

THE LANDINGS

www.eaa75.com

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

October 2010

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Time flies when you are having fun. Not much fun flying time left before the weather turns to cold to fly.

Your president and wife along with Cy Galley attended the Blakesburg Antique Flyin in early September. Many beautiful old airplanes. Pictures and story are elsewhere by Cy. The weather did not cooperate for us to go to Brodhead.

Chris Nitz has resigned from the Board of Directors as she needs more time for her business and to help Bernie complete the work on their new/old home, along with she just needs more time for herself. When you see Chris thank her for the years she has served on the board, since 2000.

I attended, along with Mike Nightingale, the Quad City Aviators Assn. board meeting. They have appointed two new members to the High Flight Fund Committee. They are Diane Beauchamp and Spence Gray. They are both Chapter 75 members.

The program this month will be the 2010 Air Academy participants that we sent to the program through the High Flight Fund. Come and hear their presenta-

tions and support our young potential aviators.

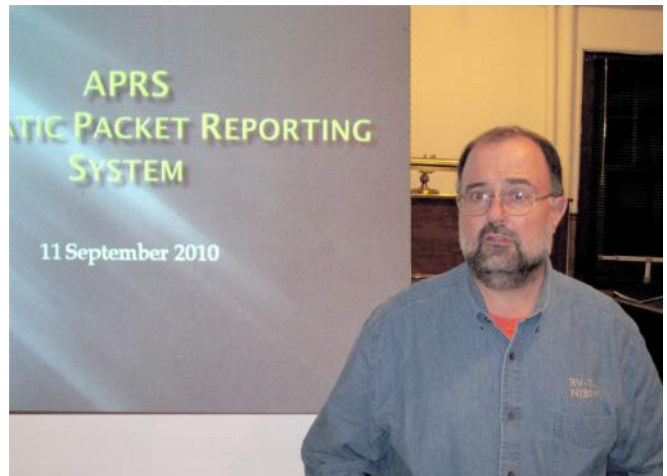
November is election month. I have asked Keith Williams to head up the nominating committee along with Steve Rahlf and Bob Olds. Up for election this year (even # year) are two year terms for the Secretary and Treasurer. There is one Class II Board of Directors position open.

Our current Class II Board members are Dave Jacobsen, Steve Beert, Cy Galley (Web Editor) and Marty Santic (Newsletter Editor).

See you at the meeting. The Davenport Airport update from Jeremy Keating can be found on Page 13.

Happy Flying - Jim

Last Month's Program - Paul Fisher



Paul Fisher gave a very good presentation on the Automatic Packet/Position Reporting System via amateur radio at the September Meeting.

**Next Meeting - October 9th Program - 2010 Air Academy Participants
Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois**

October 9th Chapter Meeting

The October Chapter meeting will be held on **Saturday, October 9th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

This month's meeting will feature a presentation by the 2010 Air Academy participants that we sent to the program through the High Flight Fund. Come and hear their presentations and support our young potential aviators.

Guests are more than welcome. Bring your favorite potential aviator. Let's get the young ones involved in this marvelous sport!

September 11th Board Meeting Minutes

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

MEMBERS PRESENT: Members present were Jim Smith, Ed Leahy, Chris Nitz and Dave Jacobsen.

OTHERS PRESENT: Dwight Bender and Mike Nightingale.

BOARD MEMBERS NOT PRESENT: Steve Beert and Mike Nass.

TREASURERS REPORT: Ed Leahy presented the Treasurers Report. A motion to accept the report was made by Dave Jacobsen and seconded by Jim Smith. Approval was unanimous.

OLD BUSINESS: A motion to accept the May board meeting minutes as published in the June newsletter was made by Dave Jacobsen and seconded by Jim Smith.

Jim noted that Chapter Leadership conferences are being offered again this winter and we have several board members who have not attended.

Mike Nightengale will attempt to get the "High Flight" committee together for a meeting. A plan needs to be put in place to determine how the current funds will be used. The funds need to be realigned to provide a better rate of return. The board is recom-

mending that 50% of the funds be placed in a 60/40 account. Comments from chapter members are welcome.

NEW BUSINESS: Chris Nitz resigned from the board citing a full schedule away from the Chapter. Her input will be greatly missed.

Dwight Bender was introduced as the new Young Eagles Coordinator.

Dwight Bender made a motion to adjourn the board meeting. Jim Smith seconded the motion.

These minutes respectively submitted by Dave

September 11 General Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter President Jim Smith at 7:08 pm. There were 19 members present. There were no guests or new members present.

TREASURERS REPORT: Ed Leahy read the treasurer's report to the membership. The report was approved at the board meeting.

VISITORS AND NEW MEMBERS: None.

TECH COUNSELOR REPORT: Bernie Nitz had no report. Jim Smith had two requests to look at in progress projects; one a Barracuda and the other a Bear Cat project.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Nothing to report.

TOOL LIBRARY: Nothing to report.

YOUNG EAGLES: Dwight Bender was introduced as the new Young Eagle Coordinator. The next Young Eagles event has not yet been scheduled.

OLD BUSINESS: Jim Smith had letters of thanks from all of the Air Academy participants available for all members to read.

NEW BUSINESS: There was a brief discussion the donation to the Chapter by Father Gene Murray. Jim

(Continued on page 9)

Photos from the Stearman Fly-In Lunch at the Geneseo Airpark



FAA Re-registration Needs Your Full Attention - Re-registering is easy - if you do it according to plan (Info from the AOPA)

As pilots we are expected to comply with a number of stringent rules and regulations. This subject report is written to help pilots understand what is expected from them in the area of aircraft registration, and how they can comply quickly and without interruption. The FAA says that more than 30,000 aircraft owners risk having their aircraft registrations canceled because the addresses they have on file with the FAA are incorrect or out of date. Since 2000, more than 8,000 aircraft have been identified as having a bad address on file with the FAA's Aircraft Registration Branch.

The FAA has released its final rule requiring the re-registration of all civil aircraft over the next three years and renewal every three years thereafter. The final rule becomes effective October 1, 2010. In order to transition from the current non-expiring aircraft registration to one with a three-year expiration date printed on the certificate, the FAA is requiring all aircraft registered before October 1 to be re-registered. The FAA proposed a \$5 re-registration and renewal fee, but the FAA reauthorization bill if enacted as passed by the House authorizes the FAA to increase the initial registration fee to \$130 and re-registration and renewals to \$45.

The plan calls for the re-registration of all aircraft by December 31, 2013. The FAA will cancel the N-numbers of aircraft that are not re-registered or renewed. To ensure that their aircraft do not slip through the cracks, owners should check the FAA Web site now and make sure the FAA has accurate information regarding their aircraft.

All aircraft owners who originally registered their aircraft before October 1, 2010 will receive a notice including a **special code** (to be used for electronic filing) 180 days before the expiration of their current registration. An owner can consult the chart below to determine when their registration will expire. The expiration of a current registration is based on the month the aircraft was registered - the year the aircraft was registered does not matter. The notice will also include a three-month window (see chart below) in which the aircraft owner will be able to log onto the FAA website and renew their registration using the special code included in the notice. An owner must re-register during the specified three-month window in order to use the electronic option. The online option is also only available if no changes need to be made. If an owner does not want to utilize the electronic option or changes need to be made they can instead use a new re-registration form and mail it to the FAA Registry in Oklahoma City. If an aircraft owner misses their three-month window they will have an additional two months to send in the re-registration form by mail only before their registration expires. If their registration expires, they will need to fill out a new registration using the FAA Form 8050-1. Eventually, if they do nothing, their N-number assignment will be canceled and will not be re-assigned for five years.

Certificate Issue Month	Certificate Will Expire On	Re-registration Required
March	March 31, 2011	Nov 1 2010 to Jan 31 2011
April	June 30, 2011	Feb 1 to April 30 2011
May	September 30, 2011	May 1 to July 31 2011
June	December 31, 2011	Aug 1 to October 31 2011
July	March 31, 2012	Nov 1 2011 to Jan 31 2012
August	June 30, 2012	Feb 1 to April 30 2012
September	September 30, 2012	May 1 to July 31 2012
October	December 31, 2012	Aug 1 to October 31 2012
November	March 31, 2013	Nov 1 2012 to Jan 31 2013
December	June 30, 2013	Feb 1 to April 30 2013
January	September 30, 2013	May 1 to July 31 2013
February	December 31, 2013	Aug 1 to October 31 2013

An Update from Nathan Bush at the University of North Dakota

from Nathan Bush

I have been attending the University of North Dakota since the fall of 2007 majoring in commercial aviation. Along the way I have discovered my passion for stick and rudder flying. I was fortunate enough to earn my tail wheel endorsement during the summer after freshmen year in Tim Baldwin's Super Decathlon with Steve Kirik as my instructor. I then discovered aerobatics, yet another passion inspired by the flying I had done with Steve and Paul Kirik in the Yak 52. This passion lead me to take the UND aerobatics course in the spring of 2009. After the course was complete I tried out and earned a position flying primary for the 2009 team.

Most people do not even know that there is competitive aerobatics on a collegiate level so I will explain how it works. The University of North Dakota aerobatic Team competes against other aviation schools in the country including Embry-Riddle and the Air force Academy. As a collegiate competitor you are eligible for a total of four years. Since the Aerobatic team competes in the summer I will be eligible for one last season after I graduate from UND in May. At a contest you fly a total of three flights (assuming the weather is good). During the flights you fly a known sequence, which is a series of Aresti figures depicting maneuvers that has been put together by the IAC. It is called a known because you have time to practice it well before the contest. In Primary competition, like I flew in last year there are six fairly simple figures. All of the primary competitors fly the same sequence in front of the same panel of judges. The judges then score each figure on a scale of 0-10 and deduct points for deviations from what the figure should look like. Notice I said SHOULD look like. Unlike casual aerobatics where you loop and roll and make everything feel good, competition is all about how it looks to the judges. All of the judge's scores are added up and then they figure out your percentage of points earned for each flight. More difficult figures are worth more points. The point value of a figure is called its K value. Once all of the scores from all three flights are added together you have your contest score. The person with the highest percentage in each category wins 1st then 2nd and 3rd accordingly. As a collegiate competitor we are required to compete at three contests during the season. They use our highest score from any of the three single contest scores to put to-



wards our team score and then average the scores from the highest scoring team members. For individual awards in each category it works the same, except that persons highest 3 scores are averaged and used for the collegiate individual awards. This gives us the final team percentage and also our individual collegiate standings at the end of the year. I hope you aren't too incredibly bored by the explanation so far. And finally they rank all of the schools based on their overall team percentage.



I could go on all day about competition aerobatics and how it works but I'm sure telling you how the team has done is more interesting. For the last Two years the University of North Dakota has taken first in the Nation and took second several times before 2008. Last year I posted the highest single contest score in any category of collegiate aerobatics. I also took home two first place contest trophies from the first two contests I ever competed in. Our team's scores last year were the highest we have seen in primary and my teammates were less than 1% behind me at the contests. This shows how competitive the sport is and also how well trained the UND aerobatic team is. This year I

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An Update from Nathan Bush at the University of North Dakota

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competed in sportsman for the team along with my good friend Jordan Weis. We flew a heck of a competitive season and each took home a second and a third place contest trophy. This is more rewarding since we are flying a super decathlon in a category full of Pitts, Extras and Yak 52s. I don't want to jinx anything since the final results are still a few months away. However we are sitting pretty well in collegiate standings as a team, and Jordan and I have a good chance of earning individual awards.

Attached are some pictures from this year's season and I will let you know the final results at the end of the year. You can see how the season is panning out and see last previous year's results at this link.:

http://members.iac.org/collegiate/collegiate_results.html

Feel free to email me at nathan.bush@und.edu if you have any questions about collegiate aerobatics or competition aerobatics.

Bill Swaim's RV-7 Now Has an Engine

from Bill Swaim

Bill Swaim has really reached a major milestone here and his RV-7 is really shaping up. You can start to see the "RV Grin"!!

"Well, I've really reached a milestone.....a brand new Aero Sport Power IO-375 hung on the airframe and the airframe now sits on wheels.

An hour and 10 minutes to hang the engine thanks to my talented helper, Dean Maupin, and "The Illustrated Guide to Engine Hanging",

<http://www.vansairforce.net/articles/IllustratedGuideToEngineHanging/enginehanging.htm>

as furnished by the Tampa Area RV Builder's Group. A big thank- you to everyone who has helped me get to this point.....80% complete and only 80% to go!!"



Live ATC on the Internet

from Spence Gray

Something of interest to some of our members might be that I've finally hooked my scanner up to my computer and linked it to liveatc.net with streaming audio of KMLI and KDVN.

The link to the stream is <http://www.liveatc.net/search/?icao=kml> or you can just log into liveatc.net and search for KMLI.



Finishing Fiberglass on Your Composite Airplane - Part Two

From <http://curedcomposites.netfirms.com/finish.html> via Cy Galley (Reprinted with Permission)

Detailing

There are three kinds of details we have on the plane to deal with, fillets where components come together and meet at different angles, fitting of access and inspection panels and uniform control surfaces gaps. Take a note here, if you decide to do the control surfaces gaps, you need to do them Before the general surface filling of the control surfaces, that way the filler is brought up to and blended to the level required to close the gaps at the nose area of that control surface.

Filets are fairly easy, shape a corner of a plastic squeegee to the desired radius and use that to shape the applied micro into the fillet radius . Run the squeegee back and forth in alternating directions very flat at first to evenly distribute the micro, then start standing it up with each pass to gradually remove the excess micro and arrive to the final radius. Use the tube sanding tool that closely matches the radius to sand it smooth.

Inspection panels . In order to have good looking access and inspection panels, or any other openings like gear doors and baggage compartments doors or even an engine cowling if its fitted flush with the fuselage, you need to create a small even gap around them. Here is the trick how to do that. First make sure the covers are exact size and shape, round off the corners, square corners don't look right. Apply clear package sealing tape to the backside and wherever needed as a release and mount the covers into exact position. Now squeegee the micro all around the recess, or over the whole cover if the height of it is not even, and then run a mixing stick all around the cover tight against the edge to create a nice line around it. Cutting down the width of the mixing stick will help it to go around the corners without widening the gap and dipping the mixing stick in lacquer thinner will prevent micro from sticking to the stick and help to keep the line edges nice and smooth.



Control surfaces gaps Ever heard about those incredible even Quarter thickness gaps that don't change a bit, even when you move the surface ? Here is how to make them. Apply several plies of duck tape on the underside of the trailing edge to build up the desired gap thickness. Put clear packaging tape over it (its slicker and slides better), you will probably be able to handle only one side at the time. Apply plenty of micro to the nose of the control surface to fill the intended gap and then some. Cover the micro with a plastic sheet, using thicker stiffer kind on this works better, install the control surface into its hinges and slowly move it up and down through the whole travel so that the excess micro is pushed out. Viola, after the duck tape build up is removed, you have a beautiful small and even gap through the whole control surface travel. Before you start removing the excess micro that got pushed off mark the ends of the travel with a good line as reference so you don't lose it and sand into it later. before filling the rest of the surface, cover the finished gap part with the duck tape to preserve it. This concludes the first stage, the surface shaping.

Surface finishing

is the second stage of the work when we remove all the nicks, pits, tears and finally the scratches. First, vacuum the surface, you need to get all the sanding dust out of the nicks so you can see them and fill them. Micro does not work on small nicks, it has too coarse consistency. You can use the Superfil which is much smoother or you can mix your own filler by adding cab-o-sil along with microbaloons. To mix this filler, get a coffee can, fill it 1/3 with microbaloons first, then 1/3 Cab-o-sil. Leave the last third empty so you can mix it well and add more of either substance if you want to adjust the ratio, throw some wood blocks in to help mixing it, put the lid on and mix it well. Fill the nicks with a small one inch metal spatula. Squeegee the filler on to fill the nick but scrape all the

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Finishing Fiberglass (cont.)

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excess from the surface, it would be very hard to sand. That way you will do only light sanding over those spots to remove the leftover fuzz. To get the right perspective what size of the nicks is big enough to fill and which is too small to be bothered with, use the rule, if you can see it from two feet away, fill it. Another way to look at it if the nick is no deeper than a scratch left by a 36 grid sandpaper.

Pinholes

These are tiny voids, bubbles and pits caused by air mixed into the filler. They are invisible until the minute you start spraying the first coat of primer. They can give you a big headache if you attack them the wrong way. You might have heard horror stories of builders spraying coat after coat of primer trying to get rid of them. The bottom line is, you cannot fill the pinholes by spraying. Yes, if you keep spraying long enough, eventually they will disappear, but they will not be filled, they will be bridged. Bridged pinholes can cause the painted surface to develop little pimple like bumps on the sun when the paint softens some and the trapped air expands with the heat.



Luckily, we have a simple effective way how to deal with pinholes before we even see any. Vacuum the surface real well to remove any dust and then squeegee pure epoxy resin over the surface. The coat is very thin and the amount of resin is small, you are basically just wetting the surface, give it some time to soak in and squeegee off all the excess. The resin has very low surface tension so it flows into all those small voids and because unlike primers it doesn't contain any volatiles it doesn't shrink as it cures so the fill is complete. The second benefit of this step is that the resin hardens the top shell of the micro, making it more durable.

A word of caution, many epoxy resins do not cure well and stay gummy at very thin coat, especially in humid condition. If yours is one of those or you are not sure, use the West system epoxy for this.

When this top coat is cured sand it lightly with 100 just to break the gloss, and you are ready for the primer.



The primer used in this step is a "high build up" kind, intended for final wet sanding. There are many on the market so I can't say you must use this, or cannot use that, except maybe for one. You may have seen reference in other articles (especially the older ones) to use "Feather fill". I have used it and I don't understand how anybody can recommend it. This is one of the worst products I have seen in my life.

I have been using two kinds of primers so far. One is "PPG K200" this is acrylic urethane (two part 4:1), very fast drying, easy to spray, dark yellow in color. Available from auto paint supply stores. It wet sands very easy, however it has rather soft properties even when cured. Mishandling of parts can dent and scratch the surface rather easily.

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Finishing Fiberglass (cont.)

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The other kind is epoxy based "US Paint D9002 base /D3002 converter" (Two part 1:1). Also dark yellow, available from marine supply stores (www.uspaint.com) This primer takes longer to dry and it's a bit harder to sand but it is very hard and durable when fully cured. I myself prefer the better durability, even if it takes more work. I have not had a chance to try "Poly-fiber Smooth Prime" but I plan on it.

Wet sanding is done by still keeping the same 45 degrees crisscross pattern but the sanding blocks are a lot smaller, 11x3 inches for large parts 5.5x3 for the smaller ones. I use pieces of hard foam as sanding blocks. Use the same "super 77 spray adhesive" and spray just very light mist on it to attach it, it will peel off without the need of heating it up. Start with 180 grade for fast progress but be aware 180 leaves pretty deep scratches that would show in the paint so switch to 220 grade for the second half of the job. On the contrary to some peoples believe, 1 sheet of wet sandpaper does not last forever, it just isn't as obvious its getting dull by looking at it so change the paper often.

To check the progression and quality of the surface use the squeegee technique. Pour some water over the surface and squeegee it off with a rubber window squeegee (Home depot has those), all the remaining pits will become instantly visible. Keep sanding and checking until they are all gone. Don't go crazy if you have a few deeper nicks left here and there, and don't sand flat spots or dips into your surface in order to get rid of them. They will be filled instead.

For this last filling use polyester based "glazing putty" (auto paint supplies) This is very smooth creamy filler designed for minor imperfections. Before you start filling go over the whole surface carefully and mark all imperfections to be filled with a pencil so you don't have too look for them while your mixed putty is curing. Mix the glazing filler in small batches, it has very short pot life so you have only a few minutes on each batch. Squeegee it on with a small metal spatula and scrape off any excess. Wet sand the spots after they cure and you are done.

There will be one more coat of primer but that is as a part of painting . Every paint system normally has its own primer that goes on just before the paint to insure good paint adhesion.

This is where I will leave it, I'm not an expert on painting so with the paint you are on your own.

September 11 General Meeting Minutes (cont.)

(Continued from page 2)

Smith asked members to consider ways it may be used.

Discussion took place about how to increase our membership and how better to target younger adults. Tom Shelton suggested that an aircraft, even an old one might be considered. Tom will be conversing with Mike Nightengale on this matter and perhaps meeting with the "High Flight" committee.

ANNOUNCEMENTS: None.

THE EVENING PROGRAM: This evening program was given by Paul Fisher. Paul gave a very nice

presentation on the use of the amateur radio Automatic Position Reporting System (APRS). You can find Paul's RV-7 recent trips on <http://aprs.fi> His call is N18PF.

The meeting adjourned at 8:00 for coffee and the program.

These minutes respectively submitted by Dave Jacobsen, Director, EAA Chapter 75.



Calendar of Events (click on the links)

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

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

October 2, 2010

Fly-In/Drive-In Lunch. Cottonwood Airport, Rockford, IL, EAA Chapter 22. For info contact Jeff at 815-871-6297 or fbonaguro@comcast.net

Worlds Best Brat Competition WHEN: 1300-1900 - <http://www.WorldsBestBrats.com>, Watertown Airport (RYV)

EAA Chapter 95 Poker Run, Morris, IL (C09). Registration at 9:00 at C09. Additional info at <http://www.eaa95.org>

October 9, 2010

[EAA Chapter 75 General Meeting - Deere Wiman](#)

October 10, 2010

11:00 a.m. - 4:00 p.m. Pork 'n' Pie Feast. Ogle County Airport, Mt. Morris, IL. Old Fashioned Pig Roast . . . with all the trimmings and finished off with homemade pie !! Contact: Glen Orr. Phone: 815 732-7268

October 16, 2010

EAA Chapter 770 Fly-In/Drive-In Chilli Lunch. 11AM-2PM. Abraham Lincoln Capitol Airport, Springfield, IL

October 17, 2010

EAA Chapter 1177 Fall Colors Pancake Breakfast/Fly-In. Palmyra Municiple Airport, Palmyra, WI.

October 28, 2010 at 6PM

FAAST Seminar-CAP Building-Moline. Topic: Threat and Error Management during Taxi, Takeoff, and Landing

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 (Click on the link for e-Mail)

For Sale: O-320 engine 150 horsepower. [Jerry Coussens](#), 563-445-1904.

For Sale: 1948 PA-15/17 Vagabond in Kewanee. A-65, bungee gear, dual controls. I owned this aircraft. The current owner says it is time to quit flying. LSA eligible. While I owned it, I put Cleveland wheels and brakes, remote spin on oil filter, new sealed wing struts, and new Maule tail wheel on it to name a few items. Call [Ross Carbiener](#) (A&P) at 309-738-9391.

For Sale: Whelen Nav/Strobe System (Van's System 6), Green & Red & Tail light position/strobe. Power supply, installation package, connector and socket. Never installed. Make offer. Call [Chad Pobanz](#) at 309-238-3062.

For Sale: Complete gas welding set. Torch, tank heads, etc. Practically new. \$200 or best offer. Call [Jim Haynes](#) at 309-772-2067.

For Sale: Spare Subaru engine. An EA-81 w/ adapter plate for a Rotax re-drive. Rebuilt. Lots of spare parts. Best offer. All the wood forms needed for the Zenith 601HDS fuselage, wings, rudder, etc.

Best offer. Call [Larry McFarland](#) at 309-792-0472.

For Sale: From my '46 Cessna-140, O-200 days. 50% Off or best offer. 8 New Champion RHM40E Spark Plugs, \$13 each. Also Mag Timing Light, Call [Marty Santic](#) at 563-344-0146.

For Rent: Hangar at the Geneseo airport. \$100 per month. Contact Kent Johnson at airport1@geneseo.net

For Sale: 120 VAC Electric Aircraft tow that hooks to the nose wheel. \$300 OBO. Lycoming starter from Kelly Aerospace, MZ-4222, brand new in the box. \$349 OBO. Call [Mike Nass](#) at 563-357-6068.

For Sale: Cherokee wing tips for sale \$35. Contact John Vahrenwald at airbike5@yahoo.com

For Sale: Possible Shares of Cessna 172 available. Seeking interested parties in shares of 1969 172K Skyhawk, 4000TT, 180HP, Constant Speed Prop, Robertson STOL, Float kit, King 135A GPS/Com, Garmin GTX327 and Narco 122 LOC/GS/MB. If you would be interested in owning part of this aircraft please contact Spence Gray at 319-931-0657.

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.

Zenith CH601HD For Sale

from Kelly Meiste and Larry McFarland

I constructed my Zenith CH601HD from 99 - 02 (total build time 2,826 hrs). Must sell due to medical issues (eyesight). Plane is kept in my hanger, on my 1,400 ft private grass strip not far from Morrison, IL. Asking \$26900, OBO. This aircraft fully meets "Light Sport Aircraft Requirements" and is an awesome flying 601HD. Its condition is pristine and the workmanship is excellent.



Larry McFarland will demo the plane on request for an interested buyer. Call Larry at 309-792-0472 or email at larry@macsmachine.com or email Kelly at Kelly@meiste.com

Empty weight is 712 lbs & 1,200 gross, 28 foot wingspan.

Cruise is 100 MPH, with 35 MPH stall on GPS (solo).

Stratus 100 HP Subaru (purchased new) burns 87 octane @ 4 1/2 gal/hr. (dual Bing carb's with K&N filters). (will burn 100LL as well w/same performance)

Engine has the optional dual ignition, and optional stainless steel exhaust.

Engine is tight (NO LEAKS).

Dual batteries to support the dual ignition system (all instruments have dual wiring).

Prop is a (3) blade Warp Drive ground adjustable with optional nickel edges.

16 gallon header tank with dual fuel pumps.

VG's on wings & horizontal stab for better handling.

Horizontal stab has optional cabin adjustable trim.

Wings have ground adjustable trim (never had to re-adjust), optional baggage lockers, and optional full length skins (not spliced as many HD planes are).

Hingeless ailerons - look, and work great.

Wing tip strobes.

Wings & fuselage have sound deadening tape applied to greatly reduce the oil canning sounds.

Wing root fairings are reinforced to prevent damage if accidentally stepped on.

Rear turtle deck is reinforced to prevent denting.

Rear storage shelf is reinforced to prevent bending.

Rear fuse has inspection panel on lower skin, giving owner access to critical control areas otherwise blocked.

All adjoining surfaces have zinc chromate to protect from corrosion.

Cabin heat - takes heat from radiator and routes it into cockpit (raises cabin temps 30 deg).

Digital carbon monoxide alarm to warn if system malfunctions (never has).

Heater is adjustable to dump hot air out instead of into cabin.

Cabin has canopy defroster, plus baggage area hot air exhaust fans.

Firewall & cabin are fully insulated / sound proofed.

IP has optional center console (gives IP much more support).

Instruments are skewed so they show 12:00 in normal operation (pilot scans gages and checks that all needles straight up and knows everything is functioning fine).

Plane has AOA (reserve lift indicator), works great.

Head sets included, with very good intercom system, and ICOM radio.

Has stainless steel control cables.

Control cables utilize standard aircraft turnbuckles, NOT the factory supplied "L" brackets.

Canopy has custom SLIDER-HINGED side tilt feature, NOT the problematic hook design.

Canopy has custom telescoping hold open feature, NOT the hinged scissor style that interferes with object on the rear baggage shelf, and your head set wires.

Two 55 watt landing / taxi lights.

PRIVATE PILOT GROUND SCHOOL CLASS

Career, Business, or Hobby!



Prepares YOU for the FAA Private Pilot Written Exam

Classes Cover the Following Topics:

- Airplanes & Aerodynamics
- Airplane Instruments, Engines, & Systems
- Airports, Air Traffic Control, & Airspace
- Federal Air Regulations
- Airplane Performance & Weight and Balance
- Aeromedical Factors & Aeronautical Decision Making
- Aviation Weather & Aviation Weather Services
- Navigation: Charts, Publications, Flight Computers & Systems
- Cross-Country Flight Planning
- How To Complete Your Private Pilot License!

WHEN/WHERE: Clinton Weekly Class

12 Mondays, Starting October 4, 5:30 – 8:30 pm

COURSE FEE: \$250 + tax – Includes All Books & Materials



TO REGISTER: Call Mike Nass at 563-357-6068

Iowa Flight Training

www.IowaFlightTraining.com



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

**City of
Davenport**

September 10, 2010

Dear Davenport Municipal Airport tenant:

I want to take this opportunity to keep you updated and informed on a few things happening at the Davenport Municipal Airport. This summer continues to be very busy with airport improvement projects. Please remember to use the airport website for up-to-date information. I will try my best to post pertinent airport information as I receive it and please send me comments or suggestions.

Construction on the new Carver FBO facility continues to develop quite nicely and is scheduled to be completed sometime in October. Also, if you haven't already noticed, the City started construction on an improved airport entrance road, so please continue to keep your eyes out for construction personnel. On September 7, we started construction on six new aircraft storage hangars and a new taxiway between T-hangars E and G and T-hangars F and H. This project is scheduled to be completed by the end of November if the weather cooperates. If you have any questions about any of the airport construction projects, please don't hesitate to call or email me.

As you know, airport security continues to be a hot topic and I would just like to remind all of you to keep your eyes out for suspicious activity, "See something, Say something". If you have any suggestions that would improve airport security, please don't hesitate to bring those ideas to my attention.

Please call me or email me anytime if you have questions.

Sincerely,

Jeremy Keating
Airport Manager
City of Davenport
1200 E. 46th Street
Davenport, IA 52807
563-326-7783
jkeating@ci.davenport.ia.us

So... Have You Ever Considered being a Professional Photographer?

Photos from Oshkosh 2010. Moments before Jack Rousch's jet came to a rest beside Runway 18/36.

From the Preliminary NTSB Report

On July 27, 2010, approximately 1816 central daylight time (all times referenced as central daylight time), a Hawker Beechcraft model 390 (Premier IA) business jet, N6JR, registered to and operated by Roush Fenway Racing, LLC, was substantially damaged when it impacted terrain during landing at KOSH.

A review of amateur video taken at KOSH showed the accident airplane in a left base turn to final for runway 18R. The airplane appeared to overshoot the runway centerline during this turn and then level its wings momentarily before entering a slight right bank simultaneously as the nose of the airplane pitched up. The airplane then turned left toward the runway centerline and began a descent. During this descent the airplane's pitch appeared to increase until the airplane entered a right bank and struck the grass area west of the runway in a nose down, right wing low attitude.



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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.

Marty Santic
 Chapter 75
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The Leader In Recreational Aviation



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

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

<p>New Member <input type="checkbox"/></p> <p>Renewal <input type="checkbox"/></p> <p>Info Change <input type="checkbox"/></p> <p>Membership dues for EAA Quad Cities Chapter 75 are \$10/year.</p> <p>Make checks payable to EAA Chapter 75</p> <p>Mail application/renewal to: Ed Leahy 3211 South 25th Avenue Eldridge, IA 52748</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 http://www.eaa.org</p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 http://www.eaa.org/membership</p>	<p>Name: _____</p> <p>Copilot (spouse, friend, other): _____</p> <p>Address: _____ _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone (Home): _____ (Work): _____ (Cell): _____</p> <p>Email Address: _____</p> <p>EAA#: _____ Exp Date: _____</p> <p>Pilot/A&P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with:</p> <table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Tool Committee</td> <td><input type="checkbox"/> Tech Advisor</td> <td><input type="checkbox"/> Flight Advisor</td> </tr> <tr> <td><input type="checkbox"/> Repair Barn</td> <td><input type="checkbox"/> Young Eagles</td> <td><input type="checkbox"/> Social/Flying</td> </tr> <tr> <td><input type="checkbox"/> Hospitality</td> <td><input type="checkbox"/> Board Member</td> <td><input type="checkbox"/> Newsletter</td> </tr> </table> <p>What are You Building? _____ _____</p> <p>What are You Flying? _____ _____</p>	<input type="checkbox"/> Tool Committee	<input type="checkbox"/> Tech Advisor	<input type="checkbox"/> Flight Advisor	<input type="checkbox"/> Repair Barn	<input type="checkbox"/> Young Eagles	<input type="checkbox"/> Social/Flying	<input type="checkbox"/> Hospitality	<input type="checkbox"/> Board Member	<input type="checkbox"/> Newsletter
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