

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

President's Notes



I think at this time we should be more than half way through the cold weather. The days are already getting longer, so hopefully soon they will also be a little warmer.

It is with a sad heart that I write this month's newsletter, with the passing of our good friend and loyal member Larry Dorgan. Our thoughts and prayers go to Jan and her family. Larry was always there to help with any activity in the chapter he was asked to help with. Some of the things that come to mind are the Young Eagles events. Both he and Jan worked many of those events. He worked at the repair barn at Oshkosh, and made coffee for the chapter meetings for so long I can't remember when he started. Larry and Bob Olds were with me in Creve Coeur the weekend I bought the Waco. We will all miss his helping hand, kind personality and smile.

Bev & I have been in Florida for most of January. While there we visited Jim Newman, a former member who lives there now and John Miller who spends his winters there. They spend most of their days at the Winter Haven airport. It's a nice airport with lots of projects. While there we flew to Sebring, Fl to the Light Sport Expo. We got to see the electric powered aircraft take off and fly around for about 45 minutes with enough in batteries for another 30 minute flight. We also visited the Fantasy of Flight Museum while

there. If you are ever in the Orlando area it is something you don't want to miss. The EAA Museum at the Sun-Fun location in Lakeland has also grown and become a very nice museum.

We have an open house scheduled for February 22nd from 2:00 to 4:00 P.M. Marty Santic has volunteered to share his RV-12 project with us. His address is 3920 E. 59th St. in Davenport. You enter his street off Utica Ridge Road near Crow Valley Golf Club. Marty's phone number is 344-0146. Let's have a nice turnout.

This will be the last year for the Bi-plane Expo in Bartlesville, OK. They say it is because of lack of attendance. There are many fly-in events scheduled for the 2009 season. These are put on for the benefit and enjoyment of all of us, and they are a lot of work. If they don't have sufficient attendance they will also possibly go away.

This year is the 50th reunion of the National Waco Club Flying in Mt Vernon, Ohio. They are planning a big event and hope to have many different models of Waco's attend. It will be June 24-27.

The weather looks like I might get to fly this weekend. The old bird is calling.
Happy flying-Jim

Next Meeting

Next month's program will be given by the daughter of long-time members John and Heidi Vahrenwald. Amy Vahrenwald will be giving a presentation on Air-Medical Transport. In her words, "I will talk about my background. Give a brief history of flight nursing. Review the goals of air medical transport. Give a brief history/presentation on MedForce (I have the most access to our helicopter stats). Talk about crew requirement(a.k.a. the alphabet soup behind my name). Present a discussion on flight safety." Sounds like a great program. The membership meeting will start at 7:00 P.M. at the Deere-Wiman Carriage House.

Next Meeting • Jan. 14 7:00P.M. • Air-Medical Transport

EAA CHAPTER 75

MEMBERSHIP MEETING

January 10, 2009
Deere-Wiman Carriage House, Moline, IL.

General Information: The meeting was called to order by Chapter president Jim Smith at 7:18 P.M.

Treasurer's Report: Mike Nass read the treasurers report to the membership. John Vahrenwald made a motion to accept the report as read. The motion was seconded by Jim Smith and was approved by the members

Visitors: Bob Shannon of Bettendorf, also is now a new member.

Tech Counsellor Report: Terry Crouch talked about reports of low fuel pressure in some certified aircraft lately. Some possible causes are, air in fuel lines at altitude, leaks in fuel lines and Gas-colater problems. Cy Galley also mentioned air in low wing aircraft fuel lines are common.

Cy Galley and Larry McFarland drove to Erie and looked at a Zinith 701. They liked what they saw.

Flight Advisor: Nothing to report.

Repair Barn: Nothing to report.

Tool Library: Nothing to report.

Young Eagles: We will have at least three Young Eagles rallies this year. One with this years Wannabee program, one in the spring and one at Clinton in the fall.

Old Business: Keith Williams reported that their were no new prospects on the Glassair project, we may have to reduce the price. We will keep it on Barnstormers.

New Business: Jim Smith went to Oklahoma and received his A&P License, way to go Jim!!

We are looking for builders who would like to host a project visit some time in 2009.

We have openings to sponsor kids ages 16 to 18 for this years Air Academy at Oshkosh, please contact a board member for an application. This process must be started early in order to qualify.

Bob Thomas talked about the Putnam museums Aviation exhibit. It will go along with the IMAX movie, Legends of the sky, which will run at the same time as the exhibit. The curator wants to know if the chapter could help in any way. We will send some volunteers from the chapter to talk with them, and to see if we can help out.

Announcements: 2009 chapter dues are due now. Also we are updating our chapter roster. The form is at the end of the news letter along with the address to send it to.

The Evening Program: Cy Galley gave a colorful media presentation on the Albuquerque, New Mexico Balloon Festival.

Besides the great pictures, he shared a lot of interesting facts and a few tidbits about the Festival. Thank you Cy.

The meeting was adjourned at 8:48 P.M.

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

EAA CHAPTER 75

DIRECTOR'S MEETING

January 10, 2009
Deere-Wiman Carriage House, Moline, IL.

General Information: The board meeting was called to order by chapter president Jim Smith at 6:15 P.M. The following board members were present, Jim Smith, Dave Jacobsen, Mike Nass and George Bedeian. Also in attendance was Bev. Smith and John Vahrenwald.

Those not in attendance were Chris Nitz, Ed Leahy and Steve Beert.

Treasurers Report: The treasurer's report for November and December was read by Mike Nass. A motion was made by Dave Jacobsen accept the report as read and was seconded by George Bedeian and approved by the board.

Old business: Dave Jacobsen made a motion to reimburse Jim Smith for the five months hanger rent that he has been paying, for the storage of the chapters Glassair project. George Bedeian seconded the motion and was approved by the board.

Most of the chapter programs for 2009 have been finalized

Responses have been slow lately on the chapters Glassair project. It will remain on the Barnstormers web site.

New business: The Putnam museum is having an aviation display and would like to know if our Chapter can help out. A motion was made by Dave Jacobsen to bring it up at the membership meeting. Mike Nass seconded the motion and was approved by the board.

Jim Smith informed the board that we need participants for this summer's air academy at Oshkosh.

The board discussed having at least three Young Eagle rally's this year.

We will ask the chapter for any builders that would volunteer to host a project visit.

The chapter roster book is being updated. The form for making any changes is located at the end of this month's chapter news letter, we will need any updates and changes as soon as possible.

A motion was made by Dave Jacobsen to end the board meeting and was seconded by Jim Smith

The meeting was adjourned at 6:45 P.M.

These minutes respectfully submitted by Vahan G. Bedeian, Secretary EAA chapter 75

Round Engines

Below is an article sent to me by member Mary Santic. Thanks Marty!

DEDICATED TO ALL THOSE WHO FLEW BEHIND ROUND ENGINES, AND TO THOSE WHO KEPT THEM TURNING.

We gotta get rid of those turbines, they're ruining aviation and our hearing... A turbine is too simple minded, it has no mystery. The air travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat.

Anybody can start a turbine. You just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. It's like waking up a horny mistress. On some planes, the pilots aren't even allowed to do it...

Turbines start by whining for a while, then give a lady-like poof and start whining a little louder. Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, two or more clicks, a lot more smoke and finally a series low pitched roar.

We like that. It's a GUY thing... When you start a round engine, your mind is engaged and you can concentrate on the flight ahead starting a turbine is like flicking on a ceiling fan: Useful, but, hardly exciting. When you have started his round engine successfully your Crew Chief looks up at you like he'd let you kiss his girl, too!

Turbines don't break or catch fire often enough, which ads to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow any minute. This helps concentrate the mind! Turbines don't have

enough control levers or gauges to keep a pilot's attention. There's nothing to fiddle with during long flights.

Turbines smell like a Boy Scout camp full of Coleman Lamps. Round engines smell like God intended machines to smell. Pass this on to a round engine guy or his son, or anyone who flew them, or kept them going.



RV-6 Project for Sale

There is an RV-6 Project for sale in Waterloo, IA. Below is the description given by the owner.

Tail assembly is done except for the installation of tips for the stab, vertical fin, & rudder. The wing kit is built up to the point of riveting the wing spars together. These parts are primed with VariPrime (zinc chromate) and are ready to assemble. All other parts are complete with necessary hardware. Many parts are still in the shipping boxes, but have been inventoried. Price includes a complete wing jig with fixtures AND the fuselage jig.

RV-6 completed empennage & wing kit. Spars primed and ready to assemble. Includes wing & fuse jig. Excellent workmanship. \$2500.00 obo. 319-287-4366 after 5:00 PM. Dave Falkenhagen

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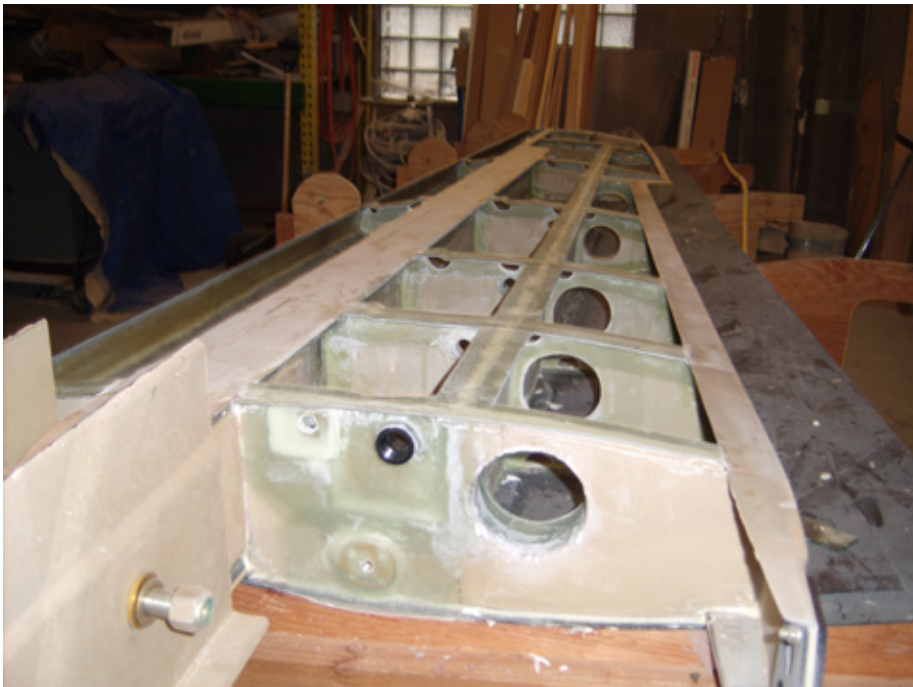
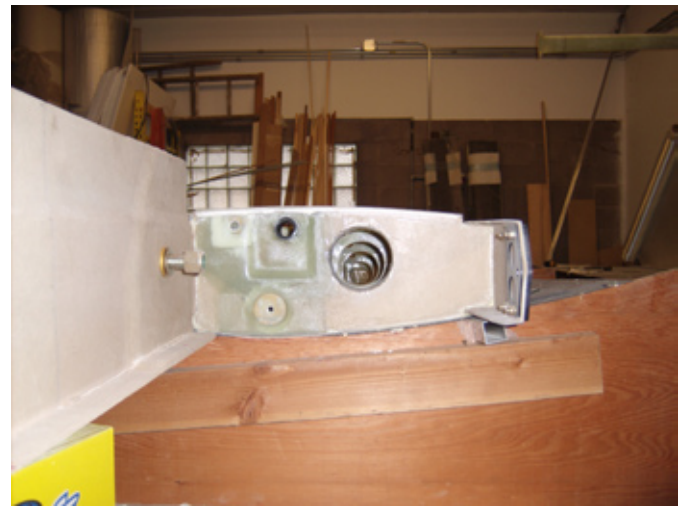
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Lancair Pictures



Here are some pictures of Jerry Cousens' Lancair. The wings are built upside down so you are looking at the bottom of the wing. Looks good Jerry!!

Light Sport Aircraft

The many acronyms associated with light sport aircraft can be very confusing. Because of this, member Marty Santic requested I write an article describing the differences between the different types of light sport aircraft and what training is necessary to work on them. I'm sure there are some of you reading this newsletter who are much more knowledgeable in this area than I, so if you want to send me any corrections, please do so. Here is my poor attempt at deciphering all of this. If it ends up raising more questions than it answers, feel free to ask me and I'll go find someone that knows that they're talking about. :)

Light Sport Aircraft (LSA): A light sport aircraft is an aircraft other than a helicopter that has to meet requirements for maximum takeoff weight, speed, stall speed, and seating capacity. It has to have a single reciprocating engine (if powered), a fixed or ground adjustable prop, non-pressurized cabin and fixed landing gear (more specific requirements can be found online).

Special Light Sport Aircraft (S-LSA): A special light sport aircraft must also meet the requirements for a LSA but they can also be rented and used for flight instruction. S-LSAs are the light sport equivalent to buying a fully manufactured aircraft. The manufacturer certifies that the aircraft is safe to fly.

Experimental Light Sport Aircraft (E-LSA): An experimental light sport aircraft is the light sport equivalent to experimental aircraft. They can be maintained by anyone but the annual inspection must be done by an A&P, a Light Sport Repairman-Maintenance (LSRM), or the owner as a Light Sport Repairman-Inspection (LSRI). With a 16 hour E-LSA inspection class, you can do the annual inspection yourself.

Light Sport Repairman-Inspection: This is a 16 hour, 2-day class held all over the country. This certification gives the owner of an E-LSA the ability to do the annual inspection on his or her aircraft.

Light Sport Repairman-Maintenance: This is a 120 hour, 3-week course given by Rainbow Aviation in California. This rating gives the person the ability to perform the annual inspection on E-LSAs and S-LSAs. You do not need an A&P to take this course.

Sources: http://www.precisionwindsports.com/lisa_questions.htm#elsa_slsa
http://www.sportaviationspecialties.com/Useful_Information.htm#What_Are_Certification_Types
<http://www.vansairforce.com/community/showthread.php?t=39138>

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The Leader In Recreational Aviation

