendricks, 13

Jim Smith read the meeting minutes from the last meeting held on June 3<sup>rd</sup> 2013.

Jim Smith gave a background as to tonight's meeting in length, and discussed previous committee meetings held at different locations and times.

After those comments Jim Smith elaborated on past

*(Continued on page 4)*

## **2nd Special Joint Meeting of the Repair Barn & Tool Committees, with the Board of Directors in Attendance**

(cont.)

*(Continued from page 3)*

and present events and progress of our chapter and the overall reason we were here tonight.

Tom Shelton mentioned that we need to have a plan in place for this years AirVenture project.

Mike Nightingale asked if we really need a tool committee or a repair barn committee and a tool librarian.

One by one each member of the tool committee present including the tool librarian stated they would follow Chapter 75 by-laws and operating procedures in the future. Thus the tool committee agreed that all further tool purchases will have to be approved by the Chapter 75 board of directors, as per the by-laws. We also will have a way to justify a denial if the tool committee disagrees with the board's decision.

The tool committee will still meet to discuss necessary tool purchases, and then take their requests to the board for approval as per by-laws.

Tool purchases made during AirVenture was discussed. Purchases made without board approval can be made and still be reimbursed if certain guidelines are followed.

Start up funds for the repair barn was discussed and how it will be used and dispersed.

Unauthorized tool purchases and supplies that are needed, on the spot at AirVenture, and how and if the person will be reimbursed was discussed at length.

Marty Santic suggested that the board authorize the repair barn chair or the designated chair if the repair barn chair is not available, to have the authority spend the \$200.00 start up fund as needed. In the event of further expenses that are incurred and out of pocket funds are needed, then he or she will be reimbursed as needed.

The selection of the repair barn chairman was discussed at length.

A suggestion was made to involve the Chapter 75 board of directors in the selection process of the repair barn chairman.

A group debrief after the AirVenture repair barn activities was suggested, and to have it in a timely man-

ner while everything was still fresh on everyone's mind.

Both committees discussed who is responsible to get the tools to Oshkosh and when they needed to be there.

The committees did agree that Cy Galley's on-grounds operational repair barn duties begin the moment he arrives at AirVenture, and continues until he leaves on the final day of AirVenture.

Marty Santic asked when the tool committee will have their own set of guidelines, and will those guidelines be compatible with the repair barn's guidelines. Also will these guidelines be in conformance with chapter 75 by-laws.

Tools that stay at the repair barn in Oshkosh were discussed and the necessity it of an on-site inventory of these tools.

Steve Beert mentioned that there are tools that either need to be repaired or replaced. He also noted that the tool inventory is almost complete.

The board will look at the list of tools that are broken or needs replacing at the Saturday potluck at Kewanee, IL. This will be done as per by-laws; if this is too soon a later date will be used. Jim Smith suggested doing this by e-mail among the board members. The board will let the tool committee know of their decision.

The subject of missing tools was brought up by Steve Beert and the fact that some tools are lost at Oshkosh. Also discussed was how we get loaned out chapter tool back from members in time for Oshkosh.

Transporting of tools to Oshkosh was discussed. Steve Beert said he will have all the tools packed in time for their trip to Oshkosh.

Insurance on chapter tools was discussed and it was decided it was too costly for now.

Steve Beert suggested making a pack list of tools before Oshkosh and then an inventory of the tools against the list on their return. Also not to loan tools to chapter members at Oshkosh for use at home. We should wait for all the tools to be returned back, and then inventoried first before loaning out tools to chapter members.

Paul Fisher mentioned that the repair barn chairman will be responsible for all tools while at Oshkosh.

*(Continued on page 5)*

## 2nd Special Joint Meeting of the Repair Barn & Tool Committees, with the Board of Directors in Attendance

(cont.)

*(Continued from page 4)*

Terry Crouch had the idea of taking digital pictures of tools while in the tool box drawers for comparison before and after Oshkosh.

Chapter tools that are very large such as break press, sheer, slip roller, and nitrogen tank that were donated should also be inventoried.

Steve Beert reminded both the committees and the board, that chapter tools should not be used by A&Ps

for profit making repairs or commercial use. This will be added to the tool committee guidelines.

The Chapter 75 tools will remain at Steve Beert's home hangar as in the past. They are NOT insured.

Tom Shelton came up with a suggestion, and or a plan, for repair barn preparation guidelines and a related time frame and those responsible for these tasks. These tasks and those in charge are listed below.

The meeting was adjourned at 8:40 PM

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

### Repair Barn Preparation Schedule for AirVenture - OSHKOSH

Item	When	Who	How	Group
Conduct tool inventory	by 1 June	Librarian	TC process	TC
Replace/repair as needed	by 15 June	Librarian	Follow acquisition process	TC
List tools for trip to OSH	by 15 June	Librarian	Spreadsheet shared with RB chairman	TC
Transportation plan for tools	By 1 July	RB Chairman	Communicate to Tool librarian	RB
Gather loaned tools needed for OSH	By 15 July	Librarian	TC process	TC
Load tools for trip to OSH	NLT Thru before event	Librarian	TC process	TC
Transport tools to OSH	NLT Fri before event	Wayne Sapp	Wayne's trailer and truck	RB
Unload tools at OSH	Friday before event	RB Chairman	RB volunteers	RB
Inventory tools staying at OSH	By final Sunday	Librarian	TC process	TC
Load tools for return to QCA	End of final Sunday	RB Chairman	RB process / volunteers	RB
Transport tools to QCA	by Monday after event	Wayne Sapp	Wayne's trailer and truck	RB
Unload tools at QCA	NLT weekend after event	Librarian	TC process	TC
Inventory tools returned from OSH	Discretion of Librarian	Librarian	Tool committee process	TC
Replace / repair as needed	Discretion of Librarian	Librarian	TC process	TC
RB debrief and lessons learned mtg	September	RB Chairman	Joint meeting (RB and Tool groups)	RB

## Kyle Voltz, Chapter 75 Member, Young Eagle, Now a Young Eagle Pilot and EAA Employee in Oshkosh

(by Gina Gore)

Kyle Voltz gave 6 Young Eagle rides at our recent Young Eagle Rally in Geneseo, one of which was with one of our Air Academy recipients for this year, Scott Summers (pictured to the right). Kyle's first piloting experience was in the back seat of a Cessna 210 when he was 14. Kyle strives to give each Young Eagle a one on one experiences because he feels that a Young Eagle ride should be a one-on-one experience where the pilot and Young Eagle connect.

Kyle recalls his first true Young Eagle flight was with Kent Johnson in a Piper Cub in Geneseo when he was 15. Kyle says, "Kent made an impression on him, he let me fly and he gave me an experience, not just a ride. This is what I strive to do with every Young Eagle. I wish all Young Eagle flights could be focused to more of a one to one experience." He also remembers one other Young Eagle ride he took with Keith Williams in his RV-6. The flight sticks out in his memory, purely on the experience he had with him. Oddly enough Kyle flies both of those types of aircraft now.

Kyle's aviation background was first formed with his parents who built a Quad City Challenger and his dad took him for my first airplane ride when he was one and a half years old in a Piper Cherokee. His father is his inspiration to fly. It is because of his dad, he is who he is and he has chosen the industry and career path he is in today. His parents have been extremely supportive and he is incredibly blessed to have them in his life. However, he stated it would not be fair if he did not mention Chapter 75 and all the fantastic relationships he has made. His dad gave up flying when his plane was wrecked in the hangar in a wind storm, and it was and is Chapter 75 that has kept him involved. The chapter has included him at meetings, has given him Young Eagle flights, has sent him to the Air Academy and has supported him every step of the way.

As Kyle stated, "It would not be a stretch to say that perhaps if it hadn't been for Chapter 75 my life would have taken a much different route". Kyle attended the University of Dubuque in Aviation Management, Flight Operations and Business. He competed at Regional Competition for the university flight team twice and in the National Competition once, finishing 3rd in Regional Competition for short field landings in fall of 2011. He graduated in May of 2012 and started working at EAA as a Lead Museum representative in June. He currently flies his club's RV-6A



(N6YE), Wag Aero Cuby (N1933J), and Cessna 172 (N1271U). The club is building a Zenith CH-750 that upon completion will be painted like the Pober Pixie and will become another aircraft in the flying club's arsenal.

If there is one thing that he would wish for me to emphasize to the chapter in this write up is it is this as stated by Kyle, "I am eternally grateful for everything the chapter has done for me and the friendships I have built through our chapter. It is because of this that Chapter 75 is and always will be my HOME chapter."

Kyle flies Young Eagle Flights and Eagle Flights today because it is one of his passions and he enjoys seeing the positive reactions from the kids. He stated he knows as a teenager how much it meant to him that someone was willing to take him flying at their own expense and he feels that as someone who was lucky enough to receive those experiences it is his duty to "pay it forward". However, his main reason is not duty, but that he just can't beat that feeling he gets when he takes someone for a ride and allows them fly. The look and a huge grin is one of those priceless moments where they step out of the plane, look at their parent and say, "I think you're gonna need to get me a logbook." Those are the moments and feelings that he just can't get anywhere else.

Scott Summers is one of our Air Academy scholarship recipients for this basic summer program and attended the Geneseo YE fly in on June 16th to fulfill one of his volunteer requirements as part of receiving the scholarship. He had a chance to fly with Kyle. Scott was recruited from the Bettendorf school district for the air academy and aspires to pursue a future career in Aerospace Engineering. He maintains a 4.0 GPA and is involved as the Sophomore Vice President of the Bettendorf High School student council and is also part of the football, baseball and track team.



## From The Desk of the President (cont.)

*(Continued from page 1)*

istrative and operational procedures.

The position of Young Eagle Coordinator is open. If you are interested in filling this position, please contact one of the board members.

We have the need for a chapter historian to recall and put together some of our early history, event activities, growth of the chapter, etc. Many of our long time members recall pancake/flyin breakfasts, Sunday afternoon potlucks at the glider field, and the days when the EAA AirVenture was held in Hales Corners and Rockford, Ill. While these members and even people who are still living but no longer members, some of this history should be captured. Call one of the board members if you are interested in being involved in this research.

## LESSER KNOWN AIRCRAFT OF WWII The Consolidated-Vultee XP-81

(by Ron Franck)

### History and Notes

Early turbine-powered fighter aircraft which emerged during the course of World War II had only very limited range capability. The Bell P-59 Airacomet, for example, had a range of a mere 525 miles, which meant that such an aircraft was quite unsuitable for use as a long-range bomber escort. However, the USAAF had a requirement for such an aircraft in the Pacific theater, and in early January 1944 Consolidated-Vultee began the design of an unusual aircraft tailored for such a role.

The airframe was quite conventional in layout, with a low-set cantilever monoplane wing, retractable tricycle type landing gear and accommodations for a pilot beneath a neat transparent canopy. The unusual feature was a mixed tandem powerplant, with a turboprop engine and tractor propeller mounted in the fuselage nose, and a turbojet engine in the aft fuselage. It was intended that both engines would be used for take-off, high-speed flight and combat, but that only the far more fuel-conscious turboprop would be used for long-range cruising flight.

When the airframe of the first prototype was complete, the turboprop powerplant was not ready for installation. In order that flight testing should proceed without protracted and uncertain delay, a Packard/Rolls-Royce V1650-7 Merlin engine was installed, and with this and the Allison J33 turbojet the P-81 was flown for the first time on 11 February 1945. When much later in the year, the General Electric

June 18<sup>th</sup>, 2013 was the last teleconference on AirVenture preparation prior to the start of AirVenture. Tom Shelton joined in as the chapter spokesman for this conference. At the same time a Webinar on Chapter Membership Retention was being held, and Marty Santic joined this webinar.

Please note, we do not have First Saturday Coffee & Donuts scheduled for July and August. The July date is July 4<sup>th</sup> weekend, and many of us will be at AirVenture during the August date. We will resume this event in September.

If you would like to host the September event, or any other First Saturday event the rest of the year, please give me a call.

HAPPY FLYING - JIM



Designed to overcome the range limitations of early jet aircraft by combining a turboprop for cruising and a jet engine for combat performance, the XP-81 was an ambitious project by Consolidated-Vultee. It foundered for lack of an adequate turboprop.

XT31 turboprop was flown in its initial planned form. Unfortunately, the turboprop was developing only about 60 per cent of its rated horsepower, thus proving no more effective so far as performance was concerned than the Merlin. Only limited testing followed the prototype's first flight in this form, on 21 December, 1945, and with World War II ended the project was abandoned. Pre-production YP-81s had also been ordered, but these were cancelled soon after VJ-Day.

### Specifications

**Type:** single-seat, long-range escort fighter

**Powerplant:** one 2,300-ehp General Electric XT31-GE-1

*(Continued on page 9)*

## Bryan Sheane from Ireland Will be Spending the Week in Oshkosh with Chapter 75

(from Mike Nightingale)

**Editor's Note:** The following from Bryan was sent to Mike Nightingale. A FANTASTIC video montage can be viewed by clicking on the following link, [Bryan's EI-VII](#)

I built my aircraft with my friend Stewart Hamilton over a 2 year period. EI VII is now approaching her 4<sup>th</sup> Birthday and has 520 hours on the tach. She has an AeroSportPower IO 360 and a 3 bladed MT prop. Her cockpit is 'typical' Dynon with a screen in front of both seats. She has a TruTrak autopilot and a built in Garmin 296 though most of our navigation is done using SkyDemon on an I Pad. Typical cruise is 150kts at 24 / 2400 and 30 lph. Her colour scheme is based on a 'Salvador Dali landscape' – the original features long legged elephants (the man was a little strange)!

I started flying her with 180 hours on my license and now have about 700 hours.

Obviously we fly in Ireland but many of our trips involve Continental Europe – to date I have flown in England, Wales (oddly, not Scotland yet), France (many times), Belgium, Holland, Italy (including in to Venice), Slovenia, Switzerland, Germany & some I can't remember. I fly from just south of Dublin and to give you an idea we can reach Cherbourg, France in 2 hours. I used to be very wary of flying over water – now I wear a life jacket, carry a raft & do my checks thoroughly!

We have made many friends in Europe and discovered some excellent food & wine. I regularly fly alongside Peter Gorman in his RV6, G RVIB (he flew to Cape Town & back in 2011). Those who don't know us well think we are joking when we select airfields primarily by the food quality & social scene. Runway lengths are a secondary issue!

Incidentally European runways can often be grass and short. I landed VII on 380 metres in January 2012 fully laden with spares for another aircraft & we stopped in half the distance available.

Flying in Europe can be challenging with different languages and cultures but the payback is the ever changing landscape, food, wines and, of course, people. English is spoken at all controlled fields but French, especially, is useful when flying in to smaller uncontrolled fields. A few words are all that are nec-



essary.

Our latest trip took us to le Mans (we have a good friend and fellow RV builder in the tower), then to Mendes and Millau where I was treated to a great trip in a gyro. The third day we reached Cuers where our friends Barry & Martine had arranged a trip for us and 10 English RVs to Catigliano del Lago, Italy.

The fourth day saw us fly to Italy along a bewildering number of different routes. Ron & I flew along the coast from St. Tropez by Cannes, Nice, Monaco and Genoa and south over the sea to route west of Pisa. Others took the inland mountain route and more overflew Corsica (some even dropped in for lunch)! We spent 2 days in Castigliano del Lago and then routed north for an overnight in Pratello.

The next day Ron & I headed for home, overflying Corsica and on to Troyes after lunch in Cuers. The hotel in Troyes is owned by a fellow PPL and Irishman – beautiful city with excellent food. We couldn't fly home directly the next day due to weather issues so overnighted in Caen and then flew home direct in unseasonably cold temperatures, -16C (3F) at 11,000'.

*(Continued on page 9)*



## Bryan Sheane from Ireland Will be Spending the Week in Oshkosh with Chapter 75 (cont.)

*(Continued from page 8)*

And the question I always get asked – Avgas is typically priced at \$11.00 per US gallon (€2.20 / litre)! In Italy we paid \$15.00 per US gallon.

Hugely looking forward to my US trip – before that we plan to join the French Vans Club in Vannes (LFRV) in mid-June for their annual fly-in.

**Editor’s Note:** A second e-mail from Bryan was sent to Mike. We will have to follow-up with Bryan at Oshkosh. The e-mail follows.

Yes, an interesting and puckering occurrence!

Last Saturday I was flying with a non-pilot friend to Duxford – with about 30 mins to run we descended from FL75 to 4,200’ to avoid some Class A around Birmingham. Did a FREDA check and noted all cylinders nicely balanced and then, suddenly, we had a major vibration. Switched tanks, fuel pump ON, Mixture RICH, changed Throttle settings but no change. The vibration was so loud that I couldn’t hear whether the engine was producing power, so hit DIRECT TO Nearest (Wellesbourne-Mountford), 8.5nm straight ahead and declared an Emergency. London asked me to squawk 7700 and meanwhile I had figured good fields under me and from instruments that I still had power. Flew north of Stratford in case engine failed over the town and told London I would switch to 121.5, agreed. I called twice on the frequency but got no reply and was able to read the airfield frequency by holding my hand on the screen to reduce the vibration.

By now I knew we were fine so landed on 36 and taxied to hangar still vibrating. Peter in G RVIB & Essam in Tecnam D-ETRE were following with spare seats so they flew in. We stripped enough to identify the problem as a stuck exhaust valve on no.2 cylinder. Rare but not unheard of and oddly, tends to happen around 500 hours – I have 520.

Anyway I had the engineer on the field pull the pot and the valve stem and guide are damaged and need to be replaced. Should fly next week.

Now we need to identify the cause and whether we need check the other cylinders.

Never thought I would squawk 7700 – another one for experience!



## LESSER KNOWN AIRCRAFT OF WWII The Consolidated-Vultee XP-81 (cont.)

*(Continued from page 7)*

### Specifications (cont.)

turboprop, and one 3,750-lb thrust Allison-built J33-GE-5 turbojet

**Performance:** (estimated with above powerplant) maximum speed @ sea level 478 mph; cruising speed 275 mph; service ceiling 35,500 ft; range 2,500 miles

**Weights:** empty 12,755 lb; maximum takeoff 24,650 lb

**Dimensions:** span 50 ft 6 in; length 44 ft 10 in; height 14 ft 0 in; wing area 425 sq ft

**Armament:** (intended) six 0.50 in machine guns or six 20-mm cannon

**Operator:** USAAF (for evaluations only)

## Internet Links from Our Members

**Marty Santic** - [Spy Drone Can See What You are Wearing at 17,500 Feet](#)

**Mike Nightingale** - [“Uncle Jack” featuring Gary Sines and his Uncle](#)

**Tom Henry** - [83 Year Old Pilot Sees His Crash Landing for the First Time](#)

**Marty Santic** - [Get Show and Severe Weather Text Alerts on Your Phone at Airventure](#)

**Ron Franck** - [What to Do if Flying and Stopped by Law Enforcement](#)

**Marty Santic** - Growing Your Chapter, [Item #1](#), [Item #2](#), [Item #3](#)

**Marty Santic** - [Skydive IOWA](#)

**Marty Santic** - [A Fantastic Set of Aviation Photos](#)

# 1st Saturday Coffee and Donuts At Gary Benning's at Davenport





# June Chapter 75 Potluck and Young Eagle Rally at Kewanee





# June Chapter 75 Potluck and Young Eagle Rally at Kewanee





# Father's Day and Young Eagles Rally at the Geneseo Airport





# Father's Day and Young Eagles Rally at the Geneseo Airport



## Local Calendar of Events

For many other Aviation Related events, visit the following websites. Click on the following links. Will only list events submitted to the editor and other most local events here.

[EAA Aviation Calendar of Events](#)  
[AOPA Aviation Calendar of Events](#)  
[Iowa DOT Office of Aviation Calendar](#)  
[Wisconsin Fly-Ins and Airshow Event Calendar](#)  
[Illinois DOT Division of Aeronautics Newsletter](#)  
[Fly-In Calendar Website](#)  
[Fly-Ins.com Calendar Website](#)  
[Fun Places to Fly Website](#)  
[Social Flight Calendar](#)  
[Midwest Flyer Magazine Calendar](#)

**Mount Hawley - Peoria - BREAKFAST EVERY 1st and 3rd Saturday** every month, Fly, drive, or walk. FREE Breakfast to "Pilot" who flies in the farthest. Pancakes, Eggs, Sausage, Coffee, Juice, and Good Times and Hangar talk - Mount Hawley Auxiliary Airport

**July 13, 2013**  
**EAA Chapter 75 July Potluck at the Davenport Airport. NOON.** See Page 2.

**July 29 to August 4th, 2013**  
**AIRVENTURE at Oshkosh - Join us at the Repair Barn!!**



Hey there, Big Guy! Get off my runway!!

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](mailto:marty.santic@gmail.com)

## Classified Ads

**DAR Services:** Amateur Built/Light Sport Airworthiness Certification Inspections, Ferry Permits (Certified and Experimental), Replace lost/damaged Airworthiness Certificates (Certified and Experimental). Call Ross Carbiener (A&P) at 309-738-9391.

**FREE:** Have two tables for laying out airplane wings. The legs come off for easy transport. Contact John Vahrenwald at 563-359-3507

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

**Partners WANTED: Looking for other pilots to buy an LSA.** Bob Nash. 309-944-2212

**Hangars Available:** At the Davenport Airport!! Call Tom Vesalga at **563-326-7783**.

**For Sale:** One Case, 12 qts Phillips X/C 20W50 Oil. Wag Aero price is \$60 plus S & H. Yours for \$40. Also, two (2) Champion Oil filters CH 48110-1, Fits Lyc 0-360 and many other engines. Wag Aero price is \$22.50 ea plus S & H. Yours for \$20 each. Richard Lowe 563-355-3424.

**RIDE TO Oshkosh NEEDED!!!**  
**Deb Jacobsen would like to get a ride to Oshkosh on Wednesday July 31st, Thursday August 1st, or Friday August 2nd. Can share fuel cost or buy lunch on the way up. Call 563-243-5966.**

PLACE YOUR AD HERE!! Ask Richard Lowe, it does work!!

Have something to sell? Send the information to [marty.santic@gmail.com](mailto:marty.santic@gmail.com).

**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!!

## Chapter 75 Merchandise Now Available

(from Marty Santic)

As mentioned at the last meeting, baseball caps are now available with the new Chapter 75 logo. The caps are of nice quality and the logo is embroidered, not printed. The caps are available for \$10 and will be available at our future monthly meetings. I will ship in a Priority Mail package for an additional \$5.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$16. I ordered 30 and received a discount. If you would like a cap, please send me an e-mail. [marty.santic@gmail.com](mailto:marty.santic@gmail.com) If you would like me to ship, send a check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807

Also available via CafePress are men's clothing items such as T-shirts, sweatshirts and jackets, women's clothing items, child's clothing items, accessories and holiday items with the logo. The logo is printed and not embroidered on all of the items from CafePress.

I displayed one of the T-shirts at the last meeting. Nice quality, the printing is not raised on the fabric surface. So the fabric remains nice and soft.

You can visit the Chapter 75 store by going to [www.cafepress.com/eachapter75](http://www.cafepress.com/eachapter75). All items are shipped directly to the buyer. All you need is a credit



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

card. Many items are available from CafePress ([www.cafepress.com](http://www.cafepress.com)),

If you see an item that you would like added to our webstore, let me know.

### EAA CHAPTER 75 OFFICERS

#### Board of Directors (cont.)

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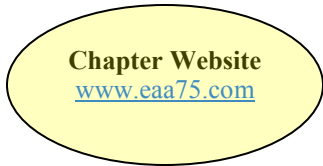
We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 75, regardless of the form, format, and/or media used, which includes, but is not limited to, "The Landings" and audio/ video recordings is presented only 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  
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Davenport, IA 52807-2968



**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 <a href="http://www.eaa.org">http://www.eaa.org</a></p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 <a href="http://www.eaa.org/membership">http://www.eaa.org/membership</a></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&amp;P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with: _____</p> <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</p> <p>What are You Building? _____</p> <p>What are You Flying? _____</p>
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