

THE LANDINGS

www.eaa75.com

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

June 2010

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

We had a successful Young Eagle event May 15th at Carver Aero in Davenport. Carver opened their hangar, airplanes were on display and staff there to help for the first EAA Learn TO Fly Day. Thanks to all who helped and flew. We had 39 Young Eagle flights. The CAP Cadets helped with ground control, and all were given a Young Eagle ride.

Mark your calendar for July 10th. That is the day QCAA will be holding their Wannabe event. They always appreciate us flying Young Eagles at the same time, plus it's a fun event and a chance to fly.

Fly-in season is upon us with more events on the calendar than there is time to attend. Be safe with you planning and flying.

The Clinton Airport should soon be open again. The burger burns will start the first Friday in June. Those are a great event to attend. Also a Young Eagles event there on June 5th. Pilots are needed!

The FAA conducted a safety seminar at the Davenport Public Works building on Monday May 24th. A number of our chapter members were present. It was the best presentation concerning "Runway Incur-

sions", I have seen.

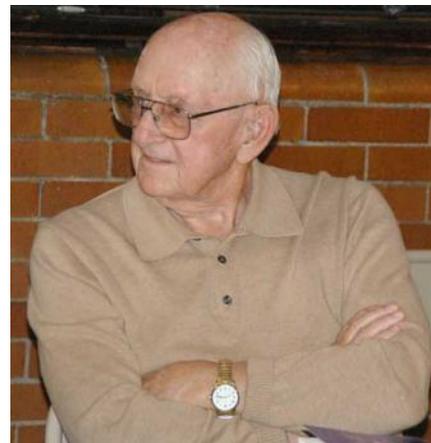
The new 45'X44" box hangars are getting closer to reality at DVN. The new Carver facility is moving along nicely as well.

We flew to Muscatine for dinner last Saturday evening. The Carver staff member was about to go out the door when he heard us on the radio. He recognized us and knew we would want a car to drive to the restaurant, so he waited for us. That was appreciated.

The June 12th meeting will be a potluck fly-in/drive-in at Steve and Jessica Rahlf's farm strip. Bring a dish to pass and your own table service. This is the first of three summer meetings at locations other than Deere Wiman. Be sure to attend, 12:00 noon sharp is when

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Last Month's Program - Jim Haynes



The evening program was given by Jim Haynes. Jim talked about flying as a Sport Pilot and explained the regulations that govern the Sport Pilot and LSA aircraft.

Next Meeting - June 12 at NOON - Potluck at Steve and Jess Rahlf's

3291 180th Street in Muscatine, IA 52761 563-260-6051

June 12th Chapter Potluck at NOON

The June Chapter Potluck will be held on Saturday, June 12th at NOON at Steve and Jessica Rahlf's place. The address is 3291 180th Street in Muscatine, IA 52761. See the map on the right. Food will be served at 12 noon and as always, bring a dish to share, your own plates and utensils. If you have questions about directions or about the field, if flying in, you can contact Steve at 563-260-6051.

You can click on the following link to print detailed directions.

[MapQuest - Steve and Jessica Rahlf's](#)

41 28' 44.4" N 90 55' 24.4" W
Elevation 736' CTAF 122.75 MHz

As of June 1, the condition of his field is firm and is in good shape. If you are planning on flying in, please give Steve a call to check on the condition of this fairly short 1300 foot grass strip, especially if it rains before.

As always, everyone is welcome to attend. Will be a good time!

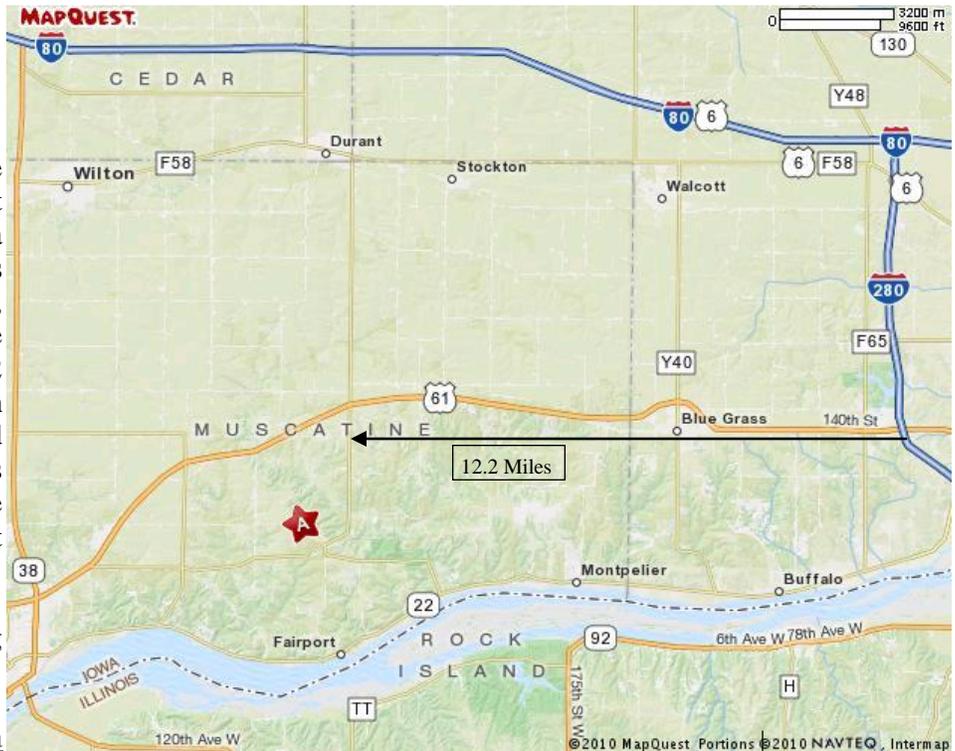
May 8th Board Meeting Minutes

CALL TO ORDER: The meeting was called to order at 6:35 PM by Chapter President Jim Smith.

MEMBERS PRESENT: Jim Smith, Mike Nass, Tom Shelton (Fill-In)

OTHERS PRESENT: None.

BOARD MEMBERS NOT PRESENT: Ed Leahy, Chris Nitz, George Bedian & Dave Jacobsen



TREASURERS REPORT: Read by Jim Smith. A motion to approve the report was made by Mike Nass and seconded by Tom Shelton. Approval was unanimous.

OLD BUSINESS:

- 501C3 Status. Jim Smith talked to the Moline

(Continued on page 6)

Mad Dash: My Lifelong Passion For Airplanes and Other Strange Things

Chapter 2

By David L. Wilson - Our Member from Galesburg, IL

So, it's my first airplane ride and I'm aboard a TWA Constellation with my dad and older brother. We're out of Chicago bound for Pittsburgh and we're loping along with one engine shut down, an oil slick on the left wing and I'm loving every minute of it. I'm ten years old and it's 1957. We arrived in Pittsburgh and my dad rented a brand new '57 Chevy for the three of us to drive over to our hometown of East Liverpool, Ohio. I'd been transformed. I would never be the same again. I was now an airplane nut. Building pretend airplanes out of salvaged crate wood became a thing of the past. It was time to move up to plastic and balsa models. My first model was a plastic Revell DC-7 Mainliner. It even came with little plastic flight attendants.

On the 29th of January, 1971 I was enroute by car to Chicago from the NIU college campus in DeKalb, Illinois. With me was my friend and fellow Air Force Reserve medical corpsman Tom Choate. We were fifteen miles or so out of DeKalb and it was snowing and blowing. Tom and I had been trained in emergency field stabilization of patients with critical combat injuries. We were on our way to attend a weekend reserve drill.

We sighted a motorist in a ditch and stopped to lend a hand. During the ordeal I was struck by another vehicle and slammed into the back of my car. My right leg was severed above the knee. I was critical. We had no communications, no working vehicles, and both of us used our Air Force training to keep me alive. The next day I began a new chapter in my life.

In October of 1973 I flew solo for the first time in a Cessna 150 in Rochelle, Illinois. Nearly three years had past since I was badly hurt. In the meantime, I learned to walk all over again, earned a Master's Degree, and married my best friend Nancy Wallace from Galesburg. Nancy and I were both student pilots. We had joined EAA the previous summer. A month or so after we were married we had decided to learn to fly together. We thought this would be more fun and challenging than buying a new Ford Pinto and furniture.



Dave and Nancy Wilson - Student Pilots in 1973

Nancy and I received our pilot's licenses the following summer about two weeks apart. I received a waiver from the FAA after demonstrating to an examiner that I could fly a plane safely with an artificial limb. During my training my instructor told me to forget about flying any airplane with a tail wheel with my artificial leg. He told me it would be impossible to control the airplane. I paid no attention to him. I was flying planes with a

prosthesis. I could do anything.

So Nancy and I bought a 1946 Cessna 120 with a cute little tail wheel anyway. I figured out how to control the airplane using a little shoe with a two dollar wheel stuck on the heel. I still use the shoe today when flying the high performance RV-8's. Between the two of us, we flew the Cessna 120 over a hundred hours that first year. Then it was annual inspection time. We received the bad news. The old bird was a tired bucket of bolts. The mechanic showed us three pages of squawks. We sold the Cessna 120 as it was to a fellow in Colorado. It was never flown again. We moved up to a 1961 Skyhawk and became responsible and civilized. To be continued...

David L. Wilson
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Galesburg, IL 61401-1848
email: dwilson7682@comcast.net

Do You Need a New 406 MHz ELT?

From David Buono, EAA Chapter 168

A recent discussion at a chapter meeting between myself and several other members led me to do a little research on ELT's, and I was surprised at what I found. I thought I'd share the info in an attempt to set the record straight. If 4 members were easily confused about the fact vs. fiction when it comes to ELT operation, I thought there might be other readers in the same predicament.

Background

Emergency Locator Transmitters (ELT's) have been required in most general aviation aircraft in the USA since 1973. As a result of a 1972 crash that killed U.S. Representative Hale Boggs and Alaska state representative Nick Begich in Alaska, a congressional mandate was passed. Their twin-engine Cessna 310 was carrying 4 people disappeared without a trace on a routine flight from Anchorage to Juneau. Despite the largest search in Alaska history, the plane was never found. Many thought at the time that an ELT would have allowed the plane to be found.

At the time, the ELT's of choice were manufactured to the specifications of an FAA technical standard order (TSO-C91) and had an activation rate of less than 25 percent in actual crashes and a 97 percent false-alarm rate. With numbers like that, it is easy to see why not everybody thought of them as required equipment. In 1985, a new TSO-C91A was developed, which addressed many problems found on earlier ELT models. It still broadcasted its distress signal on 121.5 MHz, but the activation rate jumped to 73 percent in actual crashes. More recently, a more advanced ELT was developed that uses the 406 MHz frequency to broadcast a digital signal. It is more accurate, and allows the signal to carry vital information about the pilot and/or the airplane.

The 121.5 MHz frequency used by older ELT's was first monitored by only aircraft and air traffic control. In 1982 a satellite based monitoring system was implemented to provide a more reliable receiving source. As of February 1, 2009, the Cospas-Sarsat satellite system stopped monitoring the 121.5 MHz frequency and now exclusively monitors 406 MHz.

Questions

FACT or FICTION: If I have a 121.5 MHz ELT, my plane is unairworthy?

FICTION: FAR 91.207 still allows the use of 121.5 MHz ELT's in general aviation aircraft. With EAA and AOPA both having the stance of not making 406 MHz ELT's mandatory, it's reasonable to believe an aircraft flying with the older style ELT's will be legal for a long time.

FACT or FICTION: The 406 MHz ELT will broadcast information about me and/or my airplane to rescuers coming to find me.

FACT but not automatically. While the 406 MHz ELT's do represent an upgrade in search and rescue technology, they don't have eyes and can't determine if you repaint your airplane! In order for any information about you or your airplane to be included in the distress signal, the ELT must be registered. Registration is free and can be done at www.406registration.com, which is pretty easy to do. You'll have to have ELT Beacon ID number, which is a 15 character hexadecimal string that should be on the ELT itself. Other than that, the required information is minimal and includes the owner's name/phone number, N number, and an emergency contact name/number. The registration process allows for numerous extra pieces of data to be captured, all of which are changeable at any time. For example, you could put your flight plan in the additional data



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Do You Need a New 406 MHz ELT? (cont)

(Continued from page 4)

field. You could then update that field online before embarking on any long cross country.

FACT or FICTION: If I have a 406 MHz ELT, rescuers will know my EXACT position when the ELT goes off.

FICTION: This is the discussion that prompted me to dig a little deeper. After doing the research for this article, I informally polled 10 pilots and asked them this question. 8 out of the 10 got the answer wrong. While the 406 MHz ELT's do provide a more accurate location signal, it seems many pilots get lost in the details and assume a latitude and longitude is broadcast. That is not the case! Just how accurate is the 406 MHz signal by itself? The 406 MHz ELT will get rescuers within 5 km, or about 3.1 miles. Still not close enough for you? Most 406 MHz ELT's allow for an external GPS hook-up. With the proper setup, the GPS position will be broadcast out on the distress signal, which will get rescuers to within 100m, or about 330 feet. I believe this is the source of the confusion. The 406 MHz signal has much more bandwidth, so it is capable of carrying more information to the satellites. But the ELT by itself is not position aware. For that capability, a GPS position must be relayed to it. The ELT must be connected to your GPS. **The 121.5 signal is no longer satellite monitored!!**

Should I Install A 406 MHz ELT In My Airplane?

There are way too many variables involved in making this decision for me to go into all of them here. The biggest variable is what kind of flying do you do and where do you do it. Long cross country flights and/or flying in mountainous terrain would cause me to lean more towards a newer 406 MHz ELT. However, more local flying would cause me to lean more towards the 121.5 MHz version. Even though the 406

MHz ELT's have been around for some time, the price difference is not insignificant. A quick look at Aircraft Spruce's web site shows most 406 ELT's priced between \$500-\$1000 (most include 121.5) while most 121.5 ELT's are down around \$150.

See the quick comparison of the 2 technologies, data

Comparison of ELT's	406 MHz	121.5 MHz
Signal	Digital, Unique Identification, registration data provides information on the owner or aircraft	Analog, no data is encoded, higher false alert rate. Only monitored by ATC and some overflying aircraft.
Signal Power	5 Watts Pulse	0.1 Watts Continuous Signal (Typical)
Coverage	Global	Regional
Position Accuracy	Within 5 km (Doppler), 100m if GPS information is encoded in the message.	Variable - Have to wait for ground responders to use DF equipment after alert
Alert Time	GEO alert within 5 minutes	No longer satellite monitored. Highly dependent on ground stations or aircraft monitoring 121.5 MHz
Doppler Position Ambiguity	Resolution possible at first satellite pass	Not Applicable - No longer satellite monitored

was taken from the Cospas-Sarsat web page. Some aircraft owners I've talked to are taking the best of both worlds. A cheap 121.5 MHz ELT can be installed in the airplane so that it's compliant and to have a mechanism for a crash activated distress signal. And to get the benefit of the 406 MHz technology, a **Personal Locator Beacon (PLB)** can be added to the dash or anywhere within easy reach of the pilot. A PLB is essentially a handheld ELT that has to be manually set off.

PLB's can be bought for way cheaper than a 406 MHz ELT, yet all the advantages still apply. The biggest negative of this approach is, of course, you have to be awake and alert enough to manually set the PLB off. In other words, you have to know ahead of time that you are in enough trouble to send the cavalry for you.

There is no right or wrong answer, and everybody has different variables to consider based on their individual situation. For me, I chose to install the 406 MHz ELT. I fly a lot of long cross countries both VFR and IFR, so I treated the extra cost as insurance. And just like any other insurance policy, I hope I never have to cash it in.

[Click here for more info from the NOAA website.](#)

Cy Galley's Bellanca Progress

From Larry McFarland

I've been following the progress Cy Galley has been making on his Bellanca since he landed off-airport and incurring minor belly and wing damage some 5 years ago. Time flies, but Cy has been meticulously putting this plane back together one piece at a time with occasional oversight of his A & P. Yesterday I dropped by and he was contemplating the problem of hanging the left wing for reattachment to his Bellanca.

This milestone is nearly complete but for brake lines, cables and drive chain for the retractable gear have to be connected before the wing bolts go in. I hung around for a while and eventually, we borrowed an engine hoist and used a ratchet strap, channel and c-clamps and the job became a bit easier.

I've included a picture of Cy and his wing at this point and thought our chapter members might enjoy seeing this. You can tell by his grin that he's very much looking forward to seeing his fine bird setting on its gear one day soon and better yet, flying!

May 8th Board Meeting Minutes (cont.)

(Continued from page 2)

foundation. The reason they have charged 2.5 percent is initially the Moline foundation was going to recruit and select candidates to go the Air Academy. Chapter 75 and the QC Aviators take care of this, as such we will try to get a lower rate.

- May 15 will be a Learn to Fly and Young Eagle rally at Carver Aero, Davenport.
- Jim Smith motioned for approval of the April, 10, 2010 meeting minutes as presented in the Newsletter. Seconded by Mike Nass and passed.

NEW BUSINESS:

- A check for \$3,550 will be sent to EAA for Air Academy and \$4,400 will be billed to the Moline Foundation.
- Dr. Farley tax information will be completed by Jim Smith.
- Jim Smith ordered Young Eagle paperwork and insurance coverage for the May 15 event.
- On July 10, 2010 there will be a Wanabee at the Moline, this will be discussed at the next QCAA meeting May 10th.
- On May 24 there will be a Wings Program at the



Davenport Public Works Dept.

- On June 5th there will be a Learn to Fly and Young Eagle Event in Clinton. NEED PILOTS
- There may be a future program by the FAA FAAST team on "VFR to Alaska".

The meeting was adjourned at 6:55 PM.

May 8th General Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter President Jim Smith at 7:08 PM.

TRESURERS REPORT: Jim Smith read the treasurer's report to the membership. A motion was made to accept the report as read at the board meeting, and was approved.

VISITORS AND NEW MEMBERS: Quentin, Collin and Dave Waldorf from Clinton and Randy Stisser's brother Terry.

TECH COUNSELOR REPORT: Terry Crouch

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Learn to Fly Day - Young Eagles at Davenport, May 15



New Taxi Clearance Rules to Become Effective on June 30, 2010

Current Rules

- Old rules allowed crossing of all other runways en route to assigned takeoff runway without explicit crossing clearance once cleared to taxi to the takeoff runway.
- Runway incursion incidents were occurring due to single-point pilot/controller errors.

New Rules Effective 30 June 2010:

- No more implicit runway crossing clearances
- All taxi clearances requiring runway crossing will have “hold short” or “cross” instructions for each runway to be crossed.
- If you aren’t explicitly cleared to cross a runway, you are not cleared to cross it.

New System

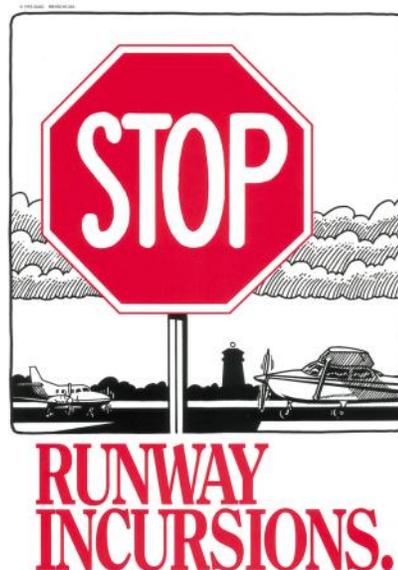
- All taxi clearances requiring crossing a runway will include cross/hold-short instruction for each runway to be crossed, whether active or inactive, whether or not assigned for takeoff.
- No clearance to cross will be issued until there are no other runways between current location and runway to be crossed.

Exception: When runway centerlines are less than 1000 feet apart, clearance to cross both maybe issued at the same time.

Applies to all taxi/ground movement clearances. These include Taxi for takeoff, Taxi for repositioning and Vehicle movements.

High Points for Pilots

- If your taxi route will cross a runway, you should have received a “cross” or “hold short” instruction along with the taxi clearance. If not, somebody goofed!
- If you receive a “hold short” or “cross” instruction for one runway, and it seems another runway is between you and it, or you reach another runway first, somebody goofed!
- If you find yourself approaching a runway for which you have not received either a “hold short” or “cross,” STOP WHERE YOU ARE, because somebody goofed!
- If somebody goofed, 91.123 requires you, the PIC to obtain immediate clarification of the situation before proceeding further.



Cedar Rapids, IA Runway Closure

Beginning June 1, Cedar Rapids runway 09-27 will be closed for 120 days. They will use the parallel taxiway when the wind favors this direction, The taxiway will become Runway 08-26. Ensure you are familiar with the arrangement by consulting an airport diagram. Read the NOTAMs for current status.

From The Desk of the President (cont.)

(Continued from page 1)
food is served.

Oshkosh is not far off, time to make plans. We received our \$4,400 reimbursement check from the High Flight fund for our air academy candidates, so they are all set to go. Happy Flying -Jim

May 8th General Meeting Minutes (cont.)

(Continued from page 6)
reported that some RV 12’s are having problems with the radiator rubbing on the shroud. There was electrical fire on a Lancair 4P because of improper voltage regulator installation.

FLIGHT ADVISOR: Nothing to report.

REPAIR BARN: Cy Galley reported that the supplies have been ordered.

TOOL LIBRARY: Nothing to report.

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Kill 'em and Eat 'em

A Great Aviation Story

This came from a Fellow who runs a 2000 acre corn farm up around Barron, WI, not far from Oshkosh. He used to fly F-4Es and F-16s for the Guard and participated in the first Gulf War. I Submit for your enjoyment, and as a reminder that there are other great, magnificent flyers around besides us.

I went out to plant corn for a bit to finish a field before tomorrow morning and witnessed The Great Battle. A golden eagle - big bastard, with about a six foot wingspan - flew right in front of the tractor. It was being chased by three crows that were continually dive bombing it and pecking at it. The crows do this because the eagles rob their nests when they find them. At any rate, the eagle banked hard right in one evasive maneuver, then landed in the field about 100 feet from the tractor. This eagle stood about 3 feet tall. The crows all landed too, and took up positions around the eagle at 120 degrees apart, but kept their distance at about 20 feet from the big bird. The eagle would take a couple steps towards one of the crows and they'd hop backwards and forward to keep their distance. Then the reinforcement showed up. I happened to spot the eagle's mate hurtling down out of the sky at what appeared to be approximately Mach 1.5. Just before impact the eagle on the ground took flight, (obviously a coordinated tactic; probably pre-briefed) and the three crows which were watching the grounded eagle, also took flight thinking they were going to get in some more pecking on the big bird. The first crow being targeted by the diving eagle never stood a snowball's chance in hell. There was a mid-air explosion of black feath-



ers and that crow was done. The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later.

Another crow dead. The grounded eagle, which was now airborne and had an altitude advantage on the remaining crow, which was streaking eastward in full burner, made a short dive then banked hard right when the escaping crow tried to evade the hit. It didn't work - crow #3 bit the dust at about 20 feet AGL. This aerial battle was better than any air show I've been to, including the war birds show at Oshkosh. The two eagles ripped the crows apart and ate them on the ground, and as I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by and you could see in the look of that bird that it knew who's Boss Of The Sky.

What a beautiful bird!

I loved it. Not only did they kill their enemy, they ate them. One of the best Fighter Pilot stories I've seen in a long time...There are no noble wars— Only noble warriors at Oshkosh. The two eagles ripped the crows apart and ate them on the ground, and as I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by and you could see in the look of that bird that it knew who's Boss Of The Sky. What a beautiful bird! I loved it. Not only did they kill their enemy, they ate them. One of the best Fighter Pilot stories I've seen in a long time...

There are no noble wars— Only noble warriors.

Where is It?

A few months back we had a "What is It contest." This month a "Where is it?" Version of the same thing. The photo on the right is one of an airport in Iowa. The airport is new, very nice but is surrounded by a bunch of digital TV towers that rise 2000 feet above the surface. It is quite a sight to see the top of the tower just to your left when you are at 3000' MSL. The winner as usual receives a great prize. Be the first to reply to marty.santic@gamil.com.



Calendar of Events (Click on the Links)

June 2010

Each **FRIDAY in JUNE** - The Clinton, IA (CWI) Aero-club will have a cook out Friday afternoons, from 5-7 PM.

June 2-6, 2010

[American Biplane and Classic Fly-in](#) and Fly-In Pancake Breakfast- Dekalb, IL

June 5, 2010

Learn to Fly Day and Young Eagle Event at Clinton. Young Eagle Pilots are NEEDED!! [Call Mike Nass](#) at 563-357-6068.

[3rd Annual Ray Hill Flight Breakfast](#), Newton, IA

June 6, 2010

[Washington IA Fly-In Breakfast](#)-Washington, IA

[Wings and Wheels Fly-in Breakfast](#)-Fort Atkinson Municipal, Fort Atkinson, WI

June 12, 2010

[EAA Chapter 75 Fly In Drive In Potluck](#) - Steve & Jess Rahlf's Place (See page 2.)

[2nd Annual Yesteryear Fly In-Mt. Morris, IL](#)

Fly-In Breakfast - Chariton Municipal Airport
Fly-In pilots eat FREE

June 13, 2010

[Joliet Airport Festival](#)—Joliet, IL

[EAA Chapter 410 Annual Fly-in Drive-In Pancake Breakfast and Classic Car Show](#)-Whiteside County Airport-Rock Falls, IL (SQI)

June 18-20, 2010

[Tri-States Ultralight Meetup](#)-Quincy, IL

June 15-16, 2010 American Barnstormers Tour, Iowa City Airport

June 19, 2010

[Fly-In Breakfast - Fly Van Buren](#) - Keosauqua Municipal Airport - Fly-In pilots eat FREE

June 20, 2010

[Optimists' Fly-In Breakfast](#) - Maquoketa Municipal Airport - FREE to all Fly-In pilots

[Annual Fly-In/Drive-In Father's Day Breakfast](#) at the Geneseo Airport . Contact [Kent Johnson](#).

June 26-27, 2010

24th Annual [Quad Cities Airshow](#)-Davenport, IA

[Havana's Old Fashion Fly-in/Drive-in Pancake Breakfast](#) - Havana, IL (June 26)

[Marion Fly-In Breakfast](#)-Marion, IA (June 27)

June 29-30, 2010

[B-17 Tour Stop](#)-Rockford, IL

July 2010

Each **FRIDAY in JULY** - The Clinton, IA (CWI) Aero-club will have a cook out Friday afternoons, from 5-7 PM.

July 3, 2010

[Dubuque Air Show and Fireworks](#)

Jul 4, 2010

[EAA Chapter 682 Fly-In Breakfast](#), Mt. Morris, IL

July 10, 2010

QCAA Wanabee / Young Eagles Event - Moline Airport (See the Following Page, Print and Post Some Flyers) & EAA Chapter 75 Fly In Drive In Potluck

July 11, 2010

EAA Chapter 1389 Fly-In Breakfast. Pancake Breakfast-Middletown, WI

July 18, 2010

Monticello Fly In Drive In Breakfast, Monticello, IA

July 20-21, 2010

[B-17 Tour Stop](#), Cedar Rapids, IA

July 21, 2010

[20th Anniversary L-Bird Convention & Fly-In](#) -Keokuk, IA

July 22-25, 2010

[10th Annual Cessna 150-152 Intl Fly-In](#)-Clinton, IA

July 23-25, 2010

[Cessna Flyer Association 6th Annual Gathering & Piper Flyer Association 2nd Annual Gathering](#) - Waupaca, WI

July 24, 2010

[8th Annual Fly-In Pool Party](#) -Iowa City, IA

July 24-26, 2010

[The Last Time - DC3/C47 Fly In](#), Staging for Flight to Oshkosh - Whiteside County Airport, Rock Falls, IL

July 26-Aug 1, 2010 [Airventure 2010](#) - Oshkosh, WI

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: GPS90 w/ America's database. Complete with power cord, yoke mount and antenna. No manual but is available on line. \$50 Also have 8 feet of 3" scat tubing. Never used. [Frank Sundram](#) at 850-819-1666.

For Sale: O-320 engine 150 horsepower. Hartzell 70" CS Prop for Lycoming 320 engine. [Jerry Cousens](#), 563-445-1904.

For Sale: 1976 Cessna 172M . Always hangared, total time engine and airframe 1670. Asking \$35,000. Call [Diane Beauchamp](#) at 309-764-4210 for details.

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: O-290G 125 HP. Removed from my Long-Ez after 1900 hours. Now flying with an O-320. Needs fuel pump and mags to be complete. Also have an extra cylinder complete with piston and new set of rings. Asking \$1000 or best offer. Call [Ron White](#) at 319-393-6484.

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 Po-banz](#) 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: 1993 Chrysler Town & Country minivan with "all glass panel". Meticulously maintained. 176,000 miles. \$2,300 firm. e-mail [Dave Wilson](#), for maintenance history and details.

For Sale: From my '46 Cessna-140, O-200 days. 50% Off or best offer. 8 New Champion RHM40E Spark Plugs, \$13, CT-907 Champion Magnetic Plug-mate Socket, \$23, Champion T-450 Wire Gap Gauge, \$11. 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: Continental O-200 with 0 since bottom overhaul. No records other than a data plate, and one logbook entry. \$5,000 OBO. 120 VAC Electric Aircraft tow that hooks to the nose wheel. \$300 OBO. Call [Mike Nass](#) at 563-357-6068.

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.

EAA Membership Benefit - Free Admission to Many Museums

In addition to the annual pass to EAA's AirVenture Museum, EAA members now gain free admission to more than 300 museums throughout the world. To provide this new member benefit, EAA joined the Association of Science-Technology Centers and is now a member of the group's Passport Program.

Beginning May 1, 2010, your EAA membership includes a passport to such renowned facilities as Chicago's Museum of Science and Industry; the Intrepid Sea, Air & Space Museum in New York; or London's National Museum of Science and Industry. See the

complete list here (<http://www.eaa.org/passport/>), plus look for a special insert in the May issue of *Sport Aviation*.

Some restrictions apply. Most participating museums allow free admission to two adults and all children living in the household under age 18.

Airport of the Year - Geneseo, IL

Gen-Air, Inc. is proud to announce that the Geneseo Airport has just received the State of Illinois, 2010, Privately Owned, Public Use Airport of the Year Award. [Please join us for breakfast on Father's Day](#) and stop in anytime for your grass field landing practice.

Wannabe a Pilot Weekend Will be Held on July 10 in Moline - Print a Few Flyers and Post Them!

On the next page find a flyer for the Wannabe a Pilot Weekend event. Take a moment and print a half dozen of the flyers on your color or B/W printer and POST them on the bulletin board at work or at your favorite local establishment. Posting the flyer is a great form of publicity for the event and the more exposure we can get the better.

Do your part and post a few of the flyers!! A big thanks in advance from the QC Aviators and Chapter 75.

A Message from Our New Airport Manager at Davenport

And on the page that follows, find a short note from our new airport manager at Davenport. I have met Jeremy and he is enthused about his new position and would love to hear from all with any input on the future of the Davenport airport. Call him or e-mail him with any of your concerns, input or compliments. His e-mail is jkeating@ci.davenport.ia.us

May 8th General Meeting Minutes

(cont.)

(Continued from page 8)

YOUNG EAGLES: We will have Young Eagles rally's on May 15 and July 10th.

OLD BUSINESS:

- The membership agreed to accept last months membership meeting minutes as published in the newsletter.
- John Vahrenwald talked about the Putnam's aviation exhibit and our chapter's involvement in it.
- Jim Smith discussed the chapter's 501C3 status.

NEW BUSINESS: There will be a Learn to Fly and Young Eagle Rally in Clinton on June 5th.

ANNOUNCEMENTS: None.

THE EVENING PROGRAM: The evening program was given by Jim Haynes. Jim talked about flying as a Sport Pilot and explained the regulations that govern the Sport Pilot and LSA aircraft. The meeting was adjourned at 9: 10 P.M.

Minutes respectively submitted by Mike Nass, Vice-President EAA Chapter 75.

EAA CHAPTER 75 OFFICERS		Board of Directors (cont.)		Tool Librarian	
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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.

FREE AIRPLANE RIDES!

Wannabe A Pilot Weekend Coming In July!



Have you ever wanted to learn to fly?

When: Saturday, July 10th from 9 am – 1 pm

Where: Quad Cities International Airport, Moline, IL – At the end of I-74 - turn left into the Cargo area.

Who: Everyone is welcome to join us!

Young Eagle airplane rides (weather permitting), compliments of our local EAA Chapter 75, will be offered to youth, ages 8 – 17 years old, free of charge. Flight instructors will be on hand to answer questions and give introductory flight lessons for a fee of \$60.00 (weather permitting).

What: Regardless of the weather, come out to the Open House and speak with aviation experts in different career fields. Activities will include representatives from various flight schools, the Moline Civil Air Patrol and different types of airplanes including warbirds, light sport, training and experimental aircraft.

www.qcaa.org

For more information, please call: Melody Regenwether, Wannabe Chair, 563-506-3357



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

City of
Davenport

May 12, 2010

Dear Davenport Municipal Airport pilot:

I wanted to take this opportunity to introduce myself as the new City of Davenport Airport Manager. I recently moved here from Northern California, I have my Aviation Management degree from St. Cloud State University, I hold an FAA Private Rotorcraft License, and I'm an Aviation enthusiast. I am here to support you, the airport, and all of our airport users.

I also wanted to let you know that many current and future improvements are happening to the airport this year. The old airport Terminal Building was demolished a few weeks ago and they are now constructing a new facility in its place. The airport will also be constructing a new airport entrance road and adjacent parking lots, we will be building new aircraft box hangars, and we are currently in the process of updating our Airport Master Plan.

The Quad City Airshow is coming up quickly, June 26 & 27. You will also notice the attached flyer for the FAA sponsored Wings Pilot Safety workshop which is being held at the City of Davenport Public Works Building, located at 1200 E. 46th St. in Davenport. Another activity we are thinking about having at the airport is a half day youth camp, which we are hoping will be sponsored by either the EAA or pilots of Davenport.

Carver Aero will continue to operate and manage the day-to-day operations of the airfield. Please let them know if there is anything they can do for you.

If you are interested and would like more information about anything above, please don't hesitate to call or email me. Also, if you have any general airport comments and/or suggestions, feel free to contact me.

Sincerely,

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

Marty Santic
 Chapter 75
 3920 East 59th Street
 Davenport, IA 52807-2968



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>_____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone (Home): _____ (Work): _____</p> <p>(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 border="0"> <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>_____</p> <p>What are You Flying? _____</p> <p>_____</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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