

THE LANDINGS

www.eaa75.com

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

February 2012

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Thanks so much to Mike Nass, our Vice President for chairing the January meeting and to Paul Kirik for the January program. I have been told that both the meeting and program went very well. I am planning on being back and will be in attendance at the February meeting.

As I mentioned last month in these notes, the 2012 calendar is filling up with aviation activities. Just this month the events we've added that we need to participate in are:

- April 10th - Tim Lienbach is producing an AOPA Safety Seminar at the Deere & Company Hangar.
- National Aviation Day at the Davenport Airport is in the planning stages.
- September 1st & 2nd - New date for the Quad City Airshow - Maybe a booth this year?
- Just yesterday Molli Herminston with the Girl Scouts called and requested we do another "Girl Scouts Take Flight" event.

All this is good and we haven't included fly-outs and the Young Eagle events on the calendar yet.

We sent out dues request notices last month for the first time (never before) as we would like to have all dues paid by the March meeting. Then we can create an up-to-date membership roster.

Monthly programs listing is found elsewhere in this newsletter. May 2012 is still open - someone must have an interesting subject in mind. Call me!!

I have been in South Texas and attending some events with EAA CHAPTER 595. Their program last month was by Lt Col. Sean Crandall CAP Commander, Group VII, SWR-TX-070. It was a very interesting presentation on the participation of the cadets and the amount of actual flying the cadets receive, both powered flight and glider flying. We could use a program from our local Illinois and Iowa CAP staff explaining activities of the Local CAP organization.

We have formed two new committees; Membership Survey and Repair Barn 50th Anniversary. My thanks

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Last Month's Program Paul Kirik - Formation Flying



A VERY GOOD program on formation flying!

Next Meeting - February 11th - 7 PM - Ken Hopper - Quad City AIRSHOW

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

February 11th Chapter Meeting

The February Chapter meeting will be held on **Saturday, February 11th 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 Ken Hopper. Ken will discuss the Quad City Airshow. It takes a lot of planning and Ken will give us some insight on what it takes to put together a premiere airshow, considered to be one of the best in the nation!! Ken also has an L-39 jet team! Hope to see you at the meeting!! Bring a friend!!

Ken Hopper to Be Our Guest Speaker at the February Meeting

Ken Hopper will be our guest speaker at the February meeting and will discuss what it takes to produce the Quad City Airshow and maybe a bit on his L-39 jet team. Ken supplied the following short bio.

EAA Member Number 259785, have been a member now for going on 30 years.

Graduated from the University of Iowa with a degree in Accounting.

President-CEO of Hopper Corporation, starting this company in 1980 to consult on aviation related activities, like air shows, seminars and educational programs, as well as pre-buy, buy and sell aircraft and helicopters and provide air boss services to the air show industry.

President - Founder - Air Boss - Quad City Air Show, in 2012 will mark our 26th air show, the 2012 air show will be on Labor Day Weekend, September 1-2, 2012 and feature the U.S. Air Force Thunderbirds.

The Quad City Air Show is considered one of the TOP-THREE air shows in the industry and is one of the FIVE longest continuous running air shows in the nation.

Ken has been a pilot for going on 35 years, has just a little under 10,000 flight hours, is a commercial pilot with ratings in Helicopter, SEL, SES, MEL, IFR, also tailwheel rated and is a Senior Warbird Pilot with the CAF.



Ken Hopper

Ken has a long history of association with the EAA as having volunteered at the age of 10 to work the EAA convention, Ken counts amongst his closest friends the EAA founder and his son, Paul and Tom Poberezny and the current EAA president Rod Hightower, also a friend attended the weekend of the Quad City Air Show in 2011 and flew the opening in his Stearman.

January 14th Board Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter vice president Nike Nass at 6:18 pm.

MEMBERS PRESENT: Mike Nass, Ed Leahy, Dave Jacobsen, Larry McFarland and George Be-deian

THOSE NOT PRESENT: Jim Smith, Steve Beert

OTHERS PRESENT: Marty Santic

TREASURERS REPORT: The treasurer's report was read by Ed Leahy. A motion to accept the treasurer's report was made by Dave Jacobsen and seconded by Larry McFarland, Board approval was unanimous.

OLD BUSINESS: Chapter members with overdue

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January 14th Board Meeting Minutes

(cont.)

(Continued from page 2)

membership fees were discussed.

The board decided to form a committee to further evaluate the results of the chapter wide survey held a couple months ago.

We still have six EAA 2012 calendars left. They are \$6.00 each, see Ed Leahy.

Marty Santic wrote an article with pictures on our B-17 event. They said they would use it.

Our chapter renewal papers for 2012 have been sent in. The cost this year went up to \$15.00. Because we were one of the first ones this year to submit them, we will receive another Young Eagles banner.

NEW BUSINESS: Tim Leinbach said he is putting together another AOPA safety seminar this spring and would like our help. He will let us know the cost of equipment. It will be held at the new John Deere hangar on April 10th 2012.

The chapter 75 Emergency Aircraft Repair Barn will be celebrating 50 years of operation this year. We will be looking for ideas & suggestions?? shirts, banner, flyers, party, invites, press, an event time at AirVenture and maybe EAA staff involvement. We will ask for volunteers to form a committee.

A motion to adjourn the meeting was made by Dave Jacobsen, and seconded by Larry McFarland. The meeting was adjourned at 6:41 PM.

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

January 14th General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:02 pm by Chapter vice president Mike Nass at the Deere Wiman Carriage House, Moline, Illinois

VISITORS AND NEW MEMBERS: Frank Reading, Steve Borgman, Gary Rasso and Jim Tiejens

TREASURERS REPORT: The report was read

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

TOOL LIBRARY: Steve Beert reported that we now have a full set of dimple dies.

TECH COUNSELOR REPORT: Cy Galley talked about the big shakeup at EAA headquarters at Oshkosh. With 30 people laid off. More information will be available at the EAA website.

FLIGHT ADVISOR REPORT: Bernie Nitz told the membership that we no longer have the EAA flight planner that was available for members to use.

REPAIR BARN: Cy Galley reported that there is plenty of snow around the repair barn. Also the annual ski plane fly in and chili lunch, which celebrates Audrey Poberezny's birthday will be coming up the third weekend of January.

YOUNG EAGLES: Nothing to report.

AIR ACADEMY; Nothing to report.

NEXT STEPS ADVISOR: Nothing to report.

MEMBERSHIP COORDIATOR : Nothing to report.

ACTIVITIES & FLY-IN/OUT COORDIATOR: Spence Gray mentioned that he will be working on some activities for spring and summer.

WEB EDITOR: Cy Galley noted that EAA is providing free web site assistance. Also he no longer is the editor of the Bellanca & Luscombe news letters.

NEWSLETTER: Marty Santic submitted an article with pictures of our B-17 event, and was told they are going to use it in an upcoming issue. Dick Marrow wrote an article on military jeeps but he is still waiting to hear from EAA if they will use or not.

OLD BUSINESS: Chapter renewal papers were sent in for 2012. The cost has gone up to \$15.00. Since we were one of the first chapters to send in papers, the chapter is receiving a Young Eagles banner.

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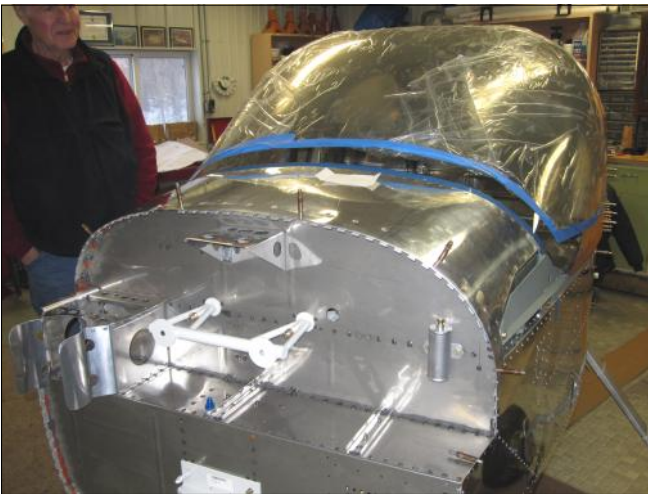
Keith William's RV-12 Project (from Keith Williams)

Here are a couple of shots from this morning. UPS delivered the baggage trim set and I could not resist putting it all in place just to see how it is going to look. No "RV grin" yet, but progressing. (Ed. note: In the photo to the right, I SEE that RV Grin!!)

Have the tank finished except for install of sender and access panel and leak testing. Starting to think about canopy. Going to get those parts together and look them over this afternoon while I take a break from the tank stuff.

The engine should be arriving the first week in February. I am still debating on whether I will register the RV-12 as an E-LSA or an E-AB. What I do with the avionics will determine that.

Stop by and visit anytime!!



How to Take Near Perfect Airshow Photos

(from Marty Santic)

Many of us bring our camera to the Quad City and other airshows and are disappointed with the resulting photos. The plane in the photo is usually way too dark because the camera is setting the exposure primarily on the blue sky and not setting the exposure based on the plane.

One of the best aviation/airshow photographers is Bernard Zee. Many of us have seen his albums via links to his webpage on the internet.

Here is the link to his amazing collection of photos, <http://home.comcast.net/~bzee1b/home.html>

And a link to his B-17 photo album during the B-17's visit to Hayward, CA.

http://home.comcast.net/~szee1a/AI_overcast/AI_overcast.html

HOW DOES HE GET THE AMAZING PHOTOS??

Here are his hints for that perfect airshow photo. from Bernard's post on a photography forum.

"For all the action shots, I have the camera on the manual exposure setting, with manual focus set to around 300 yards. I use 70-300mm zoom or a 100-500mm zoom lens

A rule of thumb for exposure setting is to point the camera at the tarmac (at your feet), and set for normal exposure.

The variation in exposure comes when you're shooting propeller planes vs. jet planes.

For propeller planes, I set the aperture to the smallest size (i.e., F8), and set the shutter for normal exposure (hopefully it comes out to 1/250 or 1/320). If it's really bright, then the shutter speed may have to be higher. The point is to get a slow shutter speed to get a nice prop blur.

Otherwise, a frozen propeller on a plane looks 'wrong'.

For jets, it's a little different. I try to get the shutter speed up to 1/650sec or higher, while leaving the aperture around F5.2 or F5.6. I don't want the aperture too big, as that reduces my depth of field. For F5.6, and 12X zoom, I have a reasonable hyperfocal dis-



tance to work with.

If it's a cloudless day, you shouldn't have to mess with the exposure much. However, if lighting conditions are changing (like the clouds getting in front of the sun, or the sun peeks out from the clouds), then you'll have to keep up with changing the exposure to match.

So with manual everything, all I have to do is frame the shot and take the picture. If it's moving fast, I'll use the red dot sight to track it, and shoot in burst mode.

I leave the OIS (stabilizing function on the lens) on mode 1, and if my tracking motions are smooth, the pictures usually come out fine. Once in a while, I get a blurred one because the OIS is fighting the pan, but that's rare.

So them's my secrets!" --BZ

With most of the new digital cameras having a MANUAL mode, you should be able to come close to duplicating his results with a bit of practice. See you at the QC Airshow and Oshkosh!!

Evaluating a Competent Mechanic - How Do I Recognize Whether or Not I Have One

This can be a dynamic topic, but there are certainly some markers to look for in finding yourself a good mechanic that you can really trust to keep you in the air, safe and happy. You probably already have a mechanic, but the important thing is in recognizing if he has more than just the basic skills, but that certain something that gives you the confidence to trust life and limb to him. Let's examine what the traits are that define "a good mechanic" and steps you can take to find one.

Let's talk about *looking* for a good mechanic first. As in any profession, you'll find varied degrees of competency. Just as in choosing a surgeon, you'll want to avoid marginal competency and shoot for the elite, or as close to it as possible. Here are a few questions in the determination if whether a prospective mechanic is right for you.

(In the interest of simplification and unencumbered continuity of thought, we will use the pronoun "he" as being asexual.)

- Does he come recommended by other aircraft owners?
- Do you hear from others that he does a satisfactory job?
- Does he have experience in your type aircraft and is he qualified to work on your engine with the proper qualifications?
- Do you hear the prospect's name brought up favorably in conversations?
- When you talk to the prospect, is he friendly, helpful and patient before the subject of fees is discussed?
- Ask the prospect if he has the [service bulletins \(SB's\)](#) and all the [manuals](#) for your engine and fuselage on site?
- Is your prospect familiar with the tips, tricks and technical procedures for your engine.
- How many aircraft like yours has he worked on or inspected?
- Does he keep you abreast of issues he found and answer your questions knowledgeably?
- What's his philosophy regarding regular and preventive maintenance?
- Is he a self absorbed mechanic, or open-minded

to your ideas, suggestions, concerns.

- Does he use an inspection check list, discrepancy list and do accurate, detailed logbook label entries? (Possibly ask to see a couple of his labels and check lists)
- Does he document well? It's for your benefit as well as his legal protection.
- Does he give you copies of the maintenance check list, or other documents for your personal file? This should be an absolute in case you need it for the FAA, insurance and the re-sale of your plane. You're paying for the work, get it the way you want it not him.
- Does he seem to have the proper tools and education for your particular plane?

Last, but not least and this item is not a real marker of the mechanic's professionalism, but should be kept in the back of your mind. What is the charge? If the price sounds too good to be true then there may be a reason for it and you might get exactly what you paid for. Caveat emptor. Now I know this is not necessarily always true that's why this is last consideration while looking for a mechanic that you have compatibility with and do the job that you expect and deserve.

Your life might be in the hands of the mechanic. Strive for one who displays all or most of the attributes shown above.

The mechanic's motto should be: *If there is a problem with your aircraft, major or minor, I'm going to find it. Your safety is priority one.* Due to a plane's wear and tear, loosening of attachment items or just sitting for extended periods things change and it's your mechanic's job to find these. He needs to be a skilled hunter of problems and an organized repairman for these items.

You're probably already using or have used, a mechanic. Use these questions, and your own, to determine if he is right for you. If there are some areas about which you wish your mechanic would do better then sit down with him and explain your issues and concerns. You're the boss. The right mechanic needs to live up to your expectations.

Life is full of choices. We choose doctors, lawyers expecting them to be honest; to work in our best interests; to be receptive to our needs. You fully expect understanding and consideration of your input. Choose your mechanic in the same way.

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Evaluating a Competent Mechanic - How Do I Recognize Whether or Not I Have One

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This was a long story and maybe I should have started it "Once upon a time", but I hope this helps someone in having a good sound relationship with their mechanic and make their flying safe, reassuring and fun.

And a Recent Example Why it Matters to Know Your Mechanic

From an FAA Special Safety Tip, Notice Number: NOTC3434.

Here we have an excellent example of an accident that did not happen!

While an alert IA (or mechanic) discovered the discrepancy, it appears multiple mechanics and IAs missed "seeing" the incorrect installation. Initially, someone made the incorrect installation, and an Inspector missed it! This example can serve as a reminder that mechanics and Inspectors need to be diligent in performing their work.

As pilots and owners, we need to encourage mechanics not to shortcut any inspection! Our very lives may depend upon it!

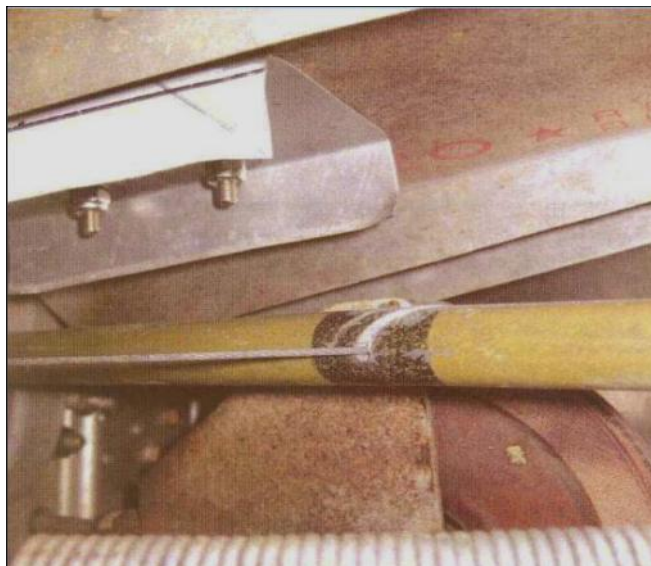
Here is the text contained in the alert.

Beechcraft: V35A; Cut Rudder Control Tube; ATA 2720

A general aviation submitter says, "During the performance of an Annual Inspection, an IA (*inspection authorization*) found the right ruddervator trim control cable was routed incorrectly and had cut through the right ruddervator control tube (approximately 75%). The tube also had signs of a crack originating from the damaged section of the tube (cut area), and had begun to bend as a result of weakening of the tube as it was being cut. There were no maintenance entries noted in the log book to determine when this may have occurred." (*If this doesn't rate a steak dinner reward...nothing does!—Ed.*)

Or you can read the alert on the FAA website.

https://www.faa.gov/files/notices/2012/Jan/2011_12_Alert_BonanzaCableCutterbrief.pdf



While the Editor's comment in the GA Alert seems to praise the IA who discovered this one, the photos clearly demonstrate a failure to have the cable installed properly in the first place. It is possible there were many repeated inspections on this V35A over a number of years without anyone noticing the slow sawing action through the primary control tube. (Investigation revealed this particular airplane did not fly very often.)

Photos from the RV-12 -- Is This IOWA in January ?? (from John Bender)

If you were not flying in December and early January you missed some glorious weather!! The view from the RV-12 is FANTASTIC.



All 4130 Chrome Moly Tube is NOT Created Alike (from Cy Galley)

Recently I have purchased a good bit of 4130 tube. Here at Thunder Aviation we test every batch of material we will be using and have had some very disconcerting results. This particular batch came from a major supplier of aircraft products. Once it was unloaded we took several random samples and performed pull tests with shocking results. So we then pulled several more samples for x-ray. We received 4130 chrome moly with as many as 18 inclusions per inch! This is without a doubt junk material. We had a similar experience from a second major supplier and a nightmare issue with some 5052 aluminum that would barely weld. The problem with the chrome moly is by looking you would never have realized a problem. Without testing I wonder how much of this material is out there flying around now?

My best advice folks is to require a supplier to certify country of origin when ordering such materials. And only accept materials from the US and Germany. We have found no issues with materials from these two countries.

Tom Parker - Thunder Aviation

Neat Internet Links from Our Members

Scenes from the 2011 AAA-APM Fly In
<http://goo.gl/7MzEH>

2012 Oshkosh Ski-Plane Fly-In
<http://www.youtube.com/watch?v=poJMx7TJtrg>

Rooster First Flight - from Steve Beert
<http://vimeo.com/34227441>

Wright Patterson Interactive Air Force Base Tour
<http://www.nmusafvirtualtour.com/full/tour-pkg.html>

The Molesworth Pilot - 303rd Bomb Group
<http://www.303rdbg.com/>

CloudAhoy Tracking App for the iPhone/iPad
<http://www.cloudahoy.com>

U.S.S. John C. Stennis Operations
<http://goo.gl/m6Nvg>

Greg Klema Has Officially Entered the Ranks of the Retired!

It's official, I am retired! I made it. Ok to put into the newsletter. I turned 62 today. Born in St. Peter, MN on 1-30-50. No plans, just yet.

What Was It? - We Have a Winner!!



Only ONE response! Brandon Gore correctly identified the Leduc 0.10. One of the first to fly with a ramjet. The aircraft was recently in the French Air and Space museum in Le Bourget. Brandon was 1st!! How did he know or where did he look?? Google, of course!! The internet is a good thing! Brandon gets the prize and gets to select the next photo!! Will bring it to the meeting.

You can read more here: http://en.wikipedia.org/wiki/Leduc_0.10

Looking for Info on Model Rocketry in the Quad Cities Area (from Gina Gore)

Do we have a member or know of anyone who likes or can help teach rocketry to the Davenport CAP kids? If you have any information please contact Gina Gore,. gore_gina@yahoo.com

Are Your 2012 Dues Paid?

Jim Smith's Visit to South Texas - EAA Chapter 595 (from Jim Smith)

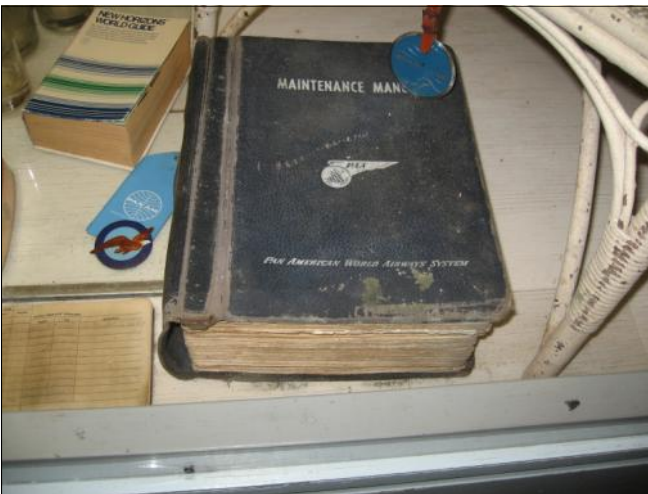
Attended an interest chapter meeting. The program was given by the local CAP squadron. All cadets were given at least 5 glider rides and 5 power rides ASAP. The first ride is given within 30 days of joining CAP. Cadets solo the CAP aircraft. A financing grant program is available for Cadet's to complete Private. CAP is on the 2nd floor of the PanAm Building.

All located in Brownsville, TX. A museum is also on the field containing a number of aircraft from the era. The CAP hangar is on the field. A room in the PanAm building is like a control tower overlooking the field.

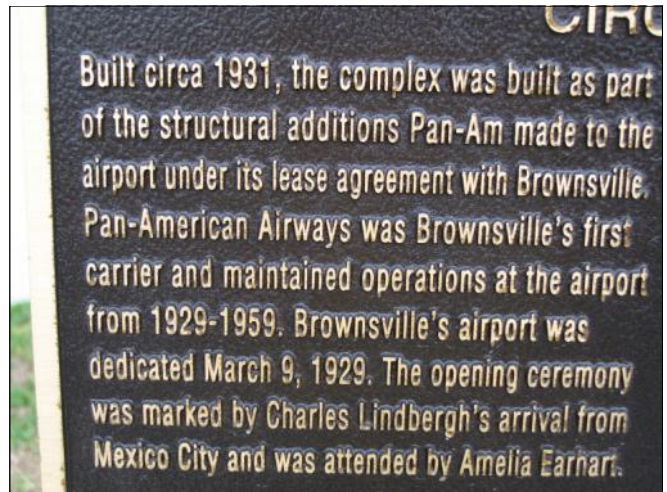
Here are some photos.



PanAm Building Complex Circa 1931



PanAm Maintenance Manual and an Original DC-3 Seat



Plaque from the Front of the Building



A Ryan PT-22 "Recruit"

January 14th General Meeting Minutes (cont.)

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Tom Shelton, Spence Gray, Dave Jacobsen and Mike Nass will study the results of the recent chapter survey and make recommendations to the board and membership.

NEW BUSNISS: Tim Leinbach will present another AOPA safety seminar with the chapters assistance. It will be held on April 10th 2012 at the new John Deere hangar. The topic is to be announced.

The Emergency Aircraft Repair Barn will celebrate it's 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: Gary Benning is looking to form a partnership in a Waco UM5F open cockpit bi plane.

EVENING PRESENTATION: Paul Kirik gave a presentation on formation flying. He explained how to get the qualification & what the FAA requires. Also he showed a video, and shared his personal experiences.

The meeting and Presentation was Adjourned at 9:01 P.M.

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

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.



All About Magnetos - A Good Webinar

Maintenance expert and *EAA Sport Aviation* columnist Mike Busch, an A&P/IA of Savvy Aviator Inc., presents an informational webinar about magnetos - how they work, function of key components, failure modes, preventive maintenance, pre- and in-flight mag checks, high-altitude misfire causes and cures, troubleshooting ignition problems, and more. Click here to [watch the webinar](#).

Chapter 75 2012 Program Schedule

Remember to put the dates on your calendar!!

February 11th - Ken Hopper-Davenport Air Show Operations

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

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

May 12th - Open - TBA

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 - Open - TBA

December 8th - Christmas Party Pot Luck

LOOKING for YOUR ideas for the open programs in May, September, October and November. A thought would be fine, then, I'll try to find a presenter.

Send me a note, marty.santic@gmail.com

Local Calendar of Events (Click on the Links)

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

February 11, 2012

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

February 17-18, 2012

2012 Midwest Aircraft Maintenance Symposium and Trade Show, Airport Holiday Inn Des Moines, Website: www.iapama.com

February 21, 2012

Iowa Airports on the Hill Day - Des Moines, IA. State Capitol Building (Rm. 116) - State Capitol Building (Rm. 116) 11:30 a.m. - 1:00 p.m. Sponsored by the Iowa Public Airports Association [319-524-6203](tel:319-524-6203) (Greg Gobble)

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 10, 2012

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

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!!**

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](mailto:Ross.Carbiener@att.net) (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](mailto:Ross.Carbiener@att.net) (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

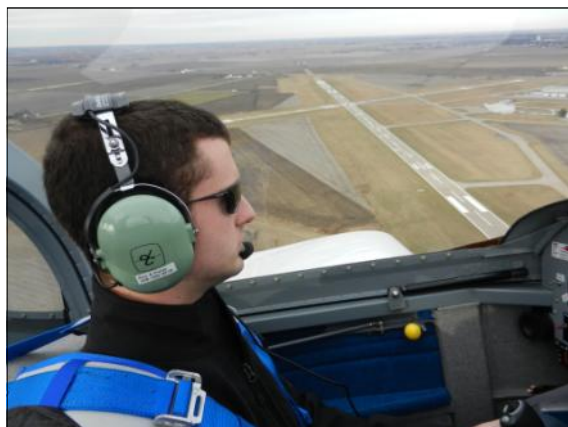
To place an ad: Submit requests for aviation related For Sale or Want ads to the newsletter editor. Ads are free to Chapter 75 members. Ads from nonmembers will be run on a space available basis. Ads will be run / re-run at the newsletter Editor discretion. If we run out of room, will make some more!!

From The Desk of the President (cont.)

(Continued from page 1)

to those that volunteered to participate on each of these committees. They will be working on these agendas, please assist with your input.

Steve Beert, Tool Chairman, has requested the chapter members to submit to him any recommendations for tools we could use, as the tool committee meets and considers the purchases of tools this spring. A list of tools the chapter currently owns is on the chapter web page. www.eaa75.com Happy Flying, Jim



Roy Fisher flying Paul's RV-7A - Runway 21 at DVN

Rough Running Engine - A Simple, Maybe Overlooked Fix (from Larry Geiger)

A buddy of mine has been fighting a rough engine at full power for 2 years. A year and a half ago he convinced himself it was the cowling so he changed it to a James cowl and added a new exhaust. Total cost over \$6k and it still vibrated even after dynamically balancing his prop.

So today I talked him into taking me with him flying to find out what was going on. Turns out he was not leaning the engine..... at all. Full rich all the time. When I leaned the engine, it smoothed right out. One of the smoothest planes I have been in.

Live and learn. I like simple fixes!!



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