

THE LANDINGS

www.eaa75.com

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

March 2015

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

There are many ways to serve in our passion for aviation. Chapter 75 has many members who give of their time and talents to help one another.

We have two chapter members attending the next Chapter Leader's Conference in Oshkosh. They will be bringing back to the Chapter their experiences, the current information concerning EAA Headquarters operations and support provided to the Chapters by Headquarters. They will also bring back conversations and ideas shared with members of other chapters attending the conference. When you see Tim Toal and Paul Kirik tell them thanks for attending this session.

Please continue to send articles and pictures to Marty Santic for the newsletter. Marty has a big job and does a great job with the newsletter, but he needs input from each of us to make his job easier.

Dues for 2015 are now due. They are still only \$10.00. If you haven't sent your check to Paul Fisher please do so. There are some chapters who have had to increase their dues just to cover their expenses and

insurance, because they don't have a sufficient number of dues paying members. (See last page).

If you know any youth that would be a candidate to attend Air Academy during 2016, please download the application from our web site, or have them contact our Air Academy Coordinator, Tim Toal.

On February 24th another teleconference for Air Venture – 2015 was held. Tom Shelton and Cy Galley took part in the conference. Tom took notes on the list of preparations that need to be made in preparing for Air Venture, and our chapter support and operation of the Emergency Repair Barn facility. Cy has done this preparation work for many years and makes the operation run like a good time piece.

Spring is just around the corner, then soon it will be Air Venture – 2015. Start making plans now for Air Venture and other summer flying activities.

Happy Flying - Jim



From our winter in Texas.

Cessna that had a hard landing, in Port Isabelle, TX

Homebuilt with Cessna wings and square tubing,

Port Isabelle, TX



Next Meeting - Saturday, March 14th, 7PM - Jonathon Walter - Upset Training
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

March 14th Chapter Meeting

The March Chapter meeting will be held on **Saturday, March 14th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

Jonathon Walter from Walter Aviation in Independence, IA (KIIB) has a fantastic program lined up on spin and upset training.

[CLICK HERE!!](#) And then tab down to **Aerobatics and Advanced Flight Training**. Bring a friend!!

February Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter Vice President Mike Nass at 6:12 pm.

MEMBERS PRESENT: Mike Nass, Ed Leahy, Dave Jacobsen, George Bedeian, Paul Fisher and Marty Santic

THOSE NOT PRESENT: Jim Smith & Tom Shelton

OTHERS PRESENT: John Vahrenwald

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

A motion to approve last month's board meeting minutes as published in the last newsletter was made by Dave Jacobsen, Ed Leahy seconded the motion. Approval by the board was unanimous.

OLD BUSINESS: The board will ask John Vahrenwald to see if we have gotten Young Eagle credits from other chapters who have committed their credits to our chapter.

Ed Leahy made a motion to have the chapter President to be on all chapter bank accounts. The motion was seconded by Dave Jacobsen and then approved by the board.

Paul Fisher will put Jim Smith on the chapter accounts at Central State Bank as a second signature.

We received certificates of insurance from EAA headquarters for chapter activities. Also we are covered for tool room activities, but not for damages or loss of

It is That Time to Pay Your 2015 Chapter Dues

**Still the Best \$10 You Can Spend
Please Submit Them at the Next Coffee or
the Next Meeting or via the US Mail**

**IF YOU HAVE NOT PICKED UP YOUR NAMETAG,
SEND \$12 FOR YOUR DUES AND POSTAGE**

**SEE the LAST Page of This Newsletter for
the Renewal Form and Paul Fisher's
Mailing Address**

tools.

NEW BUSINESS: The spring chapter leader's conference at Oshkosh will be attended by Tom Toal, & Paul Kirik. It will be held in March, 2015. Ed Leahy made a motion for the chapter to pay the transportation expenses for the attendees, Dave Jacobsen seconded the motion and it was approved by the board.

A Boy Scout Aviation merit badge activity at the Monmouth airport was presented to the board by John Vahrenwald. Also Young Eagles rides during the event were discussed. If we participate it would be on March 14th 2015.

Marty Santic told the board that we need 7 more name tags. If we order 4 or more the price will be \$5.00 each. Ed Leahy made a motion for Marty to go ahead and order the name tags, and Dave Jacobsen seconded the motion. The motion was approved by the board.

Motion to adjourn: A motion to adjourn the meeting was made by Paul Fisher, and was seconded by Dave Jacobsen. The meeting was adjourned at 6:44 PM.

These minutes respectfully submitted by: Vahan George Bedeian, Recording Secretary, EAA Chapter 75

**IF YOU HAVE NOT PICKED UP YOUR NAMETAG,
But Have Paid Your 2015 Dues SEND \$2 &
ADDRESS TO PAUL FISHER. We Will MAIL.**

February General Membership Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:05 PM by Chapter Vice President Mike Nass.

VISITORS AND NEW MEMBERS: New member, Craig Love of Oak Run, IL.

TREASURERS REPORT: The report was read to the chapter by Paul Fisher, and was approved at the Board of Director's meeting earlier in the evening.

TOOL LIBRARY: Nothing to report

TECH COUNSELOR: Nothing to report

FLIGHT ADVISOR REPORT: Nothing to report

REPAIR BARN: Nothing to report

YOUNG EAGLES: John Vahrenwald discussed the possible chapter participation in a Boy Scout merit badge event at the Monmouth airport this March. Also a Young Eagle event along with the merit badge qualification would occur.

PROGRAM COODINATOR: Ron Ehrecke has lined up Jonathan Walters of Independence Iowa for next months program. His presentation will be on spin training and upset training.

AIR ACADEMY ADVISOR: Tim Toal told the chapter that we are sending four kids to Air Academy this summer. Tim has introduced himself to the new Air Academy attendees.

MEMBERSHIP COORDINATOR: Nothing to report

ACTIVITIES / FLY-IN/OUT COORDINATOR: Nothing to report

NEWSLETTER EDITOR: Marty Santic thanked everyone for their contributions, photos and links for the news letter and is always looking for more input.

WEB EDITOR: Nothing to report

OLD BUSINESS: There are still some members that haven't picked up their name tags. They are available at chapter meetings.

Mike Nass has the ground volunteer certificates from EAA headquarters for those who volunteered last year at our Young Eagles Rallies.

NEW BUISINESS: The spring chapter leader's conference at Oshkosh will be attended by Tom Toal & Paul Kirik. It will be held in March, 2015.

MOTION TO ADJOURN: A motion to adjourn the meeting was made by Mike Nass and was seconded by George Bedeian. The meeting was adjourned at 7:41 P.M.

THE EVENING PROGRAM: The evening program was presented by Marty Santic. Marty presented a Video produced by Pilot Workshops titled Scenario based training.

These minutes respectively submitted by Vahan G. Bedeian, Recording Secretary, EAA Chapter 75 of the Quad Cities

Hey!! Who Says it is TOO Cold to Fly?

(from Tom Shelton)



1st Saturday at Bob Johnson's in Geneseo



Brando Gore to Attend United States Naval Academy Summer Seminar

(from Gina Gore)

I am honored to share that Brandon Gore has been accepted into the United States Navy Academy Summer Seminar in Annapolis this summer. Over 35,500 applicants applied for 750 available slots. He will be experiencing the academy which his goal is to apply to both the USNA and AF academies for college in the fall. I don't know if you have any way to share this with the students and staff but it is a huge deal. It also is a leg up for helping to being accepted in to the USNA but not a guarantee. He's worked very hard and I know you are all a part of his qualifications and his path to get there. Thank you!!!! Thank you!!! Thank you!!!

If you would like to know more about the USNA summer seminar the link is below:

<http://www.usna.edu/Admissions/Programs/NASS/index.html>

Book Review - East to Dawn

(by Dennis Crispin)

Go down to your local library and you will find a long shelf of works on Amelia Earhart. Most deal with her disappearance on the 1937 around the world flight and speculate on what happened to one of the best known personalities of the first half of the 20th century. The theories range from captured by the Japanese Navy to abduction by extra terrestrial beings.

With the passage of three quarters of a century, a more honest look at the life of Amelia can be had. In recent years there have been three or four books that deal with her in a realistic and well researched manor. The latest of these is *East to the Dawn – the Life of Amelia Earhart* By Susan Butler.

The book was carefully researched and draws from the historical record as well as interviews of family and associates and Earhart's own diaries.

The author concentrates on Amelia's personality, and the history surrounding her. There is very little information on specific aircraft or her many aviation accomplishments.

The first part of the book, which deals with Amelia's childhood and teen age years, is at once fascinating and a bit boring. She was a very unique individual and it was apparent from a young age.

There are many little stories that tell of her personality traits – things like deliberately misspelling words in letters to her friends.

One of the great influences on her life was her father, a talented railroad attorney who reached the top of his profession and then drank himself to the bottom several times. As he sank deeper in alcoholism it fell upon Amelia – the strong one in the family – to provide the emotional and later financial support.

After a couple unsuccessful attempts at college she settled on a career in social work and continued to identify herself as a social worker after she had gained some fame in aviation.

Her many aviation accomplishments have been well documented and we won't get into them here. The world has forgotten that she was involved with many other interests and jobs including newspaper columns, books, a trucking business, promotion of an airline in which she owned an interest, and designing her own line of high end women's fashions.

Her public image was very much the work of master promoter George Palmer Putnam, but under the public persona was a different woman - very strong, self directed and ambitious.

In the story it becomes evident that she had the ability and strength of personality to manipulate strong and powerful men to do her bidding. Her connections reached the White House, Lockheed Aviation, Purdue University and almost everyone of note in aviation.

She financed her flying and aviation record attempts with commercial product endorsements and speaking tours, which earned her \$80,000 a year in an era when \$800 would buy a new Ford.

The book treads lightly on her premarital affair with Putnam – and the fact that he was still married at the time. After marrying Putnam she had an extensive extra marital tryst with aviation promoter Gene Vidal. It is interesting that she survived these antics in an era when similar misjudgments destroyed the careers of other celebrities.

The disappearance on the around the world flight is covered with fact and without emotion or speculation. The author leaves the reader to make the obvious conclusion – Amelia simply got lost and ran out of gas over the endless ocean.

The author does not waste verbiage on the many disappearance theories, but she does quote some recent

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Book Review - East to Dawn

(by Dennis Crispin)

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research by a Japanese woman historian which refutes the captured-by-the-Japanese-Navy scenarios.

The book is extensively noted and indexed. It is a good read about the life of an intriguing and remarkable woman.

AutoPilot Tip - Bird Strikes

Tip - Always have your autopilot ARMED in the heading AND altitude hold mode.

There's usually not much time to react before a bird strike, as was vividly demonstrated in the dramatic video of a bird crashing through the windshield of a Piper Saratoga recently. But the pilot in this incident reacted just as all pilots should, by maintaining control of the airplane, assessing the damage and weighing the alternatives. In this case, landing back at home base made sense.

Any pilot who has been flying for very long has had near misses and even the occasional bird strike. I very nearly captured a bird strike on camera a week ago while flying with a Garmin Virb camera. Luckily, the hawk veered at the last moment and went just over my right wing.

If you do have time to react, one consideration is that birds will almost always turn and dive at the last instant. So it behooves you, if you are going to make any control input at all, to try to put yourself above a bird when on a collision course.

In most cases you won't have time to react. If a bird has come crashing through the windshield and hit you in the face, turning on the autopilot while you regain your vision could save the day.

Cabin Heat, Pitot Heat, IMC, Trio and MGL

(An Article Found by Terry Crouch)

Sunday afternoon I blasted out of KVES which is just north of Dayton, Ohio full of fuel for KOPF, just north of Richmond Virginia. I filed for 15,000 feet expecting a 50 knot tailwind, 2 hours enroute. There was considerable precipitation and icing conditions in southern Ohio, but my destination had no clouds and unrestricted visibility. I decided to fly directly east until I was close to Pennsylvania, then headed south

for Virginia to avoid the weather.

Here is my equipment list:

Garmin 430W
 Trio ProPilot
 MGL miniXtreme EFIS (used as a primary flight display and engine monitor) with AHRS and Magnetometer
 Steam Gauge Airspeed
 Steam Gauge Altimeter
 Electronic Pitot Heat (Gretz Aero)
 Dynon D1 Backup Attitude Indicator
 Oxygen System
 iPad with a DUAL ADS-B receiver
 Sportys Handheld radio with LOC/GS

Shortly after take-off I noticed that the MGL was reporting that it had not acquired GPS signal. The MGL supposedly uses the GPS as a backup to the AHRS and for cross checking. I had placed the GPS antennae for the MGL under the glare shield several months ago and had not had any problems with GPS reception. It reasoned that the thin plastic of the glare shield was not obstructing the GPS signal anymore than the canopy.

I tuned in a fix on the Garmin 430 which would keep me from the bad weather to the south and pressed HNAV button on the Trio. I was manually controlling the pitch attitude.

The climb to 15,000 was smooth. OAT was -20C. No airframe ice. I turned up the heat on my Cozywinters socks, pants and jacket. I started getting into a thin layer of clouds at 12,000. The ceilings reported were 4,800 across my route. The weather across my route was forecasted as layered to FL210.

When I neared the West Virginia border my airspeed began to be erratic on the steam gauge and the MGL. I cross checked and noted that my altitude was stable and my GPS groundspeed was stable at 230knots. Shortly thereafter, the airspeed went to 0. I looked on the wings and windshield for ice, there was none. I looked at the 3 light LED indicator on the Gretz pitot heat and it indicated normal. The Gretz was indicating green with an occasional yellow. Green means that the pitot is above 40 degrees F and yellow means it is heating it to above 40 degrees F. Red means failure. I didn't see a red so I reasoned it was working, but the pitot must be obstructed by some other means. I informed ATC that I had a frozen Pitot and no airspeed indication.

After looking over all of the airspeed issues I glanced

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Cabin Heat, Pitot Heat, IMC, Trio and MGL

(An Article Found by Terry Crouch)

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at the 430 and noticed that I was no longer on course. I wasn't tracking the magenta line. I looked at the Trio and the horizontal control had disconnected. I got myself back on course, pressed the HNAV button and it reconnected. Five seconds later the Trio kicked out. I played with the Trio for a while and decided I should hand fly it.

I concentrated on the MGL PFD, keeping my wings level and on course, but the Garmin was telling me I was drifting off course. I looked at the Dynon D1, it said I was in 30 degree left bank, the MGL said my wings were level. The heading track on the trio said I was in a turn to the left of my course. At this point I determined I could no longer trust the MGL PFD.

I have lost, airspeed, autopilot, and PFD. I have a battery backup attitude indicator, Garmin 430 and altitude information. I can do this.

I called ATC and informed them of my situation and ask them if they could confirm that my destination was VFR and when I could expect to be clear of clouds. They didn't really give me an answer. A King Air going the opposition direction was feeling my pain so he and I went to 123.45 to talk about it. He recommended 17K which should get me out of the thin layer and on top. I was hearing reports during my flight of light rime ice at 11K.

I went back to ATC and asked to climb to 17K and asked again when I could expect to be clear of clouds. They approved the 17K, but didn't give me any weather help. The climb to 17K got me to a thinner layer, but it was still IMC and not a lot better. The iPad ADS-B weather showed VFR ahead, but at this point I didn't trust much of the data I was receiving.

I declared an emergency. ATC gave me a vector and told me to descend for Clarksburg. I declined. I had plenty of fuel and I was going 230 knots toward better weather. I did not see the need to descend through a possible freezing layer with no airspeed and degraded attitude information. I told ATC I wanted a priority controller who could give me some weather help. They got me an airline pilot controller who was a big help in letting me know I was 50 miles from clear skies.

I broke out in 50 miles and began a decent. Since I didn't have to focus on the little Dynon D1 and could look outside, I decided to try the Trio again. It locked on to the heading and held heading all the way to fi-

nal approach. While in IMC it kicked out 12 times in 20 minutes. It was 70 degrees F on the ground at Richmond and I could see my OAT climb as I descended, I thought the ice would come off and I would regain airspeed soon. No joy. I never saw airspeed on the remainder of that flight.

I landed and got out to look at the ice on the pitot. There was none. The pitot was warm to the touch.

Analysis:

The heated pitot warmed the air enough to cause some moisture to travel up the tube and into the cabin which is not heated and a ice blockage occurred inside the cabin which was -20C. I called Trio and talked to Chuck about this. The Trio looks at groundspeed and airspeed to be sure that the servos don't engage while on take-off roll. The Trio was confused and thought I was on take-off roll since I had no airspeed, but was moving so it kicked out the servos. Why the Trio reconnected after I got out of the IMC is a mystery.

I have not talked to MGL yet, but I surmise that the lack of airspeed and GPS confused the MGL and though it didn't give me a red X (which I would prefer), it gave me an unreliable attitude indication. Cabin heat has become more than just a creature comfort, but a necessity to keep ice from forming inside the hoses feeding my airspeed indications.

Next Flight

I flew again the next day in VMC on an IFR flight plan up to Leesburg, VA. All instruments worked properly. Steve Sorenson, graciously picked me up and took me to a hotel and told me of his plans to fly his Defiant to Iceland in 2015. I can barely fly across the USA and he crosses the globe.

Brake Fluid Specifications

(from Cy Galley)

While cruising eBay for aircraft related items, I came across this auction for Mil-H-83282 fluid in which the seller touted that it was a "fire-resistant" alternative to our tried and true 5606 hydraulic fluid used in our braking systems. This piqued my interest so I began researching the two products.



It's no secret that Mil 5606 has

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Brake Fluid Specifications

(from Cy Galley)

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been around since about the 1930's or 1940's. Mil-H-5606 is the standard red hydraulic fluid sold by Spruce, Wicks, Chief, etc., typically to the GA crowd.

The military and commercial aviation have long ago abandoned 5606 and moved to a new fluid spec, Mil-H-83282. This spec was created because the military was tired of setting their airplanes on fire and wanted a fire-resistant hydraulic fluid. By making this request, one might construe that the military was saying that 5606 was too "flammable" for their applications and environments.

5606 is a petroleum base fluid with a very low flash point (104C/219F). Now we know that those temps are just barely above the boiling point of water and we have an inkling that our brake components probably have the potential to get a lot hotter than that (think about the rotor and pads).

[HERE is an article on Cirrus brake overheating fires.](#)

The Mil-H-83282 is also red, and compatible with 5606 fluid as well as seals created for 5606. However, it is a synthetic, with much higher flash (237C/458F) and fire point (485F). Additionally, when removed from the ignition source, Mil-H-83282 is self-extinguishing.

The Cleveland piston seal for most of their calipers is an ordinary MS28775-XXX nitrile o-ring. Nitrile's temperature rating is - 65F to about 248F. A caliper seal with a 248F temp limit is below automotive standards, (auto brake systems are worked much harder in actual use). Having a temperature excursion above this 248F on your caliper seals can't possibly be a good thing for the seal. Many of us are familiar with the frequency of having to replace nitrile rubber seals on our calipers. Not exactly what I'd call acceptable. Gee, how often do we have to replace caliper seals on our automobiles? Well, nuff said about 1940's nitrile technology, especially around flammable 5606 brake fluid!

Some folks in the Experimental community have changed to Viton seals. I've installed fluoro-silicone seals (-76F to +356F operating range) in my last battle with nitrile rubber seals on my Cleveland 30-66 calipers. With about three years of service, I remain leak free.

Cleveland specifies that either Mil-H-5606 or Mil-H-83282 fluid is acceptable and no wonder, because the

MIL. spec for Mil-H-83282 requires the following in it's compatibility requirement: Miscible with fluids conforming to MIL-H-5606 and MIL-H-87257 from -40°C to 135°C.

A simple solution is to drain the system and install Mil-H-83238 fluid with no need to change seals. (except if you want better high temp Viton or Fluoro-silicone seals. If you have to top off the fluid in some out of the way place with 5606 because it's all you could find, it's completely compatible.

[Aeroshell Fluid 41 \(Mil-H-5606\)](#)

[Aeroshell Fluid 31 \(Mil-H-83282\)](#)

Royco 782 is a Mil-H-83282 spec fluid available from SkyGeek and Spruce for about \$12/quart and about \$35/gallon.

"2015 Super Safety, Ultralight and Light Sport Seminar"

On Saturday, March 7, 2015 at 09:00

Location: Illinois State Fairgrounds
2520 Main Street
Illinois Building
Springfield, IL 62702

Description:

Topics: Non-traditional Aircraft Ops at Busy Airports, ADM, Accident Causal Factors, Aeromedical Rule Changes

Schedule:

08:00 Registration/Visit vendors

09:00 Morning Seminars

- Opening Statements
- Bob McDaniel, "Operating Non-traditional Aircraft at Busy Airports"
- Morning Break
- Rogers Shaw, "Factors Affecting Aeronautical Decision Making"

11:30 Lunch

13:00 Afternoon Seminars

- Carol Para, "Accident Causal Factors: Breaking the Event Chain"
- Tom Charpentier, "FAA Aeromedical Proposed Rule Changes"

February at KDVN - Lots of Snow!



Did We All Miss Our Invitations? Tim Leinbach in the Dominican Republic

At Dreams Punta Cana Resort & Spa



The Summer of 1959

(from Richard Lowe)

During the summer of 1959, I worked for the Boy Scouts of America at Camp Shetek in SW Minnesota. I was on the camp staff as the assistant water front director. The job had been held by Tom Brokow a few summers earlier. The camp was operated by the Sioux Council out of Sioux Falls and included much of eastern South Dakota and four counties in SW Minnesota.

I met a lot of fine boys and men the two years I worked at the camp. One of the staff I met in the summer of '59 was an Eagle Scout by the name of Tommy Callies. He was from Howard, SD. The camp cook was Mrs. Adler, a widow, also from Howard. She cooked in the school during the year and ran our mess hall at the camp in the summer. If you were going to make a movie about an Eagle Scout, you could use Tommy and not change much to fit the character. He was outgoing, full of life, always interesting to be with as we explored lots of stuff that summer from nature, to the stars, camp skills, etc. I even exchanged a few letters with Tommy's sister that summer.

One afternoon, after the general swim, the campers were on the way to their camp sites to prepare for supper and Tom and I were talking to a scout master from Sioux Falls. Tommy mentioned that he wanted to learn to fly. The scout master asked him if he ever thought about the Air Force Academy. He had not, and the scout master went on to tell him it was a new school being started in Colorado for the AF, like West Point and the USNA.

Tom asked how he could get in and the scout master said he knew the congressman from South Dakota and he would put in a good word if he was interested. We dropped the subject. Two years later, I did not work at the camp as I needed more money for college, but I stopped to pay a visit and Mrs. Adler said, "Isn't that something about Tommy? He is going to the airplane school in Colorado". That is when I learned he was at the AFA.

I guess he followed through with the scout master and got the appointment. About 1970, I was home on leave from the Army and my state trooper scoutmaster told me he had some bad news. Tommy was killed in Viet Nam. The trooper was well known in the council and word traveled fast among scouters. From what I can determine by research, Tommy was deployed to RVN on 16 April 1969 as a captain. He was a tactical fighter pilot assigned to the 421st fighter

squadron, 366th Tactical Fighter Wing. As I recall from my days in Chu Lai, they flew F-4's out of Da Nang. He was killed on 1 Aug of that year in Quang Ngai Province in an air crash. His body was not recovered. He is listed on the Wall at panel W20, Line 82.

I have found no further details. I visited the AFA in the early 90's and each class has a plaque in the lower chapel listing members who have gone west in the line of duty. I have a photo of Tommy's name on the Class of 65 listing. I would like to go canoeing with Tommy one more time. I think often of what he may have done in later life. What a loss. Richard Lowe

Are You Legal to Fly with Flaps Inop?

An interesting article from www.boldmethod.com

A few weeks ago, we asked if you could fly a Tecnam P2006 twin with flaps inoperative, without using an approved MEL. The post generated a lot of response on our site, as well as on Facebook. The vote was split, with 716 people saying the aircraft could fly and 944 people saying it couldn't. I voted no.

I don't work for the FAA - so my vote counts as much as yours. And, the question left me wondering what the official answer was. So, I called the Denver FSDO and described the scenario. They took the time to research the answer.

What's the scenario? The Tecnam P2006's flaps are stuck in the "up" position. Flaps are not required for any normal procedure, and published takeoff and landing distances are available for no-flap operations. The flaps are not included in the aircraft's Kinds of Operation Equipment List, but the flap position indicator is. Flaps aren't mentioned in the aircraft's equipment list.

If we're going to fly an aircraft that has inoperative equipment, we have three choices - use an MEL, defer the equipment via FAR 91.213(d), or get a special flight permit (ferry permit) under FAR 91.213(e).

FAR 91.213(d) - Operations Without An Approved MEL

This aircraft doesn't have an approved MEL, so 91.213(d) provides our only option to fly the aircraft without delay. What does it require?

FAR 91.213(d) allows a pilot to take-off an aircraft

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Are You Legal to Fly with Flaps Inop?

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with inoperative instruments or equipment. The Tecnam P2006 is covered by the section, because it is a "small, non-turbine powered aircraft."

So, what can be broken? FAR 91.213 says that the instruments and equipment can't be part of the VFR-day type certification instruments and equipment required by the regulations under which the aircraft was type certified.

The aircraft's type certificate data sheet may shed some light on this, but while it's available online, I doubt you'll have it in the plane with you. When you find it online, you'll see control movement tolerances and other specifications, but not a lot about required equipment or instruments. In this case, it's not any help.

The equipment can't be required by the aircraft's equipment list, or the aircraft's Kinds of Operation Equipment List. Both of these can be found in the aircraft's tail-specific flight manual. In this case, the manual does not list flaps as required in the Kinds of Operation Equipment List, and flaps don't appear on the equipment list at all.

The equipment can't be required by FAR 91.205, or any other rule under FAR Part 91 for the flight. And FAR Part 91 doesn't mention flaps.

The equipment can't be required to be operational by an airworthiness directive - which it isn't.

Finally, the pilot must determine that the aircraft is safe to fly. Let's say you think that it's safe to go without flaps.

If all of these conditions are met, the pilot may fly the aircraft if the equipment has been deactivated or removed, the cockpit control placarded, and any maintenance logged.

So, can you fly the P2006 with the flaps inop? The FAA says no. Here's why.

What Is And Is Not Equipment

The flaps aren't listed on the aircraft's equipment list at all. And, FAR 91.213 allows pilots to fly aircraft with certain instruments and equipment inoperative.

If the inoperative component isn't listed on the aircraft's equipment list, it's not equipment. In this case,

the flaps are considered a secondary control surface - not instruments and equipment - so they're not covered by 91.213(d).

What's the take-away here? FAR 91.213(d) only covers instruments and equipment - so if a broken component isn't listed on the aircraft's equipment list - it's not an instrument or equipment, and you need to get a special flight permit to fly with it inoperative.

Internet Links from the Members

Marty Santic – [16,214 Feet in the RV-12](#). Bob Bogash and his RV-12 take on Mount Ranier in Washington State. A very NICE set of photos showing the mountains and the RV-12 Skyview screens. **THREE MILES HIGH IN AN LSA!**

John Bender – [Phoenix Motoglider](#) – Different!

Marty Santic – [AeroMobil](#) – A nice looking flying car.

Cy Galley – [Not Your Average Warbird Picture - For all you "old" fliers out there \[and those, too, who just like aircraft\], take a look at this one.](#)

Dennis Crispin – [The First AirForce One](#)

Don Fey – [The Latest Sea Trials of the F-35B Aboard the USS Wasp](#)

Marty Santic – [Synchronized SkyDive in Dubai - Nice.](#)

Cy Galley – [ZERO-ZERO Landing on a Carrier](#) - How's this for pucker power? This video depicts foul weather carrier operations (daytime). The radio call "99 taxi lights on" informs the pilots the visibility at the ship is nil and the Landing Signal Officers need their taxi lights on to see the jets. Keep in mind, there's no shelter from the rain for anyone working the flight deck, and into their sodden workspace are landing 10 ton jets at 150 mph. They don't call this game for weather, lightning, darkness or otherwise.

John Bender – [Memphis Belle](#) - Memphis Belle vs. Hot Stuff: How history came to celebrate the wrong WWII airplane.

Dennis Crispin – [Rare Warbirds Found](#)

Marty Santic – [EAA Airventure Night Airshow Time Lapse](#)

Marty Santic – [Tesla P85D Insane Mode](#)

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



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

FREE COFFEE, DONUTS, BISCUITS, GRAVY!
GOOD HANGAR TALK AT JIM GOETSCH'S HANGAR

SATURDAY, MARCH 7, 2015
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Jim Goetsch
Quad Cities Intl Airport



DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Jim Goetsch. Come for some good hangar talk and see all of Jim's projects. Jim has a very large hangar and there will be room for all.

FLY IN: Moline Airport (MLI). Flying in, just tell ground you want parking at the T hangars. Once in the area, turn left (east) and you will see us.

DRIVE IN: Come to the South side of the airport. Coming off the end of I74, turn left (east) on Highway 6, then right (south) on Highway 150 then right (west) on 78th Ave. along the south side of the airport. Turn right at the airport sign, take the 4th left to the security gate area. We will have someone at the gate to let you in. Call Jim Goetsch's cell at 309-314-0002 if you have a problem.

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.

March 7, 2015

EAA Chapter 75 1st Saturday Coffee and Donuts at MLI. Jim Goetsch is hosting at his shop. Invite EVERYONE!!

March 14, 2015

EAA Chapter 75 Monthly Meeting at the Deere Wiman Center at 7PM. See Page 2 for the details. ALL are welcome! Bring a prospective member. 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 or amanda@avsafetyolutions.com

Flight Instruction: Flight Instructor, Dean Jones (dnjones_acro@hotmail.com) (309-752-3841) ATP-MEL, CFI-I (SEL/MEL), is accepting new students

NEW For Sale: Avery C-Frame Dimpler & felt covered table to dimple skins. Avery Item #1001. Make offer. Marty Santic, 563-344-0146.

NEW For Sale: Northwest Mfg. POWER TOW Model 35 Electric Towcart. 110 Volt, Includes tire chain, adaptors for Beech and Cessna. \$250.00 Allen Machine AIRPLANE WINCH 115 volt with 100 ft. switch cord. Includes homemade harness for towing beech aircraft by main gear. \$200.00 Sporty's SP200 Handheld Nav/Com with two AA battery holders \$100.00 Contact Rich Qualmann 309-795-1274

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

EAA CHAPTER 75 OFFICERS

(Effective January 2015)

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Roger Nightingale (See Above)
Jim Smith (See Above)
Ed Leahy (See Above)
Marty Santic (See Below)

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Spence Gray (Activity/Fly-Out Coord.)
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Tim Toal - (Air Academy Advisor)
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OPEN POSITION (Membership Coord.)
 Need a volunteer!!
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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:
 Paul Fisher - EAA Chapter 75
 8428 114th Av West
 Taylor Ridge, IL 61284

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? _____
