

THE LANDINGS

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

November 2014

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

The October meeting came with three presenters. Both Jacob Anderson and Brandon Gore gave a presentation and shared details of their experiences at Air Academy this past year. They passed around the projects they made while at Air Academy. Both indicated it was a wonderful experience for them and thanked the chapter for the opportunity.

Paul Fisher made a very interesting presentation on his flight to the State of Maine with other Quickie pilots for a Quickie reunion. He used a Flight Following system on his computer which allowed Tama to follow his flight from home. Paul did find out he didn't like lobster.

At the last minute Steve Kirik got shanghaied to Shanghai so had to delay his program to a later date. Ron Ehrecke is working on two possible programs for the November meeting. Details of the program will be in the meeting reminder prior to the meeting.

Mike Nightingale will make a presentation of the nominating committee for the offices of Secretary, Treasurer and Board of Directors. This will be fol-

lowed by the election.

At the October meeting the Board of Directors approved four applications for Air Academy for the 2015 season. They are: Adam Hyder, Young Eagle Camp, and Vincent Klauer, Jacob Ott and Scott Summers for Advanced Air Academy. Their reservations have been made and the application and paperwork has been mailed to them from EAA.

The Deere Wiman Carriage House has been reserved for our use on the second Saturday evenings, with the months of June, July and August open for hangar pot-lucks.

Ed Leahy, the treasurer has ordered 2015 calendars. They will be available at the November meeting and make excellent Christmas gifts.

Our first Saturday coffee and donuts will be at the Iowa Air National Guard facility at the Davenport Airport from 8:00 – 11:00 A.M. Our tour of the hangar and maintenance areas will be conducted at 8:30. Once the tour begins no one will be allowed to join the tour, so be there in plenty time.

John Vahrenwald, our Young Eagle coordinator conducted his first event at the Clinton Airport on October 18th. Volunteer pilots flew 44 young eagles. Thanks to all who helped at the event, in the air and on the ground. Thanks John.

Another Young Eagle event is scheduled for November 15th at the Davenport Airport from 8:30 to 11:00. Mark your calendar and help if you can.

Happy Flying - Jim

Next Young Eagle Rally November 15th - Davenport Airport

Next Meeting - November 8th - Program - To be Determined
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

November 8th Chapter Meeting

The November Chapter meeting will be held on **Saturday, November 8th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

This month's program has yet to be determined. Will send an e-mail to all once the program is finalized.

All are invited. **Bring a friend!!**

October Board Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter President, Jim Smith at 6:10 PM.

MEMBERS PRESENT: Jim Smith, Mike Nass, Tom Shelton, Ron Ehrecke, and Marty Santic (circle) (Need 2/3 or 6 members for a quorum).

THOSE NOT PRESENT: George Bedeian, Ed Leahy, Dave Jacobsen, Ron Franck

OTHERS PRESENT: NA

TREASURERS REPORT: The treasurer's report was read by Jim Smith. A motion to accept the treasurer's report was made by Tom Shelton and was seconded by Ron Ehrecke. Approval by the board was unanimous.

OLD BUSINESS:

The high flight education fund status was reviewed. Jim Smith will obtain Chapter 75 reimbursement for Air Academy costs before 31 Dec 2014.

Updating Chapter 75 By Laws:

- Jim Smith to contact EAA for latest recommendations for content and wording
- A sub-committee will be appointed to develop a draft of changes based on EAA recommendations
- The Board will review the sub-committee recommendation and will review with membership

Calendars: Contact will be made with the Cedar Rapids chapter for a coordinated order. Unit cost this year will be \$6.95.

NEW BUSINESS:

Air Academy:

- Jim Smith to request reservations for 3 Advanced and 1 basic spots for sponsored attendees.

A motion was made by Mike Nass and seconded by Tom Shelton to approve all four candidates submitted by Gina Gore.

These minutes respectively submitted by Tom Shelton on behalf of Secretary George Bedeian.

October General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:05 PM by Jim Smith, President.

VISITORS AND NEW MEMBERS:

Dean Jones – instructor, check pilot, new to the area in 2014

TREASURERS REPORT: The treasurer's report was read by Jim Smith in Ed Leahy's absence. The treasurer's report was approved at the Board of Director's meeting.

TOOL LIBRARY: Nothing to report.

TECH COUNSELOR REPORT: Nothing to report.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN:

Jim Smith reviewed Cy Galley's report of repair events at AirVenture 2014. There were 153 operations recorded.

YOUNG EAGLES:

The next Young Eagles event will be in Clinton, IA Saturday 18 October. John Vahrenwald will recruit Young Eagles pilots for the event. John has volunteered to be the Chapter 75 Young Eagles Coordinator, replacing Andrew Poppy. Mike Nass reported that independently, the Clinton Aero Club will hold a "Mulligan's Stew" cookout in Clinton that same day beginning at 11:30 AM.

PROGRAM COORDINATOR: Nothing to report.

AIR ACADEMY ADVISOR: Gina Gore reported the Board's approval of 4 candidates for the 2015 Air Academy. She also explained the responsibilities of the advisor position.

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October General Meeting Minutes

MEMBERSHIP COORDIATOR: Nothing to report.

ACTIVITIES / FLY-IN/OUT COORDIATOR: Nothing to report.

NEWSLETTER EDITOR: Mary Santic thanked those that contributed significantly to the October newsletter and requested continued input.

WEB EDITOR: Nothing to report.

OLD BUSINESS:

NEW BUSINESS:

Mike Nightingale reported progress on behalf of the nominating committee. (will be considering Secretary, Treasurer and 4 board positions.

Jim Smith reviewed the availability of Ford's EAA member vehicle discount program and encouraged consideration of the substantive benefit.

PROGRESS REPORTS / GENERAL DISCUSSION / INFORMATION:

The meeting was adjourned at 7:35 PM.

THE EVENING PROGRAM:

Paul Fisher provided a very interesting review of his recent *Quickie* trip to Massachusetts.

Jim Smith reviewed the capabilities of the new Snap-On bore scope.

Last Month's Meeting Presentation - Paul Fisher - Quickie Trip to Massachusetts



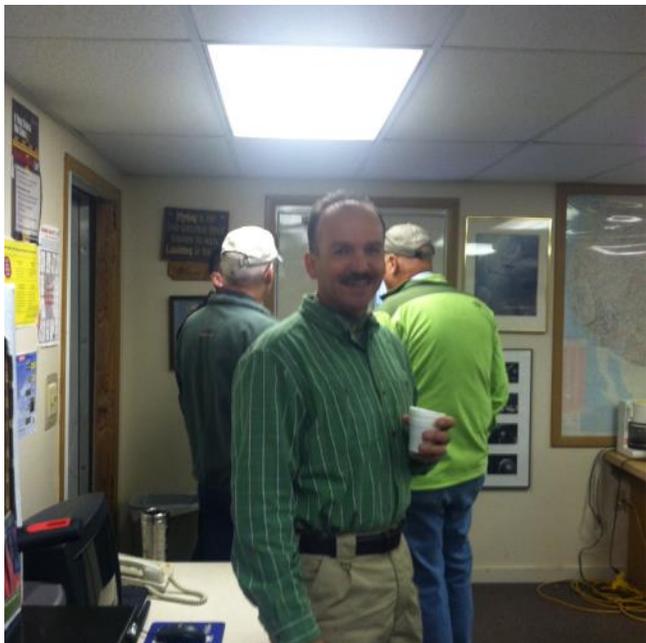
Last Month's Meeting Presentations Air Academy Summaries - Brandon Gore & Jacob Anderson



From the Davenport Airport - Don Grundstrom and Dean Maupin - It's Flying Again



October 1st Saturday Coffee and Donuts at the Moline Airport



My First Flights (from Richard Lowe)

When I was commissioned in the Army in 1964, I had never ridden in an airplane. My first flight was in a Northwest Boeing 720B from Minneapolis to Chicago on the way to Ft Benning on 6 June 1964. I was reporting that day for what would be a twenty plus year career on active duty.

My next few flights were all in airliners; Northwest 720B's and Electras, Eastern and Delta Convair 440's and a Seaboard World DC-8 that took me to Germany from Charleston, SC in Sept of 1964. I was assigned to a mechanized infantry battalion at Harvey Barracks, Kitzingen, part of the 2nd Brigade of the 3rd Infantry Division. Also at Harvey was Kit field, with a 7000 foot runway used by the Germans in WW II. Our brigade air section, the division artillery air section and the division aviation battalion were also based at the field. Army Aviation at the time was mostly the L-19 Bird dogs, L-20 Beavers, H-13 helicopters, a few Hueys and we had a few OV-1 Mohawks at the field. We trained five and a half days a week unless we were in the field, and, if we did not have guard or staff duty officer, we were free for the balance of the weekend. The officer's club was the place to go for lunch on Saturday if you were a bachelor.

One Saturday in early November, I went to the club and sitting alone at a table was Lt Vic Hamilton. I introduced myself and he told me he was a pilot, recently arrived from the states. He asked if I wanted to go flying that afternoon. I was taken back, but of course I said yes. He said he had a bird dog set up for a local flight, and we would look at the terrain our unit was to use in a couple weeks for our annual training test. He just bought a used car, so we took it to the airfield. It was all new to me. He filed a flight plan at base operations, got a weather brief from the duty USAF NCO assigned to the weather detachment and we walked to the plane. He said I did not need the parachute since we were going VFR and we got in.

He started up, taxied out and we were off. On the way to the recon area, he demonstrated the slow flight we could do to adjust artillery fire, showed me the stalls, turns, etc. We looked over the terrain and headed back to Kit Field. On the way he had me fly from the back seat and by the time we got there, I was doing stalls. We did some touch and goes at Kit field. No other traffic in the pattern being it was Saturday afternoon.

When we got to the ramp, I was hooked. I read every book in the special service library on flying. In the next two years, I flew with whomever I could beg a

ride. I saw the Alps from an H-34, Heidelberg at night from the door of a Huey, the route between Kit and Graphenwoehr from the right seat of a Beaver, the local training areas low level from an H-13. I did my first spins in a division artillery bird dog on the way to pay some troops in Hoehfelds training area.

I had to wait until the third year to take a private pilot ground school at night at Ramstein AFB education center and two more years until I could start to log flight time legally at the Aberdeen Proving Grounds Flying Club. I met a lot of great Army Aviators over the next twenty years, but after our assignments together at Harvey, I never saw Vic again. I wish I had.

Richard Lowe.

Photos from the AOPA Seminar at John Deere Global Aviation



John Riedel's First Solo - AND Now a Private Pilot!

Attached is a photo of me on 7-8-2013 after first solo. (shirt tail cutting by my CFI Jordan Bidwell at Carver Davenport)

A photo after I passed my Private Pilot check ride at Carver in Davenport on 3-13-2014.

Two other photos (below) when I took my wife Beth up for the first time on 3-30-2014 in the Carver Warrior.



Erie Airpark Fly-In (from John Riedel)

My wife Beth and I drove to the Erie Airpark on September 20, 2014. The Challenger factory was not sponsoring it this time and the weather was not the best, but there were a few nice ultralights and light sports. Good folks all around.

I met Jim Robinson and his wife and attended Jim's "Plane Talk" Challenger discussion in the afternoon. Had lunch which was a fund raiser for the Erie high school cheer leaders. Nice gathering!!



1st CH750 in the U.K. (from Tom Shelton)

Some may remember Josh Goodacre, a young Brit fresh out of school in Northern UK, who camped with me for the week at AirVenture 2006. During his visit to the US lasting about 3 weeks, Josh was able to fly in over 10 different aircraft ranging from a C180 Skywagon to a L 39 Albatross military trainer. His exposure to EAA and hands on experience during his visit further fueled the fire in his belly to fly. After returning to the UK and completing the Oxford Flight Training curriculum, and obtaining his ratings, Josh became an airline pilot and is currently flying Boeing 737s for FlyDubai.

This young man's success is inspiring but it is not the end of this story.

Josh's enthusiasm for flying was a bit contagious and as a result, his father soon began taking flight instruction. He has since received his UK flight certification. Of course living on a farm presents a perfect opportunity (with the necessary approval) for having an airstrip! To justify an airstrip, one should have his own aircraft. Inspired by the notion of his own airstrip, and I am sure to some extent by Josh's AirVenture experience, Josh's father Mark decided to build his own plane. Considering the limited length available for his landing strip, Mark chose the Zenith CH 750 as his project.

With a webcam in his shop, I have had the privilege to monitor Mark's progress through most of the building process. It brought back many memories for me!

Mark has received approval to move his plane from his farm to Sibson Airfield (west of Petersborough) for taxi tests, final approval and then for his first flight. Sibson Airfield Position: N52°33.35 W000° 23.18

Interesting Internet Links from our Readers

John Bender – [Fly 2 Lunch.com](http://Fly2Lunch.com) – A new website that will list the restaurants within a distance from a given airport.

Mike Tea – [ADS-B Installation Guidance per the FAA](#) – A good set of articles on ADS-B appear in this issue. Page forward and back from this article or look at the table of contents for the other articles on ADS-B. Very comprehensive. From the FAA it appears there will NOT be a portable solution.



<https://www.google.co.uk/maps/place/Sibson+Aerodrome/@52.5677508,-0.397547,14z/data=!4m2!3m1!1s0x0:0xec2c1bf98e5d9880>

Congratulations to Josh on his accomplishments and especially to Mark Goodacre for completing the first CH 750 in the UK!

Marty Santic – [SPACE-X Dragon V video](#) – A nice video.

Cy Galley – A number of links to a vast array of military aviation info, thought you might be interested

- [Aviation Pioneers](#)
- [World War I Aces](#)
- [Hall of Fame of the Air](#)
- [WW2 European Theater \(ETO\)](#)
- [WW2 Pacific Theater \(PTO\)](#)
- [WW2 US Marine Corps](#)
- [WW2 US Navy Aces](#)

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Fall Colors & Flying (Photos by John Bender)



My Instrument Rating Experience

(by Mark Clark)

I am going to start off saying that I did not know the IFR hours during my Student Pilot training counted toward my IFR Rating. This is Big. I had close to 4 hours of IFR training as a student pilot. With all of the false starts I had as a student pilot which allowed me to get 70 hours before my PPL (Private Pilot License), had I spent more time training IFR (Instrument Flight Rules) during my PPL lessons, my expense for the IFR rating would have been significantly less. As a student pilot, there could be a lot of time spent “Under the Hood” on the cross countries with the instructor. The IFR training definitely helps in the area of stabilizing the aircraft. Looking back at the log book, I could have easily trained 10 hours IFR. That would make a big difference in overall cost, made me a more confident pilot, and would have given me a larger jump start later toward my IFR rating.

In a nutshell to get the IFR rating:

- Have a PPL
- 50 hours of cross country as a PIC (Pilot in Command)
- 40 hours of either actual IMC (Instrument Meteorological Conditions) or simulated (Under the Hood).
- A cross country with instructor of more than 250 miles with approaches, holds, and intercepting airways
- Complete an IFR Written test
- Complete the IACRA form online
- Check Ride

I am going to start with the “50 hours of cross country as a PIC”. Everyone I spoke to told me this is the most difficult to accumulate. Fortunately for me, that’s about all I do, cross country or training. When I was filling out the IACRA ([Integrated Airman Certification and Rating Application](#)), I had something like 260 hours of cross country PIC. So the 50 hours of Cross country was the first thing I checked off the list.

When I first started my IFR training I spoke to a friend of mine in the Quad Cities (Moline, IL, Rock Island, Davenport, IA and Bettendorf, IA) about who he would suggest for a safety pilot. His response was very negative about using a safety pilot. What a safety pilot is, generally a VFR (Visual Flight Rules) pilot who can be in the plane while the IFR candidate uses the “Hood” to do IFR maneuvers such as approaches and instrument flying. I would agree, to a point, it is

best to use a CFII (Certified Flight Instructor Instrument) throughout the entire training, if possible. My issue was that I started my training in the QCA (\$45 an hour), yet scheduling was a problem. When I flew back to ATL, I continued my training, my CFII in ATL was at a cost of \$65 an hour. I had contacted the local EAA (Experimental Aircraft Association) chapter out of KLZU (Lawrenceville, GA) and found a gentleman that was retired and loved to fly, with a lot of overall knowledge, yet still a VFR pilot.



The CFII was great for getting me on the right track, then from there, using the safety pilot, I was able to get the extra hours I needed and in general, it worked out great. I was able to get my 40 hours in a couple of months. The 250 nm cross country has to be done with the CFII. Plan wisely to get the biggest bang for your buck. Get as many approaches in as possible. Get as much IMC (Instrument Meteorological conditions) as possible. You should land for fuel at least once, so you will have time to do a variety of approaches, holds, and talking to ATC (Air Traffic Control). My cross country was from KPDK to OJ8, Pelion, SC. It was long enough to get into a variety of weather conditions. The summers here in ATL is conducive to cumulous nimbus clouds so on the way back from SC, we were going through big fluffy clouds, quite turbulent, yet to the north, the CFII could see buildups which we were not going through. Another suggestion, get into IMC as soon as possible. My biggest concern was I would get into IMC and not be able to “handle it”. There were a few times in the past I got into small clouds and it was breath taking, in the sense, I was uncomfortable. One thing my CFII, Steve, told me “if you are going to fly IFR, make sure you fly IFR all the way”. Meaning, if you are flying through a broken layer of clouds, don’t go from instruments to visual, then back to instruments. The transition is too difficult. Takes 10-15 seconds to make the transition and that could be too long. I have yet to fly IMC on my own, but I can’t say I am dreading it.

For me, the cost of training was greatly reduced by owning my own plane, both for scheduling and for dollars spent. As far as scheduling, I can get in my plane at a moment’s notice and go. As far as the cost, my Cessna 150 costs \$19 in auto gas to operate per hour compared to renting a plane at \$130 an hour. My Cessna 150 is for sale if anyone is interested in

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My Instrument Rating Experience

(by Mark Clark)

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learning to fly or looking to get your IFR rating.

The IFR Written, it's tough. I had done the PPL Weekend Boot camp at American Flyers in DuPage Airport and I successfully passed, so I thought it would be best to do it for my IFR certification (\$395). I believe it was March 2014 when I was driving back from the East Coast, yes, driving, that I stopped at DuPage for the class. I got into "Pheasant Run" at about 10.30PM, I had driven all day, was tired and ready for bed. So I probably fell asleep around midnight. The cool thing about American Flyers in DuPage, they have an \$84 special with Pheasant Run. Very nice resort and walking distance to the American Flyers facility.

I pulled myself out of bed the next morning at 6, had breakfast and walked to American Flyers (AF). I was beat. It probably wasn't until noon that I could retain any information. The whole weekend was like that. I learned a lot because I knew so little. Yet, when Sunday came around and the instructor (a guy from Australia) asked "Who is taking the test?" there was no way I was ready to take a \$150 test.

The great thing about the AF boot camp is you can take it over and over till you pass your test. So I studied as much as possible and took the class again in April. Had the same instructor for the first day, an older gentleman for the second, and a third instructor on the third day. Fantastic class, learned so much from all three instructors, all with different perspective to the same subject. Even the participants had so much knowledge or asked questions I had not thought of (I am not that smart, so I learn from others).

I felt confident I could take the test and pass the second "go around", yet I enjoyed the class so much I thought I would take it one more time. The third time was really good. There was a totally new instructor who was amazing. Kieth (that's the way it is spelled). He taught the class great concepts, like entering a holding pattern.

Quick discussion on Holding patterns. There is the Parallel entry, the tear drop and the direct. There is all this discussion of using your hands on the DG (Directional Gyro) and doing this and doing that. Very complicated. Kieth made it so easy. Kieth said "If you are passing over the holding fix (generally a VOR), you are either going in direct, so you can immediately make the turn to stay in the fix, or you are crossing it from the opposite direction, in that case you are going to do a parallel entry, or you are cross it

and are in the protected area. I always think of "tear", I have a tear in my eye because I am protected from the world, so do a tear drop entry". Made so much sense to me.

I took the IFR written test on Sunday after the class and got a 77%. Not the greatest, yet I passed. That's what I was shooting for, to pass. There were questions on the test I thought were not representative what needed to be known for an instrument rating. Like "What resources do you use to find the VOR test area?" I can look that up. It won't matter a bit to me in the air.

Another thing to keep in mind, when you get your "Written test" results, the results will tell you what questions you missed, won't tell you the answers, yet will tell you the questions. I was able to google most of the questions. I put the questions on a document, then went over the questions with my CFII. When I was discussing my Check Ride with the Examiner, Dan mentioned there was a required endorsement for reviewing the questions. My CFII was not aware of this endorsement till I pointed it out.

http://faaflighttest.us/pilot_endorse.html

Prerequisites for Practical Tests: section 61.39(a)

I certify that (*First name, MI, Last name*) has demonstrated satisfactory knowledge of subject areas shown to be deficient on his/her Instrument Pilot Airman's Knowledge Test as required by 61.39(a)(6)(iii).. [DATE] Instructor Name, 1234567CFI, Exp. 12/31/2010

My CFII, Steve. had me do a mock "oral" with one of his peers. It was very effective because "Kerwin" pointed out things I hadn't been prepared for. Well worth the time. It always comes down to training. How much time can you train and how many people can you get input from.

Something else I want to point out, read the FARs. Whenever you have a question to yourself, find it in the FARs (Federal Aviation Regulations). That is the Bible to flying. One of the YouTube videos pointed out "Part 61 is how you get your license, Part 91 is how you lose your license". It won't do you any good to quote a study guide to the examiner. Quote the FARs. Every time I have a question to myself, I find it in the FARs and then using a sticky note, I mark it because there had to be a reason I looked it up in the first place. Every year, I get the new "FAR/AIM" and I move my sticky notes to the new book.

Another great resource is YouTube. I am a video person. I plan to start making my blogs video. I do searches such as:

My Instrument Rating Experience

(by Mark Clark)

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told the Examiner is supposed to provide a “Plan” the night before the check ride, which I wasn’t able to get. I understood Dan’s position. Yes, I have an IFR compliant plane, yet it is very minimal which greatly reduced our options of satisfying the PTS (Practical Test Standards – make sure to get this little book and read it from cover to cover).



Actually, Dan was great. I learned a lot from the experience, which is not the objective of the check ride. I was to show Dan how much I know. During the Oral, we started out with the flight plan. Mine was very detailed. I even “mastered” the E6B (not really, yet I feel more comfortable with it).

The most memorable questions “You are flying IFR and you get to KPDK and the Wx is below minimums, so you fly to your alternate, and the field is below minimums, what should you do?” There was a lot of gaps in the question, I asked a lot of questions, yet Dan kept answering them for clarification till I could safely conclude, “Fly to a VFR location”. Another question, in the same general scenario “KPDK, you can’t land, Fulton county is socked in, you have 10 minutes of fuel, what do you do” Again, I asked a lot of questions for clarification till I said “Fly the ILS to the ground at Fulton”, right answer. Dan said the glide scope will shoot up at about 50 feet from touch down, that’s when you know to start your flare and hope for the best.

After the Oral, it was time to fly. Dan gave me a “Plan” and I prepared for it. I took about 45 minutes to get my charts ready and we went out to the plane. I used the check list religiously. My thought was to get “A’s” on all of the easy stuff in case I got a “D” somewhere else. Dan taught me a bit about my plane which was all very interesting.

In the beginning, Dan said I would be filing an IFR flight plan (per the PTS not necessary), yet we didn’t. I told Dan we have about 2.5 hours of fuel on board because of weight and balance. Dan said it would have been nice to have more fuel. My issue was that had I put more fuel on board and Dan decided to check for himself, he might fail me for not adequately planning the weight and balance. I know my CFIs

have decided to check the fuel for themselves, which to me, is more than justified.

The “Plan” was to fly the “VOR-A” approach into Fulton County KFTY. The Approach is heading to runway 26. Dan was basing everything on the winds. When we first started, the winds favored a runway 26 approach, which also meant other aircraft was being sequenced for runway 26. By the time we got to the plane, did the pre take off check list and took off, the winds shifted and now aircraft going to KFTY were landing on runway 8 which meant we would be going against the grain as we say here in the Midwest (or at least what my Daddy would say). Now we were going to “Plan B” which meant approached to KRYYY Kennesaw. This time we were being vectored, which is much easier than flying the needles. ATC vectored us to the ILS 27 approach. I got on the approach, took it to the decision height then landed. I contacted ATC again and told them I wanted to do the Localizer for 27. Again they vectored me to the localizer. Now Dan put tape over the glide scope (this is called Partial Panel) for the “LOC 27” so I was using the second VOR for the approach. I got on the localizer then we did a “miss”. I really can’t verbalize the trauma of the plan changing. I was tearing out pages from the AFD (Airport Facilities Directory), trying to get my situation stable, and actually doing the approaches. After the miss (with instructions from ATC), Dan decided “Plan C: would be to do an approach to KPDK.

The thing Dan told me prior to getting into the plane is any time he felt I did not meet the PTS standards, he was obligated to tell me and I could made the decision to continue or not. Dan said every time he told a candidate they failed, it was best to just go back to the airport and stop the check ride. Up to this point Dan, even with his coaching, had not failed me. Watching YouTube, if the examiner has to take control of the aircraft, that is an automatic fail.

Ok, to continue the story, between KRYYY and KPDK, our last leg of the journey, Dan requested the controls and told me to put my head down (I had a training hood on). Dan proceeded to put me into an “unusual attitude”. The idea is to put a pilot into a situation where skill is necessary to get back out of an unusual attitude. My QCA CFII had done unusual attitude with me, yet it was “soft” due to IFR training at night. My ATL CFII put me into a few unusual attitudes, a bit more challenging, yet I was able to

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My Instrument Rating Experience

(by Mark Clark)

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get back to altitude very quickly after recovery. So for further explanation, for me, I can feel the “seat of my pants” (fortunately), I know if I am going up, I know if I am going down, I know if I am going right, and I know if I am going left. With that said, if I am going up and my airspeed is going down, lower the nose, straighten out the wings and get back to altitude. If I am going down, pull back on the throttle, level the wings, and start to climb back to altitude.

Dan was much more aggressive with the unusual attitude than Dean or Steve ever were. The first unusual attitude was a nose high attitude, fortunately I was able to push my nose down, level the wings and get back to altitude quickly.

Dan requested the controls again, we went up, down, right, left, then I could feel we were going down fast, Dan said “your flight controls”, I lifted my head and saw our descent was pegged at over 2000 feet per minute (more than I had ever gone), I could feel we were spinning toward the left, it was very exciting and was the funniest part of the check ride, I pulled back on the throttle, leveled the wings, slowed the dive, then started to use the speed to climb back to altitude.

Dan said nothing. Just from his absence of comment (which he had comments all the time) made me feel very positive. Up to this point, I knew Dan was not impressed with my flying (he was giving me every opportunity to succeed). Yet he has an obligation to make sure I am safe. I believe the aggressiveness of this “unusual altitude” test was where he would make his decision. From what I could see, Dan put us into a spin. I have to admit, I am not sure, I didn’t ask, I didn’t make a big deal of it, just part of the test I was to complete, and he didn’t have to take over the controls.

We did the “VOR-DME-D” approach to KPDK. Very uneventful. I asked to have the Tower tell me where I was so I could get to the proper altitude. I landed. Dan was not impressed with my landing, yet when I am with an Instructor, I am nervous and I don’t think I can ever impress them, so why try. I do try, yet I am who I am. I have flown from the east coast all the way to the Rockies in very challenging environments and I always land and have never crashed.

Once I got the plane back to the tie down, Dan and I had a discussion. Dan said my “oral” was very good.

Then he started on the rest.

Dan was harsh. I am old enough not to worry about opinions and old enough to access criticism and learn when I can.. Dan thought I “talked too much”. Yet watching YouTube, reading advisories, talking to the guys in the Tower, the whole idea is not to have a situation of ambiguity. My QCA CFII taught me to do a “hand shake” “Tower, Cessna 60612”, then wait for a response. To me this makes sense. When Dan said I spoke too much, and I was making things more difficult, to me, I want to get it right. I have never had ATC tell me I talk too much.

Dan said I was too slow responding to ATC in the air. Keep in mind, I have been a pilot for 1 year and 10 months. Interestingly enough, I have been trained in the fashion of the “new age of pilots”. I don’t know what it was like 30 years ago. I don’t reminisce about the wagon wheel, I only know the tire. I was taught to “Aviate, Navigate, and Communicate”. “Take your time and say it right”. These are things I have hear from my QCA CFII, from my written boot camp, from AOPA, from the FAA, and many other sources. Dan said “Did you tell someone you were taking a check ride”. Actually, I did, Dan missed it. When I contacted “Approach” after leaving KPDK, I told them, specifically, “Approach, Cessna 60612, on a check ride requesting). It really makes a difference. During my training, I would tell ATC I was practicing and they would be much more accommodating. It’s all about communication.

One thing Dan taught me was about the radios.

Ok, when you look to the furthest right indicator, it actually shows the VOR radial the aircraft is on. I had asked both of my CFII’s about this with no meaningful explanation or at least one I could understand. The response was “set the VOR CDI on the radial I am to intercept”.



If you look at the approach (next page), you will see there are radials which need to be intercepted. For instances, to intercept “ALBRS”, it is on the 321 radial off of the PDK VOR. I set my VOR to 321 and when the needle was aligned, I knew I was ALBRS. This was “acceptable” to Dan. I say this because

(Continued on page 14)

My Instrument Rating Experience

(by Mark Clark)

(Continued from page 13)

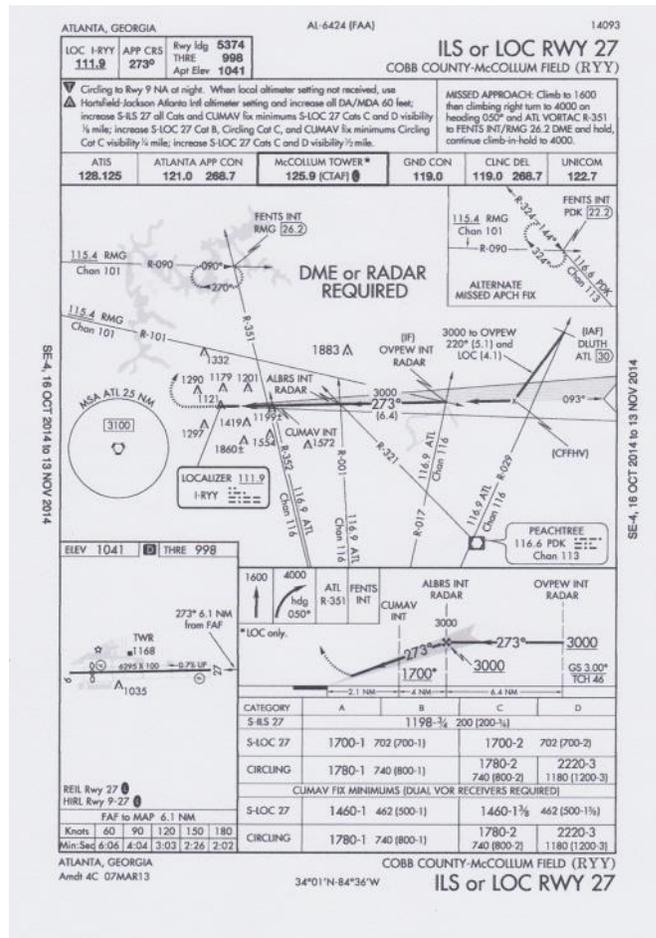
when my VOR was aligned with 321 I started my descent. When we got back to KPDK, Dan said “I think you were early”, then he explained to me that I could watch the display on the right to determine which radial I was on. It was like a “V8” moment!!! WOW, how easy is that. One thing you should always do on a check ride or any training exercise is call out what is happening at that moment so the instructor or the examiner knows what is going through your head. Dan always knew what was going through my head. I would call out “Checking DG”, “tuning the radio to such and such”, adjusting throttle for altitude” and on and on.

I am going to tell everyone reading this if you need further explanation, please give me a call at 877.277.1940. I love talking about this stuff and will help everyone as much as possible to learn and pass your check ride.

Let’s see, Dan didn’t like my landing and a few other things I can’t remember all of his criticism. Dan said my check ride was “OK”. Does it bother me, a bit, yet, when I was working on my black belt in Tae Kwon Do, one of the instructors, Rebecca, told me “You are so slow”. Ok, I am slow when it doesn’t mean “Life or Death”, yet I put several people on the ground in convulsions when it was real. With that said, I learned a lot from Dan, he was very fair to me, and I deeply appreciate it, yet subjective opinions, even though appreciated, are not going to change the way I do things if I think what I am doing is “not wrong”.

In conclusion (felt I had to add that), the IFR experience is very valuable and even if you are not going to get your IFR certification, it is best to train towards it just to make you a safer pilot.

Happy Halloween!! (from Larrie Dahl)



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

TEMPORARY AIRMAN CERTIFICATE # CERTIFICATE NO 3682158

THIS CERTIFICATE IS ISSUED TO:
 NAME: MARK WAYNE CLARK
 ADDRESS: 2355 CLYDE DRIVE, CHAMBLEE GA 30341

DATE OF BIRTH: 12/24/1962 | HEIGHT: 58 IN | WEIGHT: 205 | HAIR: GRAY | EYES: HAZEL | SEX: M | NATIONALITY: USA

CLASSIFICATION: PRIVATE PILOT

RATINGS AND LIMITATIONS:
 K1 AIRPLANE SINGLE ENGINE (LAND, INSTRUMENT AIRPLANE)
 LIMITATIONS: ENGLISH PROFICIENT

ISSUANCE INFORMATION:
 DATE OF ISSUANCE: 10/22/2014 02:10:01 PM
 SIGNATURE OF EXAMINER/INSPECTOR: DANIEL JOSEPH EYAN
 DATE OF EXPIRATION: 1/31/2015

XIV. CONDITIONS OF ISSUANCE
 This is an interim certificate issued subject to the approval of the Federal Aviation Administration ending the issuance of a certificate of greater duration. It becomes void -
 Upon the receipt of a certificate of greater duration to replace it.
 Upon a finding by the FAA that an error has been made in its issuance.
 Upon a finding by the FAA that it was issued illegally or as the result of fraud or misrepresentation.
 Upon the refusal or failure by the holder to accomplish a flight check by a Flight Standards Inspector if so requested, and
 In any case, at the expiration of 120 days from date of issuance.

Interesting Internet Links from our Readers (cont.)

- [WW2 Mediterranean \(MTO\)](#)
- [WW2 German Aces](#)
- [Korean War Aces](#)
- [Russian Aces](#)
- [Vietnam Era Aces](#)
- [Airplanes](#)
- [World War I Planes](#)
- [1930s Aircraft photos](#)
- [WW2 Fighters](#)
- [WW2 Bombers](#)
- [WW2 German Planes](#)
- [WW2 Airplane Pictures](#)
- [History of Airplanes blog](#)
- [Nose Art](#)
- [Postwar Jets](#)
- [World War Two](#)
- [WW2 Facts and Firsts](#)
- [WW2 Medals](#)
- [WW2 Museums](#)
- [WW2 Pictures](#)
- [WW2 Ships](#)
- [WW2 Weapons](#)

Marty Santic – [FAA Advisory Circular – Aircraft Propeller Maintenance](#) – Good stuff!

Marty Santic – [FAA Safety Briefing](#) – A good link to save.

Larry Geiger – [The Redline Pilots](#) – Formation flying at its BEST!

Tom Henry – [The Afters – Every Good Thing / Sonex Aerobatics](#)

Cy Galley – [EAA's Young Eagles to Receive Spirit of Flight Award](#)

Pete Anderson – [The PAL-V Flying Car](#)

Larry Howell – [The Beaver](#) – A nice compilation of photos and a cool song.

John Bender – [A Nice RV-6 Video](#) – Sunrise in Florida

Mike Nightingale – [Legends 2014 Trailer](#) – Turn up the sound and watch these cool planes.

Mike Nightingale – [Russian Jet Fighters](#) – WOW!

Robert Johnson – [10 Things REAL Pilots Do](#)

Dennis Crispin – [The First Air Force One](#)

Larry Geiger – [Inside a Fireworks Display as Filmed by a Drone](#)

John Riedel – [Drones and the FAA](#)

Marty Santic – [Pimped Out Hangars](#) – What some people have done!

Marty Santic – [AOPA's Chart Clinic Webinars](#)

Cy Galley – [Vx and Vy Debunked](#)

Marty Santic – [Live Lightning Display](#) – A neat way to display lightning strikes through out the world.

John Bender – [Six Paragliders](#) - This video is of the long descent of six para-gliders, filmed in what appears to be one continuous shot, with wonderful work by the helicopter and cameraman.

Cy Galley – [A Grass Runway with a LOT of Heart](#)

Cy Galley – [Kids Build an Airplane](#)

Marty Santic – [A FANTASTIC SR-71 Video](#)

Marty Santic – [WACO Great Lakes Biplane Flight Demo](#) – Your next plane?

Mike Nightingale – [The Original Blue Angels](#) - Al Taddeo, one of the original Blue Angels, died at the age of 94. Al was a Blue Angel from 1946 to 1947 flying Hell Cats and Bear Cats.

Marty Santic – [Photos from WWII](#) – After the war.

Gene Ruder – [F-16 Drone](#) – No pilot!!

Dennis Crispin – [Boeing's Laser Weapon](#) - Star Wars

Marty Santic – [The 25 Coolest Aircraft](#) – From Flying magazine.

Marty Santic – [On the Fly with Mike Gouligan](#) – 10 Short Episodes now Available from Cirrus.

Larry Geiger – [What a Difference 70 Years Makes](#) – A good set of photos.

Mike Nightingale – [Aerial Refueling](#) - KC-10 refuels another and then an F-16 and two A-10 Warthogs; pretty neat. Adjust your speakers.

Gene Ruder – [The Red Baron's Final Flight](#)

Don Fey – [SR-71 Over Hanoi](#) – An amazing tale.

EAA CHAPTER 75 – QUAD CITIES
1ST SATURDAY COFFEE AND DONUTS
MEMBER OR NON-MEMBER
ALL ARE INVITED – BRING THE FAMILY

FREE COFFEE AND DONUTS AND SOME
GOOD HANGAR TALK AT THE DAVENPORT AIRPORT
Iowa Army National Guard AASF Facility, 9650 Harrison Street

SATURDAY, NOVEMBER 1, 2014
8:00 AM (RAIN OR SHINE)

Hosted this Month by:
Iowa Army National Guard
Our Host: Chief Cory Crain



DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by the Iowa Army National Guard at their facility on the Davenport Airport.

PLEASE be there between 8AM and 8:30AM so you do NOT miss the presentation and the tour.

DRIVE IN ONLY: The airport will be CLOSED for runway repairs. Parking is in the lot north of their facility. The visitor entrance is on the north side of the building by the flag pole.

FOR SALE: 1969 CESSNA 150J "IFR" • \$26,000 • STUDENT PILOT/IFR Student SPECIAL •

This is a GREAT!!! Airplane with TTAf (Total Time Airframe) =2950 TSMOH (Time Since Major Overhaul)= ~650 and still flying, so time will change. It runs strong and starts the first time every time. Map is showing a ground speed of 130kts (150 mph) It is equipped with Narco MK 12D Nav/Com with Glideslope, Narco 120 Com, #2 Nav with a Narco VOR/LOC, King KR 86 ADF, Narco AT 150 Mode C Transponder, and a 3 light marker beacon. Panel lights were installed August 2014 and look fantastic. Alternate Static port installed August 2015 for IFR (Instrument Flight Rules) flying. This plane had an extensive annual inspection in January 2014. It has a newer altitude encoding altimeter, newer heading indicator, and a rebuilt nose strut. Has Auto-Fuel STC which is amazing for overall money savings. About 5 gallons an hour (\$17.50 an hour to operate). I personally think it runs better on car gas than 100LL. Glass is in great condition. Has wheel fairings. Interior and Exterior 8/10. • Located Moline, IL KMLI/Chamblee GA KPDK • Telephone: 563-508-6275. Check out my blog at www.continuousstouch.com

Why are you selling it? N60612 is a great plane. I wanted something to start with, to build hours and it was an airplane I could be afford. The plane was fantastic to get my cross country time for my IFR training along with doing my IFR training. At \$19 an hour, it is cheaper than using a flight simulator and it's real. The 50 hours of cross country is a must for IFR Certification and it is the one item every ex-examiner and CFII say is the hardest to get.

Last Annual January 2014
 Hours on Engine ~650
 How are engine mounts – Rebuild was done 2004
 What year was the SMOH - 2004
 How long has the engine sat – The plane has been regularly used.
 Does Primer work - Yes
 Engine Heater - Yes
 When was the last oil change – 10.14.2014
 Prop – Prop was statically balanced and the engine dynamically balanced
 When was the vacuum pump last changed – July 2014
 Hours on Airframe - ~2950
 Is Pitot tube heated - Yes
 How are the brakes - Good
 Are there tie down hooks - Yes
 Do you have the wheel pants – yes, installed on plane
 Any damage history – Wing damage from a hangar incident - repaired
 Does the heater/defroster work - yes
 How old and loose are the cables – cables look very good. Not loose
 How is the nose gear -rebuilt nose strut in 2013
 How old are tires – the left tire is a bit wore yet no belts are showing
 Is there a shoulder harness - yes
 How are the windshields- Glass is in great condition
 Any corrosion – no corrosion
 What is the history treatment of the plane – Plane has always been hangar
 Lights: Landing/Taxi - 3 light marker beacon. No strobes
 How is the interior - good interior, no rips
 How is the paint – paint is decent
 Flight Rules - IFR
 The communications radios:
 Narco MK 12D Nav/Com with Glideslope
 Narco 120 Com
 #2 Nav with Narco VOR/LOC (self-contained unit, unsure of make but it works)
 King KR 86 ADF
 Narco AT 150 Mode C Transponder
 new altitude encoding altimeter in 2013
 new heading indicator in 2013
 Transponder: Mode C - yes
 Instrument Lamination: new panel lights installed 2013 and look fantastic
 Other gauges: fuel, temp, pressure, standard gauges
 Does it have a two place intercom - yes



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](#)

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

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.

For Sale: Overhauled Std bare cylinders 320 wide deck 150 hp. I have all the other old cylinder parts as removed. Starter, flywheel, alternator, alternator brackets, vac pump, fuel pump & air shroud. The engine is from a 1965 Piper Cherokee 140. Contact Terry Crouch at 563-370-6126.

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

For Sale: One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496 GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. Asking \$4000. Dan Murphy 309-230-2679, Ron Ehrecke 309-762-3210, or Ralph Stephenson 309-737-6902.

Upcoming EAA Webinars

Go to www.eaa.org/webinars to view the schedule and to register.

November 1, 2014

EAA Chapter 75 October 1st Saturday Coffee and Donuts at the Davenport Airport. Hope to see all at Iowa Army National Guard event.

November 8, 2014

EAA Chapter 75 October Meeting at the Deere Wiman Center at 7PM. See Page 2 for the details. ALL are welcome! www.eaa75.com

For Sale: Flying Country Club shares for sale. Will sell any amount you need at \$35.00 per share, buyer pays transfer/activation fees, call Ray Holland at 563-359-0450.

For Sale: Quad City Flying Eagles Share For Sale. I have a share in the Quad City Flying Eagles Club out of the MLI airport for sale. I am asking \$1000/obo. Please contact Amanda Gray at [563-340-9937](tel:563-340-9937) or amanda@avsafetyolutions.com

For Sale: My share in the Quad Cities Flying Eagles. \$1000.00 or best offer. Dave Leners. 563-357-5104

Flight Instruction: Flight Instructor, Dean Jones (dnjones_acro@hotmail.com) (309-752-3841) ATP-MEL, CFI-I (SEL/MEL), is accepting new students for Flight training in November. Has over 1,600 hours, and experienced in a variety of aircraft from Cessna, Piper, Beechcraft, along with some L-39 and Boeing 737 sim time! For your spouse or family members, he has also taught the AOPA Pinch Hitter class with the Ninety-Nine's organization. With a 100% pass rate he can help you attain your aviation goals.

Send me your ads. Send to 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 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. Visit our store at www.cafepress.com/eaachapter75



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

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(Effective January 2014)

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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.



**Always Remember.....
The Time Spent Flying is NOT Deducted
from Your Lifetime!**

Chapter Website
www.eaa75.com

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 - EAA Chapter 75
 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: _____

Tool Committee Tech Advisor Flight Advisor
 Repair Barn Young Eagles Social/Flying
 Hospitality Board Member Newsletter

What are You Building? _____

What are You Flying? _____
