

THE LANDINGS

www.eaa75.com

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

March 2012

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

It sure seemed like spring was here, then we were reminded that it wasn't so with the recent snowfall. However it won't be long and we can get into flying again.

There are some activities coming up that you might want to take part in, both of which could use our support: the AOPA Safety Seminar (see calendar elsewhere in newsletter) and the Moline Civil Air Patrol Fund Raiser at the Playcrafter's Barn – "If it's Monday, it's Murder", Thursday, March 15th, 2012 at 7:30 P.M. (refreshments at 6:30). Tickets are \$10.00. At the door.

Larry McFarland has agreed to work with new members. Some of the comments on the membership survey included the need to work with new members, making them aware of what we do as a Chapter. Also wanting to make them feel welcome and give them a contact person to follow through with them for future meetings and events.

Cinda Beert is working on Young Eagle activities for spring and summer. Please plan to give her all the assistance you can at these upcoming activities.

Cinda is also working with some West High School students on light sport aviation, and will be bringing some of them to the March meeting for a short presentation of their activities.

We have two chapter leaders heading for Chapter Leader's Conference in Oshkosh.

Jerry Coussens is attending in March and Cinda Beert in October. We will look forward to their comments and reporting on their experiences.

February went by in a hurry, the weather was good, however I only got to the airport twice.

Happy Flying - Jim

Last Month's Program Ken Hopper - Quad City Airshow



Left to Right, Ed Leahy, Ken Hopper, Gary Lee and Jim Smith. Chapter 75 was pleased to accept a \$500 donation on the behalf of Ken, Gary and the Quad Cities Airshow!

Next Meeting - March 10th - 7 PM - Paul Thronson - Comham Avionics

[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

March 10th Chapter Meeting

The March Chapter meeting will be held on **Saturday, March 10th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

This month's meeting will feature a presentation by Paul Thronson. Paul will discuss the Aviation Manufacturing Division at the Cobham Company. Paul will discuss his job in the Quad Cities, with Cobham and how they contribute to the world of aviation. Hope to see you at the meeting!! All are invited. Bring a friend!!

February 11th Board Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter president Jim Smith at 6:03 pm.

MEMBERS PRESENT: Mike Nass, Ed Leahy, Dave Jacobsen, Larry McFarland, George Bedeian & Jim Smith

THOSE NOT PRESENT: Steve Beert

OTHERS PRESENT: Marty Santic & Cy Galley

TREASURERS REPORT: The treasurer's report was read by Ed Leahy. A motion to accept the treasurer's report was made by Mike Nass and seconded by Cy Galley, Board approval was unanimous.

OLD BUSINESS: Chapter members with overdue membership fees were discussed. We had 52 members pay their dues last month. We will be working on a way to get the rest of the membership caught up.

Tim Leinbach is working on another AOPA safety seminar. It will be held April 10th 2012 at the new John Deere hangar on the north side of the field. Mike Nass made a motion to help Tim with any expenses associated with this event. Larry McFarland seconded the motion and then it was approved by the board.

Jerry Coussens has brought the remaining funds from the Quad City Aviators over to chapter 75s account.

The board discussed how EAA's chapter web site assistance program would benefit our chapter.

The Emergency Aircraft Repair Barn will be celebrating 50 years of operation this year. We are still looking for ideas & suggestions?? shirts, banner, flyers, party, invites, press, an event time at AirVenture and maybe EAA staff involvement.

Mike Nass discussed the survey results and presented the board with a written list of comments.

NEW BUSINESS: We will have some Young Eagle events this summer.

Spence Gray will be working on some fly outs for the up coming flying season.

Name tags for chapter members and shirt designs were discussed.

Mark Ohlinger Sent the chapter a check for \$50.00. \$10.00 was for his 2012 dues and the other \$40.00 was a donation for the chapter's tool fund.

City of Davenport will have a national aviation day event during this years air show at the Davenport airport. Our chapter will volunteer to help out at their booth.

The purchase of new tools for the chapter and repair barn was discussed.

Marty Santic mentioned that Tim Baldwin has been talking to State Senator Mike Jacobs about an aviation themed license plate; he may bring it up in Springfield.

Future evening programs were discussed for this fall, with the possibility of Jeff Skiles as a presenter.

A motion to adjourn the meeting was made by Mike Nass, and seconded by Dave Jacobsen. The meeting was adjourned at 6:51 PM.

SUBMITTED BY: Vahan George Bedeian, Recording Secretary, EAA Chapter 75.

Are Your 2012 Dues Paid?

February 11th General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:00 pm by Chapter president Jim Smith at the Deere Wiman Carriage House, Moline, Illinois

VISITORS AND NEW MEMBERS: Shellie Darr of Moline, Jim Cox of Rock Island, Kevin Mangelsen, Dave and Collin Waldorf of Clinton and new member Gary Rasso of Davenport.

TREASURERS REPORT: The report was read by Treasurer Ed Leahy. The report was approved by the board during the board meeting earlier in the evening.

TOOL LIBRARY: Nothing to report.

TECH COUNSELOR REPORT: Terry Crouch reported on possible wear on the flexible joints on older exhaust systems and what to look for when trouble shooting for leaks.

Cy Galley mentioned the FAA reauthorization bill and the freedom of information act that is with the bill. This allows access to technical information on older aircraft 1937 and older.

Jim Smith shared some of his experiences last month in Brownsville, Texas.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Cy Galley is working on a list of new tools we will need for this summer.

YOUNG EAGLES: Cinda Beert will be working on having some events this summer.

AIR ACADEMY; We will be sending three kids to air academy this summer.

NEXT STEPS ADVISOR: Nothing to report.

MEMBERSHIP COORDIATOR: Larry McFarland has accepted the membership coordinator position for the chapter.

ACTIVITIES & FLY-IN/OUT COORDIATOR: Spence Gray is still working on some flying activities for this summer.

WEB EDITOR: Nothing to report.

NEWSLETTER: Marty Santic will have the chapter 75 survey results in the newsletter.

OLD BUSINESS: The amount in the Hi Flight fund this past year has remained about the same, after all the administrative fees have been charged.

Jerry Coussens has brought over the funds from the Quad Cities Aviators to the chapter 75 account.

NEW BUSNIESS: Tim Leinbach will present another AOPA safety seminar with the chapter's assistance both financially and with helpers if needed. This was approved by the board at tonight's board meeting. It will be held on April 10th 2012 at the new John Deere hangar. The topic is to be announced.

The November meeting will tentatively have Jeff Skills as the guest speaker.

City of Davenport will host a national aviation day during the air show in September. Our chapter will assist in their booth.

Mark Ohllinger has given the chapter a \$50.00 check, \$10.00 for his annual dues, and \$40.00 to the repair barn for tools.

Ken Hopper presented our chapter with a check for \$500.00 from the Quad Cities Air Show, to be used as needed for chapter activities.

Chapter service awards were presented tonight.

The Emergency Aircraft Repair Barn will celebrate its 50th year in operation at AirVenture this summer. We would like to make plans for something special. These could include shirts, a banner, flyers, a party, cake, invites, press release. An event time at AirVenture and some EAA staff involvement So far John Vahrenwald, Cy Galley and George Bedeian have volunteered. We are looking for input from the membership.

ANNOUNCEMENTS: Nothing to report.

EVENING PRESENTATION: Ken Hopper gave a nice presentation on the workings of the Quad City Air Show. And also a pictorial history from the early days to the present.

The meeting and Presentation was Adjourned at 9:05 P.M. Submitted by Vahan G. Bedeian.

Know Your Limitations

By Mel Asberry - DAR and member of EAA Chapter 168, Dallas, TX - Printed with his Permission



When you received the airworthiness certificate for your experimental amateur-built aircraft, you also received a document called

“Operating Limitations”. Do you have any idea what they contain? Have you read them? In far too many cases, this document falls into the same category as the operating manual for your family automobile. Bet you haven’t read that either.

Believe it or not, the operating limitations are an integral part of your airworthiness certificate. It even says so on the certificate itself. Look at block “E”. It states that “OPERATING LIMITATIONS DATED 01/32/2011 ARE A PART OF THIS CERTIFICATE”. That means that in the absence of the operating limitations, your air-worthiness certificate is worthless.

Why is it so important? Well in the certified world, the world of Standard Certificated aircraft, you are required to have a Pilot Operating Handbook, or “POH”. Your experimental aircraft is not required to have a POH. In-stead, the Operating Limitations provides that necessary information.

The information required to be contained in your operating limitations is spelled out in FAA Order 8130.2F, soon to be 8130.2G. There are 28 paragraphs. In the next few months we are going to attempt to de-mystify this too often ignored document.

Operating limitations must be designed to fit the specific situation encountered. The inspector may impose any additional limitations deemed necessary in the interest of safety. The inspector must review each imposed operating limitation to ensure that the operating limitations are understood by the applicant. Some inspectors may not emphasize this requirement enough, thereby possibly contributing to the lack of attention paid by the aircraft owner/builder. Let’s take a look at these limitations one paragraph at a time.

“(1) No person may operate this aircraft for other than the purpose of meeting the requirements of 91.319(b) during phase I flight testing, and for recreation and education after meeting these requirements as stated in the program letter for this aircraft. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91 and all other limitations herein prescribed under the provisions of 91.319 (i). These operating limitations are a part of Form 8130-7, and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.”

Now, right off the bat we are told that this aircraft is to be used for recreation and educational purposes. i.e. not commercially. As far as meeting 91.319(b); that’s the part that defines phase I flight testing rules pertaining to operating area and minimum testing requirements. The program letter basically defines the aircraft and the purpose of the experiment. We see that part 91 applies to the operation of this aircraft. 91.319(i) allows the inspector to add additional limitations in the interest of safety. We’ve already said that the aircraft will be used for recreation and education. This paragraph also emphasizes that this document must be kept in the aircraft at all times.

“(2) During phase I flight testing to meet the requirements of 91.319(b), all flights must be conducted within the geographic area described as follows:”

This area must be described by radius, coordinates, and/or landmarks. The area must be over open water or sparsely populated areas having light air traffic. The size of the area must be that required to safely conduct anticipated maneuvers and tests, as appropriate. The size should also reflect the speed of the aircraft being tested. While a flight test area of a 25 mile radius may be appropriate for a light-sport compliant aircraft, it would not be practical for a Glasair III or Lancair IV.

It should be noted here that flight testing may not be permitted from an airport completely surrounded by a densely populated area. If there is no reasonably safe corridor into and out of the airport, the aircraft must be moved to a more suitable location.

“(3) This aircraft must be operated for at least _____ hours in the assigned geographic area.”

(Continued on page 5)

Know Your Limitations

(By Mel Asberry - cont.)

(Continued from page 4)

Well that sounds simple enough. What number is in this space on your limitations? Twenty-five? Forty? More? The FAA requires a minimum of 25 hours of flight testing for an aircraft with a type-certificated engine and propeller combination installed. A minimum of 40 hours is required when a non type certificated engine, propeller, or engine/propeller combination is installed. ASIs may assign a longer flight test period when it is necessary to determine compliance with 91.319(b). Note here that the combination of engine and propeller must be type certificated. It is possible to have a type-certificated engine and a type-certificated propeller and still not get the 25 hours, because they may not be certificated together. Also of particular importance is that any modification of the engine such as an aftermarket ignition system and/or fuel injection system will most likely void the type-certificate compliance.

“(4) All test flights, at a minimum, must be conducted under day VFR only. Guidance concerning the scope and detail of test flights can be found in AC 90-89. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with 91.319(b). Compliance with 91.319(b) must be recorded in the aircraft records with the following, or a similarly worded statement. “I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: speeds V_{so} ____, V_x ____, and V_y ____, and the weight____ and CG location____ at which they were obtained.”

This paragraph tells us that phase I flight testing must be done within daytime VFR conditions. It refers us to FAA advisory circular 90-89 for testing guidance. It also tells us how to sign off the flight testing phase in the aircraft logbook. Notice that we are directed to include certain flight parameters in the logbook sign-off. This assures that we don't just fly around for 40 hours with no testing whatsoever. It also establishes the gross weight of the aircraft.

“(5) Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways.”

This limitation is issued in accordance with paragraphs 135b(1) and (2) of order 8130.2 which gives the inspector guidance for proper airport selection. If the proposed airport is completely surrounded by densely populated area and lacking any acceptable approach/departure corridor, the FAA must deny the airworthiness certificate and process the denial with the FAA in Oklahoma City. The aircraft applicant must be advised to relocate the aircraft by other means to a suitable airport.

“(6) This aircraft is prohibited from operating in congested airways or over densely populated areas unless directed by air traffic control, or unless sufficient altitude is maintained to effect a safe emergency landing in the event of a power unit failure, without hazard to persons or property on the ground.”

This limitation is applicable to the aircraft after it has satisfactorily completed all requirements for phase I flight testing, has the appropriate endorsement in the aircraft logbook and maintenance records, and is operating in phase II. It kinda —puts the monkey on your back|| in that it is your responsibility to assure that you can always make a safe emergency landing if necessary without danger to anyone else.

So far, we've covered where we can fly our aircraft during phase I, the minimum number of hours we must spend doing flight testing, and the method of signing off the aircraft into phase II. This carried us through paragraph (6) of our operating limitations. Let's continue now with paragraph (7).

“(7) This aircraft is to be operated under VFR, day only.”

Again simple and straight forward. And also again, this limitation is directed at phase I operations.

“(8) After the completion of phase I flight testing, unless appropriately equipped for night and/or instrument flight in accordance with paragraph 91.205, this aircraft is to be operated under VFR, day only.”

(Continued on page 6)

Know Your Limitations

(By Mel Asberry - cont.)

(Continued from page 5)

You might notice here that the FAA has a tendency to state everything in somewhat “negative” nomenclature.

Instead of saying that “You can, if so equipped”, they state that “You can't, unless so equipped.” But basically this limitation says that if you want to fly at night and/or IFR, you must meet the requirements of part 91.205.

“(9) Aircraft instruments and equipment installed and used under paragraph 91.205 must be inspected and maintained in accordance with the requirements of part 91. Any maintenance or inspection of this equipment must be recorded in the aircraft logbook and maintenance records.”

Why are they telling us this? Shouldn't this be understood? Well maybe. Except that if we read 91.205, the first thing it says is that it applies to "Standard" certificated aircraft. i.e. it does NOT apply to “Experimental” aircraft.

However, by issuing paragraphs (8) and (9), we make 91.205 apply during night and/or IFR operations. This might also be a good time to point out that 91.205 does not apply to our aircraft during daytime VFR. That's right, for daytime VFR, we are not required to

The Wobble Test (from Cy Galley)

What is it..... The Wobble Test?

Well, personally think this is one of the **most** important tests you'll ever do on your engine. You can find the details in the Lycoming Service Bulletin #388B. Almost no one I talk to including A&Ps (no offense) know anything about it! The wobble tests checks the valve clearances on your exhaust valve while in the engine. The test will tell you if your exhaust valve guide is too loose or tight Too tight leads to stuck valves. Too loose with too much clearance, the valve head will break off! I have lost two exhaust valves. The first time locking up my engine (IMC at 4000') The second it blew the cylinder head off (VFR 6500'). See the attached picture from my Long Eze. After doing a lot of research, talking to Lycoming, I found out why. Didn't do the wobble test.

By the way. Both failed cylinders were purchased

have instruments of any kind. Of course we all know that just because it's legal to not have any instruments, in most cases, it wouldn't be very prudent.

“(10) During the flight testing phase, no person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight.”

OK, here's one that gets some people into arguments. Many people argue that they need to carry a passenger for the purpose of weight & balance calculations, to record data, or a number of other things that they can think up. The bottom line is that the FAA has interpreted this to mean that, generally, for our type of aircraft, there is virtually no instance where a second crew member is “essential to the purpose of the flight”. Weight & balance can be done with ballast. Data can be recorded by the use of the radio or voice recorder, etc. I have even had an FAA inspector tell me that it's OK to check out my wife during phase I operations. But I've also been told by our DAR instructors that just because an FAA inspector tells you it's OK, that will not hold water in a higher court. In other words, an individual inspector cannot give you authority to do something that is against the rules.

This pretty much covers operations during Phase I. Next month we'll get into Phase II operations.



completely overhauled. Lycoming recommends replacing all exhaust valves with new when the engine is overhauled. There is no requirement for a reworked cylinder to have a new valve so there is no telling how many hours on the exhaust valve. How do I

(Continued on page 15)

Where Are They Now ?

(by Gina Gore)

Several of our past EAA Air Academy scholarship recipients have been achieving great accolades within their personal goals for careers within aviation and/or the military as cadet members at the Davenport Civil Air Patrol (CAP).

Jacob Anderson (2011 EAA Chapter 75 scholarship recipient), Logan Rathjen (2011 EAA Chapter 75 scholarship recipient) and Brandon Gore (2009, 2012 and 2014 EAA Chapter 75 scholarship recipient) have recently been promoted and attended their yearly CAP dining out award ceremonies where the United States Army Two Star Major General Patricia McQuiston was the guest speaker. She serves as the Commanding General for the U.S. Army Sustainment Command leading a global organization by being responsible for providing front line logistics support to combat units and Brandon Gore was chosen as her private escort. All three of these young men are the highest ranked cadets within the Davenport Composite Squadron and have been in the program for over 3 years.

Jacob Anderson recently was awarded the Billy Mitchell Award, which only 15% of all cadets in the US ever achieve and ranks the highest within the cadets at the Davenport Squadron at the age of 14 ranked as the Cadet 2nd Lieutenant. Jacob's plan is to pursue a career in structural engineering or as an aerospace engineer. He would also like to obtain his private pilot's license for recreational flying. His options for colleges are still being considered.

Logan Rathjen, who is 16, just earned his rank as a Cadet Chief Master Sergeant and he is the 2nd highest ranked cadet which is one promotion away from securing the Billy Mitchell Award as well. Logan currently is in his 5th month of taking private pilot lessons with volunteer Senior Member, CFI and lead CAP Pilot, Dean Jones through CAP at a reduced rate. In the following months to come we will feature an article on Logan's progress, especially photos from his first upcoming solo. Logan's career goals are of joining the US Air Force with an interest in aerospace engineering.

Brandon Gore, age 14, also was promoted and he is the 3rd highest ranking cadet at the squadron earning his Cadet Senior Master Sergeant rank and will secure his Billy Mitchell Award by next year at this time. He is moving forward with his Sporty's Ground School



Jacob Anderson, Dana Anderson (his mom) and Major General Patricia McQuiston

(Next Step Training) online through the EAA Young Eagles and just passed the first half of the on line ground school program. Brandon will be taking his free flight with the awarded voucher provided by the EAA Young Eagles and Sporty's program on March 17th. We will also highlight his flight as he is the first youngster in our chapter to attempt the EAA Young Eagles/Sporty's Next Step training which will enable him to apply for flight scholarships through EAA's Young Eagles such as the Harrison Ford and Rolls Royce after he successfully completes the second part of the program, turns 16 years old and passes his medical. His career goals are towards one of the academies or a NROTC or AF ROTC program studying Physics and minoring in AE then securing a flight spot with the Navy or Air Force and on to a Masters in AE.

For all the young men listed once they secure the Billy Mitchell Award these cadets qualify to apply for academic and flight scholarships offered through CAP. They must meet the required 3.0 Grade Point Average, pass the medical, secure the Mitchell Award and be 16 years old in order to qualify.

The CAP Cadet Program awards are the Wright brothers Award, the General Billy Mitchell Award, the Amelia Earhart Award, the General Ira C. Eaker Award and the General Carl A. Spaatz Award. As of 29 January 2009, 1,721 Spaatz Awards had been earned since the first was awarded to Cadet Douglas Roach in 1964. Cadet Roach went on to an Air Force career and later became a pilot in the US Air Force Thunderbirds aerial demonstration team.

Where Are They Now ? (cont.)

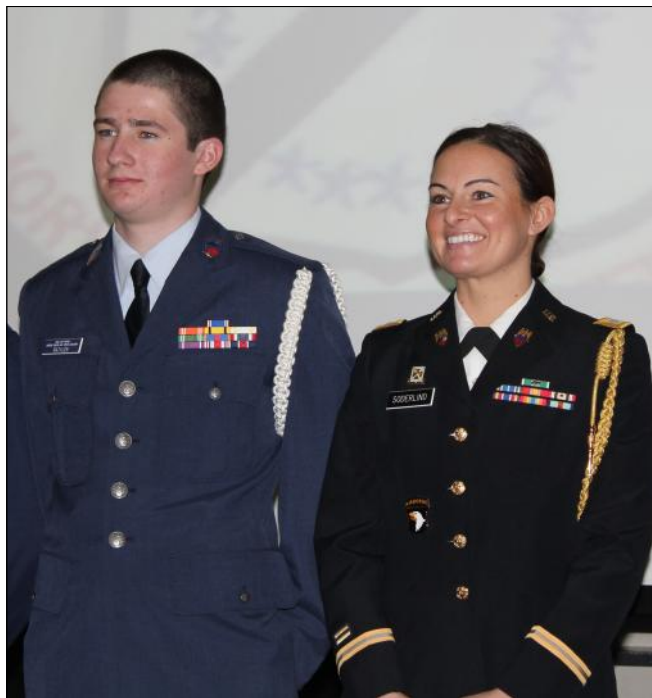
This is a great accomplishment for Cadet Jacob Anderson and those to follow for their career paths. Take note that Logan Rathjen has 2 more years and both Brandon Gore and Jacob Anderson have 4 more years should they chose to continue with CAP until high school graduation which one, two or all three may be able to secure the next highest achievements that only 5% or less achieve, such as the Earhart Award, Eaker Award or even the Spaatz Award.

Each milestone award in Civil Air Patrol confers upon a cadet various benefits. Upon earning the Mitchell Award and the grade of Cadet Second Lieutenant, a cadet is eligible for promotion the rank of Airman First Class (E-3) upon enlistment in the United States Air Force. A cadet earning the Earhart Award and being promoted to C/Capt and, if age 17 or older, may be selected to attend the International Air Cadet Exchange. According to the CAP Knowledgebase website, the percentages for cadets receiving the milestone awards are estimated to be as follows since 1964:

Mitchell: 15%, Earhart: 5%, Eaker: 2%, Spaatz: ~0.5%

As cadets advance through the ranks, they also progress through four stages of development. The first phase, The Learning Phase, introduces cadets to the CAP program, and cadets who pass all requirements receive the Wright Brothers award. The second phase, The Leadership Phase, begins placing more responsibility on cadets as leaders of newer cadets. Cadets who complete The Leadership Phase receive their Mitchell Award, and are eligible for advanced promotion. The third phase, The Command Phase, places cadets directly in command of other cadets, allowing cadets to accomplish tasks through their staff members for the first time. Cadets who complete The Command Phase are awarded the Earhart Award. The Executive Phase is the last phase of the cadet program, and focus cadets on the operations of an entire unit. Cadets completing the command phase are awarded the Eaker Award. The highest cadet award is the Spaatz Award and is awarded upon passing an extensive cumulative test.

As cadets progress through the program, they are placed in charge of lower ranking cadets. Cadets



**Logan Rathjen and the General's aide,
Jennifer Soderland**

aren't given full reign over the others, but instead are expected to instruct classes and mentor each other. Senior Members, the adults of the program, also play a large role in mentoring and evaluating cadets. The numerous awards, achievements, and opportunities available to Civil Air Patrol cadets allows them to foster their leadership in an academic and forgiving environment.

Cadets have a rank structure similar to the United States Air Force enlisted and officer grades, excluding those of General Officers. A Cadet starts as a Cadet Airman Basic, and is promoted as he or she completes each achievement. Unlike the regular Armed Forces, where it is possible to enter as either a commissioned or non-commissioned officer, a cadet must be promoted through every enlisted grade in order to achieve the rank of Cadet Second Lieutenant. To complete each achievement, a cadet must pass a physical fitness test as well as two written tests, one for leadership and one for aerospace education. The only exceptions to this rule are the promotion to Cadet Airman and Cadet Staff Sergeant, which have no aerospace test. For some achievements, an additional test of drill proficiency is required.

The Civil Air Patrol was founded in 1941 and is headquartered at Maxwell Air Force Base and is a branch of the United States Air Force made up of over 34,000 volunteer senior members, 26,300 cadets.

Where Are They Now ? (cont.)

Civil Air Patrol owns and operates a fleet of over 550 single-engine aircraft, predominantly Cessna 172 Skyhawk and Cessna 182 Skylane aircraft. They also have gliders.

Civil Air Patrol is a non-profit corporation established by Public Law 79-476. It receives its funding from four major sources: membership dues, corporate donations, Congressional appropriations, and private donations. Squadrons and groups financial support comes from donations and fund raisings. A few units do charge their own membership dues above and beyond CAP membership dues. These donations and fund raisers are how the squadrons and groups pay for their equipment, rent for facilities, and activities at the local level.

Today, apart from member dues, Civil Air Patrol receives funding from donations and grants from individuals, foundations and corporations; from grants and payments from state governments for patrolling and other tasks as agreed by Memorandums of Understanding; and from federal funding for reimbursement of fuel, oil and maintenance plus capital expenses for aircraft, vehicles and communications equipment. Civil Air Patrol is a Congressionally chartered, federally supported, non-profit corporation that serves as the official civilian auxiliary of the United States Air Force (USAF). CAP is a volunteer organization with an aviation-minded membership.

Membership in the organization consists of cadets ranging from 12 to 20 years of age, and senior members 18 years of age and up which includes pilots and CFIs. These two groups each have the opportunity to participate in a wide variety of pursuits; the Cadet program contributes to the development of the former group with a structured syllabus and an organization based upon United States Air Force ranks and pay grades, while the older members serve as instructors, supervisors, and operators. All members wear uniforms while performing their duties.

Nationwide, CAP is a major operator of single-engine general aviation aircraft, used in the execution of its various missions, including orientation flights for cadets and the provision of significant emergency services capabilities. Because of these flying opportunities, many CAP members become licensed pilots. Cadets under the age of 18 are eligible for 10 orientation flights in CAP aircraft, including five glider and



Brandon Gore and Major General Patricia McQuiston

airplane flights. Glider flights can be replaced by "Powered" flights at the discretion of the Wing Commander, depending on the availability of the aircraft. Some CAP wings have flight academies where cadets can learn to fly.

Civil Air Patrol has three congressionally mandated missions: Emergency Services, Aerospace Education and the Cadet Program.

Civil Air Patrol's cadet program is a traditional military-style cadet program, and is one of the three main missions of the Civil Air Patrol. CAP cadets wear modified versions of Air Force uniforms, hold rank and grade, and practice military customs and courtesies. They are required to maintain physical fitness standards, and are tested on their knowledge of leadership and aerospace subjects at each promotion opportunity.

The current CAP Cadet Program is composed of four phases (Learning, Leadership, Command, and Executive) each of which is divided into several achievements. Achievements generally correspond to grade promotions, while phases are tied to levels of responsibility. The Cadet Program operates at a local unit (squadron) level with weekly meetings and weekend activities, but also has national and wing-sponsored events, including week-long and multi-week summer activities and camps.

As Cadets progress through the program, they are given additional responsibility for scheduling, teaching, guiding and commanding the other cadets in their

(Continued on page 15)

Another What is It ?

Brandon Gore correctly identified the aircraft in the last photo, wins and submitted the photo to the right. Identify the aircraft and win! Submit your best guess to marty.santic@gmail.com I have no idea!!

Internet Links from our Readers

Gina Gore - [Edwards Air Force Base Photos](#)
Craig Stankiewicz - [Quad Cities Airport Master Plan](#)
Ron Franck - [YouTube - Remember Our Veterans](#)
Dennis Crispin - [The IMAX Film - Fighter Pilots](#)
Cy Galley - [Flying with Arthur Godfrey Video](#)
Mike Nightengale - [5th Generation US Aircraft](#)
Mike Nightengale - [C-130 Demo Flight](#)
John Bender - [Gary Sinese - A Mother's Arms](#)
Cy Galley - [Warbirds Over Whiteside 2012 - Coming July 2012 - Warbirds Over Whiteside 2012 Website](#)

User Fees-Send a Memo!! (from Air Facts Journal)



The greedy politicians stay on a never ending quest for more money to shovel into the abyss. Given this, and given that there has been a campaign to demonize corporate jets, the imposition of general aviation user fees is in the President's latest budget proposal. Send an e-mail to your US senator and representative and tell them you are opposed to a user fee. The fee will lead to fewer users of FAA's services and a LOWER level of overall safety. Lots will just go VFR and NOT file.

Use the NBAA website to generate an e-mail that you can personalize. The e-mail will automatically be sent to your two US senators and representative.

Click for the [NBAA Website - CONTACT Congress](#)



AOPA Air Safety Seminar - April 10th

(from Tim Leinbach)

The big AOPA Air Safety Foundation seminar I have coming up has a firm date and time now of Tuesday, April 10th, 7-9pm at the new John Deere Aviation Facility at the Quad City Intl. Airport.

Same as before, WE NEED A HUGE TURNOUT.

Chapter 75 2012 Program Schedule

Remember to put the dates on your calendar!!

March 10th - Paul Thronson - Aviation Equipment Manufacturing- Cobham Co.

April 14th - Mike Nass---Biannual Flight Reviews

May 12th - Davenport Civil Air Patrol

June 9th - Fly-in Pot Luck---Steve and Jess Rahlf Muscatine IA.

July 14th - Fly-in Pot Luck---Bob Olds and Jim Smith Hangars - Davenport Airport

August 11th - Fly-in Pot Luck---Steve and Cinda Beerts - Bluegrass IA

September 8th - Open - TBA

October 13th - Open - TBA

November 10th - Jeff Skiles - EAA Oshkosh

December 8th - Christmas Party Pot Luck

LOOKING for YOUR ideas for the open programs in September and October. A thought would be fine, then, I'll try to find a presenter. Send me a note, marty.santic@gmail.com





Public Works Airport Division
1200 E 46th Street
Davenport IA 52807

City of Davenport

February 1, 2012

Dear Fellow Pilots, Airport Patrons, and Aviation Enthusiasts,

I wanted to take this opportunity to introduce myself. I'm Tom Vesalga, the new airport manager for the Davenport Municipal Airport. I'm replacing Jeremy Keating, who left us for lands much warmer and sunnier. I starting in this position on January 3rd, and have been spending much of my time getting up to speed on the many current and future projects that are in store for the airport and surrounding area. I've also met so many friendly people and have received such a warm welcome that I can't help but to be excited about this new position.

Just a little about me: I took this position after retiring from the U.S. Air Force after 23 years of service. In that time, I've had the opportunity to lead and manager flight operations and airfield operations, as well as perform in many other aviation management positions. I have more than 6600 flight hours as a flight engineer on the C-141 Starlifter and the C-5 Galaxy. This opportunity has allowed me to see much of the world and experience both foreign and domestic, commercial and military aviation operations in both combat and non-combat environments.

I received my undergraduate degree in Aeronautics with a minor in Aviation Safety in 1996 through Embry Riddle Aeronautical University. During that time, I also worked on two Associates Degrees; the first in Aircraft Systems Maintenance and a second in Flight Engineering. In 2008, I completed my Master's Degree in Business Administration through Colorado State University. Since then I've completed my Project Management Professional (PMP) Certification and my Six Sigma Green Belt Certification.

I'm also an instrument rated Commercial pilot and soon will be starting work on my multi-engine rating. Although I currently don't own my own airplane, I am considering buying either a Cessna 210 or a Cessna 177RG. So, as I chat with you over the next couple of months, I just may be getting your opinions of the best airplane for the money.

Some say that home is where you hang your hat, but I say that home is where you fly out of. Although I was born and raised in Southern California, I no longer consider it, or any of my military duty stations my home. The Quad City area is now my home. I moved here from Dover DE after my retirement several months ago and haven't looked back yet. I really enjoy the warm, mid-west hospitality that everyone has shown me since my arrival. I am looking forward to many years in the Quad City area and as the Airport Manager of the Davenport Municipal Airport.

May you always have tailwinds,

Thomas Vesalga
Airport Manager
City of Davenport
1200 E. 46th Street
Davenport, IA 52807
563-326-7783

Sponsored By



POWERED sportflying
Association for the Sport of Flight



SweeneyCorp



KUNTZELMAN ELECTRONICS

TRADE-A-PLANE

A&M AIRSPORTS

LIGHT SPORT REPAIR SERVICES



Illinois Department of Transportation



2012 Ultralight and Light Plane Safety Seminar

The Illinois Ultralight Advisory Council (IUAC), the Illinois Department of Transportation, Division of Aeronautics, and the Federal Aviation Administration, Springfield FSDO, are presenting the 32nd Annual IUAC Ultralight/Light Plane Safety Seminar on Saturday, March 3, 2012 in Springfield, IL. Attendance is FREE. Pre-registration is not required.

The Illinois Ultralight Light Plane Safety Seminar will be held at the Illinois Building on the Illinois State Fairgrounds. The safety seminars include Electronic Flight Bag (iPad/Android), Flying Powered Paragliders, Rotax Engine Maintenance and a keynote presentation by Rod Hightower, President, EAA. There will also be ultralights, engine manufacturers, accessory displays representing UL/sport/recreational type aircraft as well as door prize drawings. Manufacturers/dealers interested in exhibiting products are welcome and should E-Mail ragwing@att.net or www.safety-seminar.com

To get to the safety seminar:

- Take I-55 to Springfield
- Take exit 100B off of I-55 to merge onto E Sangamon Ave/SR-54 heading west
- Continue to follow E Sangamon Ave for 2.8 miles
- Turn right at Main Street under the archway
- The Illinois Building will be on your left

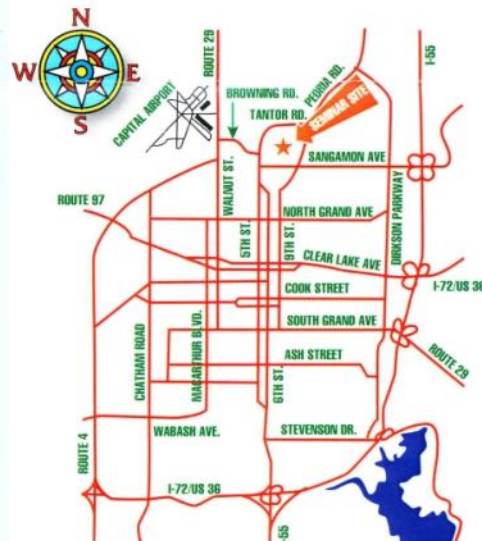
An address to plug into your street GPS is:

2520 Main St,
Springfield, IL 62702

Registration for the event will be from 8:00 am to 9:00 am, with the seminar sessions beginning promptly at 9 am. Arrive early for viewing the exhibits, since the featured seminar sessions will consume a major portion of the day. The program will conclude around 4:00 pm.

Coffee, doughnuts, snacks and lunch will be available in the exhibit area.

For more information visit:
www.safety-seminar.com



AOPA ***Air Safety Institute Seminar***



Wanted: Alive!

Reining in the Fatal Accident Rate. The general aviation accident rate is not dropping, and pilots continue to find themselves in the same accident causing scenarios that have been plaguing them for years. Join us as we discuss the top pilot-related accident categories, why they are what they are, and how you can avoid falling into them.

April 10, 2012 7-9 PM
Quad Cities Intl Airport-John Deere Global Aviation Services

Call Tim Leinbach at (309) 781-9585 (Text or Phone), e-mail at tlmt@qconline.com or go to www.eaa75.com for Info

Local Calendar of Events (click on the Links)

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

[\(Link to the EAA Calendar\)](#)

March 3, 2012

Illinois Ultralight & Light Plane Safety Seminar
Springfield, IL. This year's keynote speaker is Rod Hightower, President of EAA. Registration begins at 8:00 AM. Program starts at 9:00 AM and ends at 4:00 PM. Attendance is FREE. More information is available at the Safety Seminar website – www.safety-seminar.com.

March 3, 2012 - December 15, 2012 - 0800 - 0930
Mt. Hawley Airport, Peoria, IL EAA 563 BREAK-FAST EVERY 1st and 3rd Saturday every month,
Fly, drive, or walk.

March 10, 2012

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

March 24, 2012

Great Plains CAF Wing Chili Fly-Council Bluffs Municipal (KCBF) - Commemorative Air Force Great Plains Wing 2nd Annual Chili Fly-In and open house, 11:00 a.m.- 1:00 p.m. WW II Museum, P51 Mustang "Gunfighter", Stinson L5 and Aeronca L3 on display. More Information: Jeff Hutcherson 402-981-4633

April 10, 2012

AOPA Air Safety Foundation Seminar - Tuesday, April 10th, 7-9pm at the new John Deere Aviation Facility at the Quad City Intl. Airport. Contact Tim Leinbach at 309-781-9585. **PLEASE HELP to publicize this event!!**

April 14, 2012

[EAA Chapter 75 Monthly Meeting](#)

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.

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.

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).

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: 14" Band Saw on floor stand. ¾ HP motor, 93 ½" blade length, 4 speeds. Works well cutting thin metal using slower speed. Up to 6" thick material. 11 years old. Asking \$200. Ron Ehrecke [309-762-3210](tel:309-762-3210) (Home). [309-236-9785](tel:309-236-9785) (Cell)

For Sale: 1966 PA-28-140 (150hp) 2793 TT, 646 SMOH, King 170B Nav/Com with VOR/LOC Indicator, Narco AT 150 Transponder with encoder, new battery at 8/16/2011 annual, all AD's complied with, recent vac pump replaced, complete logs, hangared at **EZI since 1991. Contact Jim Love (309)368-3339.**

For Sale: Battery pack and connector cable for a Bose Series II headset for sale. \$30. Bob Kuhns, Geneseo IL (309) 945-5746

For Sale: Powered Parachute, in Orion. Looks like new, ready to go. Was near \$5000, in '09, but could be had for considerably less perhaps. Dave & Kim White at: my3sons@geneseo.net

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!!

The Wobble Test (cont.)

(Continued from page 6)

know it wasn't replaced?

The re-worked cylinder only cost \$450. A new exhaust valve lists at \$250. After a \$10,000 engine rebuild, I went back and checked what was left of my cylinder head. Failed the wobble test. Geezzz, I do sometimes wish I was smarter. Well now YOU can be!! Besides all the B.S., **It is a mandatory Lycoming requirement every 400 hours.**

Where Are They Now ? (cont.)

(Continued from page 9)

units. They also assist their Senior Staff in executing the Cadet Program. It is not unusual for a cadet officer to command an encampment of hundreds of junior Cadets. Cadets are given many opportunities to lead and to follow; they may hold leadership positions at squadron and wing activities, and are often involved in planning these activities. Cadets may complete paperwork, command other cadets, and teach at weekly meetings and at weekend and summer events. Cadets also volunteer for civil and community events such as air show crowd control and pane guarding, firing

range scorers, directing parking at events and raising flags for area subdivisions for special events and occasions.

Although CAP retains the title "United States Air Force Auxiliary", 10 U.S.C. § 9442 clarifies that this Auxiliary status is only applicable when CAP members and resources are on an Air Force-assigned mission with an Air Force-assigned mission number. When CAP resources are engaged in an Air Force mission they are reimbursed by the Air Force for communications expenses, fuel and oil, and a share of aircraft maintenance expenses.

The Civil Air Patrol motto, to which all members ascribe, is "Semper Vigilans", Latin for "Always Vigilant". All CAP members are also obligated by their service to the organization to abide by its core values: integrity, volunteer service, excellence, and respect. As a volunteer senior member of the Davenport Squadron we are always seeking more adult volunteers, CFI's, pilots and speakers. If interested, or if you chose to mentor a cadet for aviation or if you have any questions please do not hesitate to contact me at gore_gina@yahoo.com.

Congratulations to our three young scholarship recipients and for all the hard work!

EAA CHAPTER 75 OFFICERS		Board of Directors (cont.)		Tool Librarian	
President		Jim Smith		Steve Beert	
Jim Smith		387js@mchsi.com	563-322-5485	srbeert@mchsi.com	563-381-4702
387js@mchsi.com	563-322-5485	Mike Nass		Coordinators	
Vice President		gatewayaviation@yahoo.com	563-243-4891	Cinda Beert (Young Eagles Coordinator)	
Mike Nass		Edward Leahy		cbeert@mchsi.com	563-505-9988
gatewayaviation@yahoo.com	563-243-4891	me24nas@mchsi.com	563-285-4352	Amanda Gray (Next Step Advisor)	
Treasurer		V. George Bedeian		grayamandam@johndeere.com	563-639-3106
Edward Leahy		vgb@q.com	563-381-3113	Spence Gray (Activity/Fly-Out Coord.)	
me24nas@mchsi.com	563-285-4352	Flight Advisor		spence_g@hotmail.com	563-639-3105
Secretary		Bernie Nitz		Gina Gore (Air Academy Advisor)	
V. George Bedeian		bernien@qconline.com	309-787-0813	Larry McFarland (Membership Coord.)	
vgb@q.com	563-381-3113	Technical Counselors		larry@macsmachine.com	309-792-0472
Board of Directors		Terry Crouch		Web Site Editor	
David Jacobsen		Q1terryndt@aol.com	563-359-4127	Cy Galley	
davjacobsen@mchsi.com	563-243-5966	Cy Galley		cgalley@mchsi.com	309-788-3238
Larry McFarland		cgalley@mchsi.com	309-788-3238	Newsletter Editor	
larry@macsmachine.com	309-792-0472	Paul Kirik		Marty Santic	
		pjkirik@mchsi.com	309-781-0002	marty.santic@gmail.com	563-344-0146
		Jim Smith			
		387js@mchsi.com	563-322-5485		

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

New Member
 Renewal
 Info Change

Membership dues for EAA Quad
 Cities Chapter 75 are \$10/year.

Make checks payable to EAA
 Chapter 75

Mail application/renewal to:
 Ed Leahy
 3211 South 25th Avenue
 Eldridge, IA 52748

National EAA offices:
 Experimental Aircraft Association
 EAA Aviation Center
 PO Box 3086
 Oshkosh, WI 54903-3086
<http://www.eaa.org>

National EAA Membership:
 1-800-JOIN-EAA (564-6322)
 Phone (920) 426-4800
 Fax: (920) 426-6761
<http://www.eaa.org/membership>

Name: _____
 Copilot (spouse, friend, other): _____
 Address: _____

 City: _____ State: _____ Zip: _____
 Phone (Home): _____ (Work): _____
 (Cell): _____
 Email Address: _____
 EAA#: _____ Exp Date: _____
 Pilot/A&P Ratings: _____
 Occupation: _____ Hobbies: _____

I am interested in helping with:

<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

What are You Building? _____

What are You Flying? _____
