

# THE LANDINGS

[www.eaa75.com](http://www.eaa75.com)

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

November 2012

### THE EXPERIMENTAL AIRCRAFT ASSOCIATION



#### From The Desk of the President

This month's meeting is at the John Deere World Aviation Hangar at the Moline Airport. A big thank you goes to John Deere for all they have done to help the chapter in making the "Grass Roots Program" presented by Jeff Skiles a success. There is a lot going on at headquarters, so come and enjoy Jeff and his presentation. He will probably touch on the day he helped land the airliner in the Hudson River. See details elsewhere in the newsletter.

Now with the weather changing, the weather in the mornings can be unpredictable, as it was last Saturday morning, October 20th, when we had our Young Eagles Event scheduled at Davenport. We had very low visibility and ceilings, so were unable to fly. Instead we did extensive introduction to aircraft and flight inspections. Several pilots were there with their planes and spent time with each Young Eagle, letting them sit in the pilot seat. The names of those wishing a ride were taken for a future event. Thanks to all who came out and helped in any way. The fellowship is always good, and hopefully we inspired a few young people.

We had several dated issues of Sport Aviation magazines to pass out to the Young Eagles. These were donated by Frank Reeding. Frank was an active member of Chapter 75 for many years quite some time ago before moving from the area. Now back in the area, he is hoping to get active in aviation again. Thanks for the magazines Frank.

Our first Saturday Coffee and Donuts event will be at Robert Johnson's Shop in Geneseo. More details from Robert elsewhere in the newsletter. This is always a great time to visit and see the projects of our members. See you there.

I was not able to make the October meeting, but understand our three Air Academy recipients did a great job with their presentation. Thanks guys, hopefully we will see more of you in the future in the aviation world.

We are nearing the beginning of a new year, so will be looking for program presenters or folks to acquire presenters. [Start looking for ideas.](#) It is a lot easier for the President and Newsletter Editor if they aren't trying to find programs. Happy Flying - Jim

#### Last Month's Program - EAA Air Academy Attendees



**Next Meeting - November 10th - 6 PM - EAA Grassroots Tour w/ Jeff Skiles**  
[John Deere Global Aviation Services Facility — 5600 69th Av Milan, IL 61264 \(click for a Map\)](#)

## November 10th Chapter Meeting

The November chapter meeting will be held on **Saturday, November 10th at 6PM**. It will be held at the John Deere Aviation Services Facility at the Quad Cities Intl. Airport. It is located at 5600 69th Avenue, Milan, IL.

**This month's meeting will feature the EAA Grassroots Tour w/ Jeff Skiles. Social hour: 6:00 p.m. Program with Jeff Skiles: 7:00 p.m.**

**Please make EVERY effort to ATTEND! 150-200 people have attended the event hosted by other chapters. Anything you can do to publicize this event would be appreciated.**

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

## October Board Meeting Minutes

**CALL TO ORDER:** The meeting was called to order by chapter vice-president Mike Nass at 6:04 pm.

**MEMBERS PRESENT:** Mike Nass, Larry McFarland, and Marty Santic

**THOSE NOT PRESENT:** George Bedeian, Dave Jacobsen, Ed Leahy & Jim Smith

**OTHERS PRESENT:** Cy Galley, Gina Gore, Bob Olds

**TREASURERS REPORT:** The treasurer's report will be read and approved at the general meeting as a quorum of the board is not present.

**OLD BUSINESS:** The board meeting minutes & membership minutes as published in last month's chapter newsletter will be approved at the general meeting as a quorum of the board is not present.

**NEW BUSINESS:** Gina Gore distributed six EAA Air Academy Scholarship applications that she has received to the board for final selection. Gina has a 7<sup>th</sup> (Sheldon Wellman) that she will e-mail to all of the board members. Applications for basic camp are Kody Lambert from Aledo, IL, Jacob Ott from Davenport, IA, Scott Summers from Davenport, IA. Applications received for the advanced camp are Shaylee Mortensen from Moline, IL, Jacob Anderson from East Moline, IL, Mandison Smith from Rock Island, IL and Sheldon Wellman from Davenport, IA.

Chapter 75 has previously sponsored Jacob Anderson and Sheldon Wellman at the Air Academy. The board discussed whether the chapter should give priority to those that have NOT attended either the basic or advanced Air Academy sessions. All indicated such consideration should be given when the applications are reviewed. Those that have attended in the past can always apply for a 2<sup>nd</sup> session via the normal process on the EAA website. The cost would be the responsibility of the individual.

Mike Nass conducted a discussion on chapter reimbursements. The subject will be brought forward at the General Membership Meeting. In the past, it has been an expectation of Chapter 75 that those hosting a potlucks during the summer, refreshments and donuts for the 1<sup>st</sup> Saturday gatherings, refreshments and snacks for chapter project reviews, and for other similar chapter activities that they bear the cost (of the main dish and drinks) as the host. The concept of changing this expectation was discussed. The membership will be polled to change this expectation as follows. Chapter 75 should bear the entire cost of the expenditures of the host for chapter sponsored activities. For those items where the host desires reimbursement, the host will be reimbursed, as long as the host provides receipts to the chapter treasurer.

Marty Santic discussed the preparations being pursued for the November meeting to be held November 10<sup>th</sup> at the John Deere Aviation Facility, Quad Cities International airport. Jeff Skiles will be our guest and speaker at the EAA Grassroots Tour event. A PA system, projection screen and refreshments will be provided by Chapter 75 as approved during a previous board meeting. Three bids have been received for the PA system and projection screen from local vendors. There is a possibility of John Deere aviation sponsoring the refreshments. Marty Santic and Ross Carbiener will continue to investigate. Cy Galley may also be able to help with the PA system. Cy will investigate. A good turnout is desired for this event. 150-250 people have attended previous EAA Grassroots Tour events sponsored by other EAA chapters.

Marty Santic displayed a web-store where merchandise such as T-Shirts, sweatshirts, cups, water bottles and holiday items with the new chapter

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## October Board Meeting Minutes (cont.)

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logo will be made available to the chapter membership. The chapter will not mark-up any of the items, the items will be sold at cost. The web-store can be found at [www.cafepres.com/eachapter75](http://www.cafepres.com/eachapter75) The board decided to make it available to the membership.

A motion to adjourn the meeting was made by Marty Santic and was seconded by Larry McFarland. The meeting was adjourned at 6:45 PM.

**These minutes respectively submitted by Marty Santic, Newsletter Editor, Chapter 75.**

## October General Meeting Minutes

**CALL TO ORDER:** The meeting was called to order at 7:03 pm by Chapter vice-president, Mike Nass.

**VISITORS AND NEW MEMBERS:** Guests present were the families of the 3 Air Academy participants for 2012, the Wilson family, Hall family and the Gore family. Brian Driscoll and his wife, Kathy, a new member of Chapter 75 was in attendance. Brian is a lifetime EAA member. Nate Mallinger also joined Chapter 75 this past month but was unable to attend due to a family medical emergency.

**TREASURERS REPORT:** Mike Nass read the treasurer's report as supplied by Ed Leahy. A motion to accept the treasurer's report was made by Richard Morrow and was seconded by Larry McFarland. Approval by the membership was unanimous.

**TOOL LIBRARY:** Nothing to report.

**TECH COUNSELOR REPORT:** Nothing to report.

**FLIGHT ADVISOR REPORT:** Nothing to report.

**REPAIR BARN:** Nothing to report.

**YOUNG EAGLES:** Nothing to report.

**MEMBERSHIP COORDIATOR:** Larry McFarland had a nice phone call with Nate Mallinger, who may join the chapter. Nate is looking forward to meeting all in the chapter.

**ACTIVITIES / FLY-IN/OUT COORDIATOR:**

Nothing to report.

**NEWSLETTER EDITOR:** Marty Santic continues to look for chapter membership input for the newsletter and thanked all that contribute.

**WEB EDITOR:** Cy Galley is looking for someone with experience with PHP. Cy would like to add the membership roster to the chapter website but needs the help of someone that has PHP experience.

**OLD BUSINESS:** A motion to accept the board meeting minutes & membership minutes as published in last month's chapter newsletter was made. Approval by the membership was unanimous.

**NEW BUSINESS:** The chapter has received a packet of information from the EAA regarding the discounts available to EAA members for purchase of new Ford vehicles. If you are contemplating a vehicle purchase, contact Jim Smith or Mike Nass for the information.

Keith Williams and the nominating committee informed all that the chapter secretary and treasurer positions are up for re-election for 2013. Their term is two years. Our current secretary and treasurer have agreed to continue for another term. No others came forward. The formal election will most likely occur at the January meeting as there will not be a formal meeting in November or December. November-Grassroots Tour at John Deere with Jeff Skiles. December-Christmas Party.

Marty Santic displayed baseball caps with the new chapter logo. The caps are available in white or light khaki. Send an e-mail to Marty Santic if you would like to purchase one or more. The cost will be \$10-\$12 depending on the size of the initial order. Other chapter merchandise such as T-Shirts, sweatshirts, cups, water bottles and holiday items with the new chapter logo are available to the chapter membership. The web-store can be found at [www.cafepres.com/eachapter75](http://www.cafepres.com/eachapter75)

Bob Olds initiated a discussion on chapter reimbursements. In the past, it has been an expectation of Chapter 75 that those hosting a potlucks during the summer, refreshments and donuts for the 1<sup>st</sup> Saturday gatherings, refreshments and snacks for chapter project reviews, and for other similar chapter activities, bear the cost as the host (as an example, for the main dish and drinks during the summer potlucks). The

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## October General Meeting Minutes

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concept of changing this expectation was discussed. The membership was polled to change this expectation as follows. Chapter 75 should bear the entire cost of the expenditures of the host for chapter sponsored activities. For those items where the host desires reimbursement, the host will be reimbursed, as long as the host provides receipts to the chapter treasurer. A motion to accept this new expectation was made by Richard Morrow and was seconded by Larry McFarland. Approval by the membership was unanimous.

Our November meeting will be held November 10<sup>th</sup> at the John Deere Aviation Facility, Quad Cities International Airport. It will not be a formal meeting. Jeff Skiles will be our guest and speaker at the EAA Grassroots Tour event. A good turnout is desired. 150-250 people have attended previous EAA Grassroots Tour events sponsored by other EAA chapters. Please attend!

Bob Johnson will conduct a project review of his RV-8 in November. Details will be published in the November newsletter. Bob indicated that he will make arrangements to shuttle anyone to his shop if they fly to Geneseo.

Project reviews by all the members. Keith Williams described his FIRST flight in his RV-12 this past Friday. Keith had no problems other than needing a bit of right rudder trim. CONGRATULATIONS, Keith!!

**THE EVENING PROGRAM:** Kyle Wilson, A.J.

## A BIG Thank You from the Editor

A very BIG Thank you to Jerry Coussens for the text and the photos for this month's feature article. It is not hard to do the same if you take a trip.

This newsletter editor is always looking for good content and is simple to do the same as Jerry did.

Even if it is a trip to the Bahamas', to Muscatine or the Air and Space Museum, send me the details and include your photos.

**WE NEED MORE CONTRIBUTORS!!**

Hall and Brandon Gore thanked Chapter 75 for sponsoring their trip to Air Academy and all three of them gave a great presentation on what they did at the Air Academy. All of them also had a very nice Powerpoint and show and tell of the items they fabricated in their workshops such as a wood rib, a sheet metal spark plug tray, a composite clipboard, a wood wing section and a balsa wood glider.

The meeting adjourned at 8:15 PM.

**These minutes respectively submitted by Marty Santic, Newsletter Editor, Chapter 75.**

## Internet Links from our Readers

If you click on the links, you should see the articles.

Michael Nightingale - [Moving the Space Shuttle in L.A.](#)

Cy Calley - [More Space Shuttle Photos](#)

Adam Santic - [Space Shuttle Fly-Over Video](#)

Gina Gore - [Pilot's and Paws](#)

Jerry Coussens - [Romancing the Wind with Kites](#)

Adam Santic - [World's Only Flyable/Airworthiness Kiwi de Havilland FB.26 Mosquito](#)

Adam Santic - [Last Flyable/Airworthiness Consolidated B-24J Liberator](#)

Cy Galley - [Dan Wegmueller Series in The Monroe Times on Fairchild Restoration](#) From Chapter 431 in Broadhead, WI. A nice article via their newsletter.

Dennis Crispin - [Two Amazing Videos of Spray Planes and Met Towers. Video #1. Video #2.](#)

Marty Santic - [Understanding ADS-B Traffic](#) From Sporty's Pilot Shop. Many other videos are on their website.



From John Bender - The Fall Colors! More Next Month

## My Trip to Scottsdale, Arizona in My Lancair 235/360 (from Jerry Coussens)

### Sept. 21<sup>st</sup>

I had a meeting in Scottsdale, AZ. Have decided to take my plane as I've never flown in the Southwest. My plan, to get there a day early so I can see the sites and be ready for the meeting in case I have problems along the way. First, get the plane ready to go. I took an hour lunch to clean the windows, add a quart of oil, top off the fuel tanks, and get my oxygen tank filled in case I need it. Looks like my personal transportation is ready to leave.

### Sept 22<sup>nd</sup>

I planned to get up at 5:00am and be in the air by 6:00am, instead I overslept, woke up at 6:30. Got dressed checked the weather, checked to see if any restricted airspace had popped up during the night because of the political campaigning. Stopped at McDonalds for a breakfast sandwich to go.

Lifted off the runway approx 7:40am much later than planned. No problem, the GPS says Davenport to Scottsdale with no head wind is only 6 ½ hrs away. Looked like weather was good the whole distance. Wind was from the left at 20 kts which gave me a 10 kts headwind. This dropped my airspeed to 209 mph. I told George I was going to be in town at 2:00 pm, this slower speed, meant I was going to be late. I had forgotten the time change. I was going to gain an hrs because of mountain time. I learned later AZ is on Pacific time so I actually got there 12:30pm way early. I will pay for that free time later when I go home.

I set a direct course for Scottsdale at an altitude of 8500' smooth ride, a little hazy. Not a problem with the sun at my back, glad I'm not going east. I'll stop for fuel before the mountains, but at an airport with a high elevation. This will help me to use less fuel climbing back to cruise altitude. This is minor but I can be cheap when I want to be. I stopped at Syracuse, KS elevation 3326', because it was on the way and it was just short of the Rockies. Nobody in the pattern, I radioed my intentions to land then made a circle around the runway to set up for a landing to the north. As I was landing the 20 kts wind from my right was trying to push me off the runway, I've had worse this was actually easy. I taxied to the FBO (fixed base operator) as I got close to the intersecting runway my IPAD said." approaching runway 14".

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## My Trip to Scottsdale, Arizona in My Lancair 235/360 (cont.)

*(Continued from page 5)*

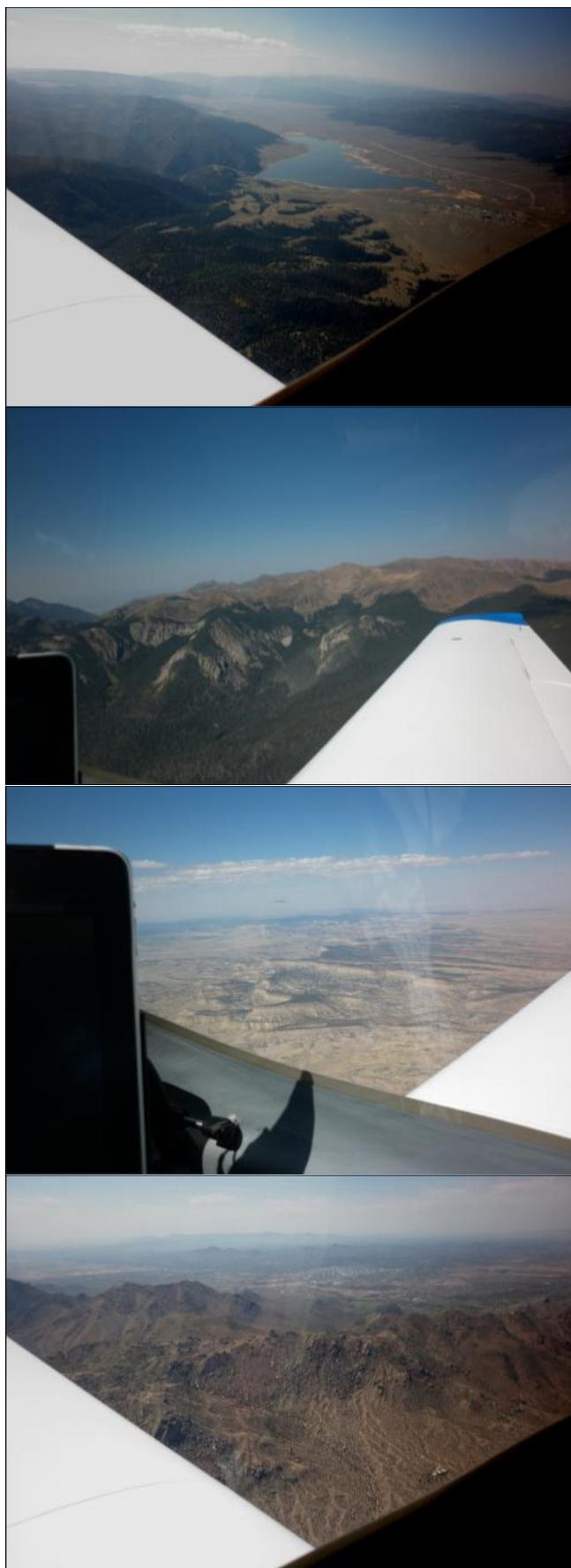
Awesome I got my flight map "Fore Flight" upgraded, this was a new feature I didn't know I had. This feature will help to avoid accidentally taxi onto active runways. Sounds odd we would need that but you'd be amazed at the amount of concrete on an airport. With lots of intersections and not having a birds eye view. The runways have signs but people make mistakes, which isn't a problem unless someone is landing or taking off of the same runway. That would be bad.

I pull up to the pumps, there are cars parked but nobody around. The doors are unlocked so I help myself to the bathroom. When I come out there is still nobody around so I help myself to the gas pump. When done I go inside to take a break hoping someone will show up. I notice a clip board on the table, it has a list of names, address, tail numbers, amount of fuel used. Only in aviation do they trust you enough to write your name, amount owed for a chance to pay later. I fill it out and leave my business card. Get in the plane and taxi to depart. Would have liked some water or a candy bar, but they didn't have anything there. Only 3 hrs left of trip so I can suck it up. Lined up on the runway the same place I landed, gave it the gas and we were off, climbing out at 1000' fpm, what a machine. I bank left for a southwest heading and climb to cruise 10,500'. In the US we use a technique to separate aircraft. When traveling East we travel at odd thousands, when going west we fly at even thousands. This gives us a 1000' of separation, there is also the big sky principle which means it's a big sky. I flew from Davenport to Scottsdale and saw one plane fly way below me while passing over Taos, NM. I also like flying high, there is less traffic, cooler temps, smoother air.

I'm enjoying watching mountains pass by, some are taller than me, coool. The wind is from my left so I keep left to avoid potential problems. It's a little bumpy but not bad. If it's really rough the wind will have a tendency to lift me over the mountain. On the leeward side the wind has a tendency to push you down into the mountain. Not a big problem but could be with enough wind. They think that is what happened to Steve Fosset.

Very cool views with the Aspen Trees turning colors.

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## My Trip to Scottsdale, Arizona in My Lancair 235/360 (cont.)

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Coming into Az was equally beautiful, they've had more rain this year so the trees were green with a red back ground. Phoenix, Scottsdale area is built in a valley with the Gila river running through it. It started as a fort to protect the settlers from the Indians. As I came into the area I couldn't see the airport as there is a small mountain range in front of me. Instead of climbing over them I banked right to come through a cut in the range. Contacted the tower, who gave me clearance to land straight ahead. Great view of the area, nice controllers.

Sept. 27<sup>th</sup>

Day of departure, I'm up at 6:00am I get dressed and call Flight Service, the briefer tells me there is rain on the eastern slopes of the Rockies into KS. A northern route is better than a southern route. I could go all the way to WY. But he says that won't help.

A friend of mine" Rosie" wanted to see this plane I built so he picked me up at 6:30 am and took me to the airport. We stopped at the FBO to pay my bill, they gave us a ride to the plane in a golf cart. As I uncovered the plane Rosie looked it over and asked me a few questions. We said our goodbyes and he walked back to his truck. I did my preflight and got in the plane. Listened to the automated weather, when ready I called ground and told them I was ready to taxi. Ground cleared me to taxi to runway 3 which was about a half mile away. After reaching the end I ran the engine through its paces and checked my controls, all good I called the tower and told him I was ready. Tower cleared me to depart. I gave it the gas and taxied onto the runway, lined up with center line and gave it the gas. In 800' I was off and climbing at 1200' fpm what a machine. I said that before but power makes me smile. I turned north to fly over Sedona, heard so much about it. I level off at 6500', the air is smooth. Flying 200mph two hundred feet over the plateaus in smooth air is like soaring with the birds or like riding a magic carpet. Sweet.

Sedona is indeed beautiful, their airport was created by shaving the top off one of their mountains. Just a coincidence Lancair (My Airplane Club) was meeting at Sedona for the weekend. I had planned to stay one day to check out the other planes but I'm ready to go home. As I was passing the airport I heard another

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## My Trip to Scottsdale, Arizona in My Lancair 235/360 (cont.)

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Lancair land and get directed to parking.

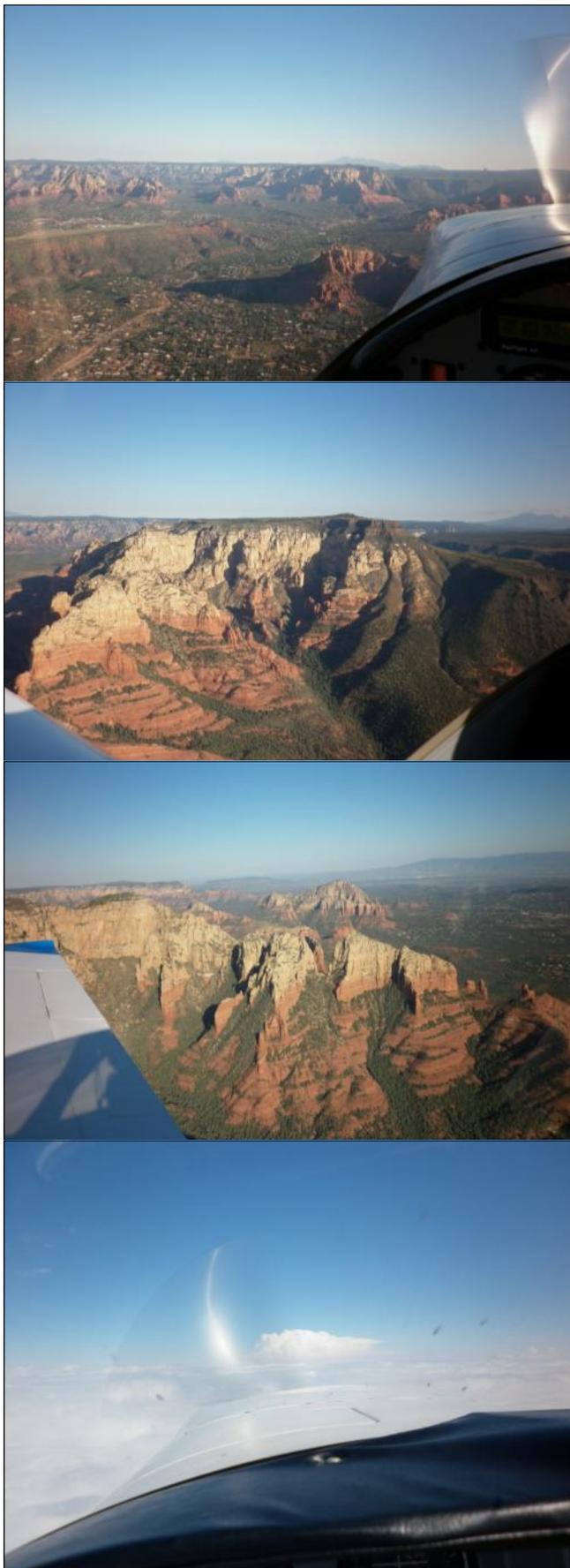
Once past Sedona I'm over miles and miles of forest very cool. The climate changes of AZ are amazing. Last spring I circled a meteor crater not fifty miles north of here, it was dry like a desert. Closer to UT. I passed over Kayenta, AZ. We are back to desert, no trees here. Saw a huge drag line clearing the land for mineral, didn't look like coal.

I'm thinking its time to turn towards home. Let's hope my path home is far enough north to miss the rain in CO and KS. I notice my route will take me within miles of the Four Corners, can't miss that so I deviate north a little. Made one circle around the monument then head east. The map says there are cliff homes the Indians made. I see the tour busses and cars but can't see the caves.

In the distance I see clouds above the mountains, what will I see when I get there, will there be a carpet of clouds below me so I can't land when I need gas? Will I be able to go high enough to get over them and stay in clear air? Questions, Questions. I need answers, the closest big airport is Durango, I turn South and land for gas and information. While the attendant fills the plane with gas I check Flight Service. There is rain in my path from the CO front range to KS, if I wait awhile it might break up. I could take a nap but I'm not tired so I grab a book. History of the US Navy. I recognize the irony of reading a book about the Navy seating at 7000' and no large bodies of water for hundreds of miles.

I've waited a half hour or more. Let's see what's out there, I can always come back if it's bad. I check the plane over and start the engine. Taxi to the end of the runway and wait for a commuter jet to come in. I enjoy watching him touchdown, heavy metal is cool. I note where he touches down as to avoid his vortex, pull onto the runway, push in full power. I accelerate to 75 mph and pull the stick back. We're off and climbing at 1000' fpm, a little bumpy but not bad, I turn left for my easterly heading. I set the plane to climb at 150 mph and engage the auto pilot. As the plane climbs I get the oxygen system out and make sure all is in order. Fifteen minutes latter I'm at 17,800' the altitude I need to get over the clouds.

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## My Trip to Scottsdale, Arizona in My Lancair 235/360 (cont.)

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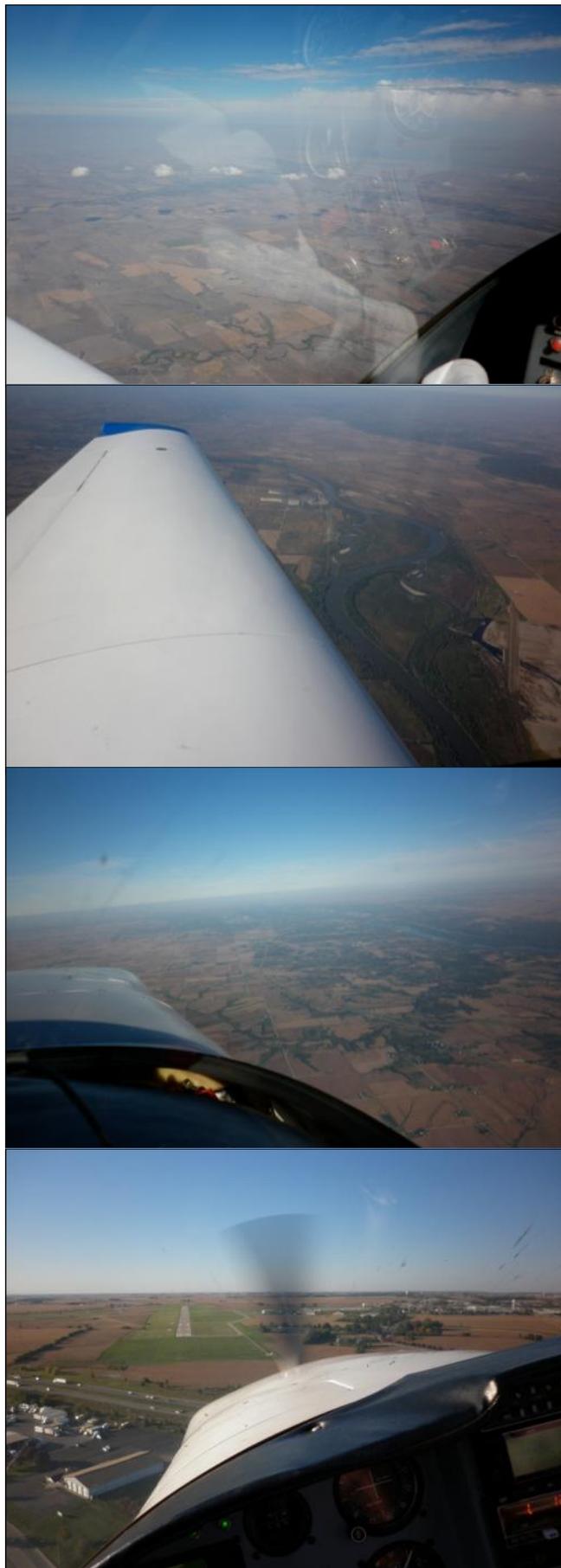
With my new larger engine I can go higher than I ever could. This makes this personal plane more of a useful tool as I have more options to get to where I need to be. My plane could go higher, but 18,000' is controlled air space and I don't have the qualifications for that. I luck out, we are in clear smooth air heading home. I see a few anvil clouds I assume are thunderstorms but I don't see any lighting. As I leave the mountains behind the clouds break up some, enough to see there is clear air below them. Good to know in case I have an emergency landing in my future.

I'm now over the plains, more predictable weather, as I cross the NE border it's clear air below. I decide it's time to stop for gas and a break so I start to descend for a landing in Superior, NE for gas and a short break. Leaving my high altitude has it's drawbacks, the air is hot and bumpy. I wish I had stayed high until the last minute. The only person there is the book keeper, as with all small airports the attendant is the jack of all trades, she fills up the plane. OK, lets finish this trip, I taxi to the runway and give it the power. After liftoff I turn left and climb to smooth air. I reach smooth air at 7500' and set the auto pilot for cruise. I have a 10 knot tail wind so I'm traveling at 235 mph. the GPS says I'll be home in 1 hrs and 30 minutes.

It's been a good trip but I haven't eaten in 8 hrs and I'm ready to get home. Now I'm passing over the Missouri River, I'm in Iowa. The fields below are green, maybe not lush with the drought and all. I pass just south of Pella, I see the window manufacture on the south side of town.

Soon I see Muscatine in the distance than the Quad Cities. Almost home, I start to descend 10 miles from Davenport. The air is smooth and clear I hear another plane in the pattern practicing landings and takeoffs. I announce my intentions to land on runway 33. As I pass parallel to the runway I see him lifting off for another landing.

I drop the landing gear at 140 mph. As the end of runway passes to my left I turn left to line up for my final approach. In less than a minute I touch down and taxi to my hanger. Its 5:30pm and its good to be home.



**EAA CHAPTER 75**  
**SATURDAY COFFEE AND DONUTS**  
**AND**  
**PROJECT REVIEW OF BOB**  
**JOHNSON'S RV-8**

**FREE COFFEE AND DONUTS**  
**SATURDAY, NOVEMBER 3, 2012**  
**8:00 – 11:00 AM (RAIN OR SHINE)**

*Hosted by:*  
*Gen-Air Park*  
*Board of Directors*



**FLY IN OR DRIVE IN**

**FLY IN:** Fly in to the Geneseo Airport. There will be a shuttle available to take you to Bob Johnson's hangar 1.6 miles southwest of the airport. If you arrive and do not see the shuttle, please call Bob Johnson at (309) 489-6572. Someone will be there within minutes to escort you.

**DRIVE IN:** From I-80, take the IL-82 exit, Exit 19, toward Geneseo/Cambridge. Keep left toward Geneseo. Turn left (north) onto IL-82/South Oakwood Avenue to McDonalds (0.7 mile). Turn right (east) onto Route 6 and proceed 1.6 miles to 1600E. Turn right (south) and the first gray barn on the left is Bob's hangar (.3 mile).

Bob Johnson Hangar  
19020 E. 1600 St.  
Geneseo, IL 61254  
Cell: (309) 489-6572



## EAA's Grassroots Pilot Tour - Jeff Skiles Is Coming to the Quad Cities on November 10th



### You're Invited.

Join EAA Vice-President Jeff Skiles for a fun, informative evening. We will be talking about the leading aviation issues of our time and what the EAA is doing to grow participation in aviation. Admission is FREE and the family is welcome.

Jeff Skiles will also relate his experience as the "Miracle on the Hudson", US Airways Flight 1549 Co-Pilot.



**WHEN...** Saturday November 10th  
6:00pm Social Hour  
7:00pm Program

**WHERE...** Quad City International Airport  
John Deere Global Aviation Services  
5600 69th Avenue Milan, IL 61264

**RSVPs...** Appreciated but NOT Required  
[www.eaa.org/Grassroots](http://www.eaa.org/Grassroots)

**Facility...** The John Deere Global Aviation Services Facility is a BRAND NEW facility housing John Deere's aviation department. The presentation will be held along side of the Gulfstream Vs.

The EAA leadership team is looking forward to meeting you and your aviation-minded friends on November 10th during the Grassroots Pilot Tour, hosted by EAA Chapter 75 of the Quad Cities. The event is open to the ENTIRE family. Please come and meet Jeff Skiles. There will be plenty of time for questions. A social hour will precede the presentation. Refreshments will be provided. See [www.eaa75.com](http://www.eaa75.com) if you desire to fly-in to KMLI and a map for those driving.

## Keith William's RV-12 is Flying!

Keith's 1st flight in the RV-12 was October 12! Few issues! Congratulations! Keith reports as of October 16th..... Flew twice yesterday. 1.1 hours (using tach time) in morning and .8 hours in PM. Have finished most of the first two flight test sheets.

Having some problems with stalls. Stall went fine at 3000 feet on Test 1. But at 7500 feet with full flaps, power off and what I consider a normal stall entry (gently, stick all the way back) it just hangs there shuddering and sinking at 40 knots but does not "break". To get a break I have to go into the stall with some speed and pull up fairly sharply to get it to decelerate enough to break. Marty says this is normal.

Finished up second flight yesterday with touch and goes. Nice afternoon, perfect conditions. Plane is really a joy when it is calm. Getting better with managing trim and flaps. Still like flap free take-offs. Experimenting.

Tried autopilot in afternoon. It works, but needs tweaking. Deferring for now. Tweaking the settings will solve. Needed a little right rudder trim. 1st tab on rudder helped. Also need to work on the comm settings.

## Local Calendar of Events (click on the Links)

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

### Saturdays thru December

**EAA 563 Mt. Hawley Airport, Peoria, IL Breakfast, Fly, drive, or walk.** 8a-9:30a. Pancakes, Eggs, Sausage, Coffee, Juice, and Good Times and Hangar talk.

### November 10, 2012

**Quad Cities International Airport (KMLI), John Deere Global Aviation Facility. EAA Grassroots Pilot Tour, Social hour: 6:00 p.m. Program with Jeff Skiles: 7:00 p.m. Hosted by EAA Chapter 75 (Quad Cities, IA/IL) Join us at the NEW John Deere Aviation Facility! [www.eaa75.com](http://www.eaa75.com) See <http://secure.eaa.org/apps/grassroots/> The EAA leadership team will be meeting you and your aviation-minded friends in November during the Grassroots Pilot Tour. This free event is**



**open to all pilots, and their friends and families.** The Featured guest at the Grassroots Pilot Tour stop is:

**Jeff Skiles**, EAA Vice President, Chapters and Youth Education



**Jeff Skiles - EAA VP  
US Airways  
Flight 1549 Co-Pilot  
"Miracle on the Hudson"**

Each Grassroots Tour stop is a fun, informative evening where we will talk about the leading aviation issues of our time, and what EAA is doing to grow participation in aviation and inspire the next generation of aviators. **Admission is free, so bring a friend and your questions!**

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](mailto:marty.santic@gmail.com)

## DO NOT Go Thru This Stop Sign!



**It's That Time Again!  
Time to Renew Your Chapter  
Membership**

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## Classified Ads

**DAR Services:** Amateur Built/Light Sport Airworthiness Certification Inspections, Ferry Permits (Certified and Experimental), Replace lost/damaged Airworthiness Certificates (Certified and Experimental). Call [Ross Carbiener](#) (A&P) at 309-738-9391.

**For Sale:** Share for sale in the Cessna 152 based at DVN. \$1000.00 Contact Terry Crouch at 563-370-6126.

**For Sale: 1966 PA-28-140 (150hp)** 2793 TT, 646 SMOH, King 170B Nav/Com with VOR/LOC Indicator, Narco AT 150 Transponder with encoder, new battery at 8/16/2011 annual, all AD's complied with, recent vac pump replaced, complete logs, hangared at EZI since 1991. October 2012 annual. Contact Jim Love (309)368-3339.

**For Sale:** Jepp Shades, flip up IFR training "glasses", with protective carrying bag, works well with headsets, \$30 value, \$5; also one Flightcom headset with cloth covers over liquid/jell ear pads, \$40. Ray Holland [563-359-0450](#).

**Partners WANTED: Looking for other pilots to buy an LSA.** Bob Nash. 309-944-2212.

**For Sale:** KING COMMERCIAL COURSE DVD's, Compete DVD set with study guide and a DVD of the Oral Test questions also. \$100 obo. and Garmin 90 GPS w/ Americas database. Complete with yoke

## Chapter 75 2012 Program Schedule

**Remember to put the dates on your calendar!!**

**November 10<sup>th</sup>** - Jeff Skiles - EAA Oshkosh

**December 8<sup>th</sup>** - Christmas Party Pot Luck

LOOKING for YOUR ideas for the programs in 2013. A thought would be fine, then, I'll try to find a presenter or location. Send me a note, [marty.santic@gmail.com](mailto:marty.santic@gmail.com)

mount, remote antenna and power cables, etc. \$50 obo. Also have an O2 tank w/ canula's ... like new. Call me. Frank Sundrum 850-819-1666

**For Sale: One share in the Four Seven Jays Flying Club.** The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker Garmin GNS-430W WAAS GPS Garmin GI-106A CDI #1 Garmin 496 Handheld GPS. Qualified candidates must have a minimum of 100 hours as PIC. **Moving - Must sell - Price Drastically Reduced to \$500 or OBO! Was \$2900 3 months ago!** For more info contact Chris Dufour [309-428-0853](tel:309-428-0853)

**IFR SAFETY Pilot WANTED:** I'm brand new to the Quad Cities area (and EAA 75) and am looking for an IFR practice partner. Looking for a safety pilot for currency flights, lunch, or whatever, can fly almost any time as I'm retired, happy to reciprocate, I fly a "V" tail bonanza. Rich Qualmann. Call 309-795-1274.

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

Have something to sell? Send the information to [marty.santic@gmail.com](mailto:marty.santic@gmail.com).

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**To place an ad:** Submit requests for aviation related For Sale or Want ads to the newsletter editor. Ads are free to Chapter 75 members. Ads from nonmembers will be run on a space available basis. Ads will be run / re-run at the newsletter Editor discretion. If we run out of room, will make some more!!

## Chapter 75 Merchandise Now Available

(from Marty Santic)

As mentioned at the last meeting, baseball caps are now available with the new Chapter 75 logo. The caps are of nice quality and the logo is embroidered, not printed. The caps are available for \$11 and will be available at our future monthly meetings. I will ship in a Priority Mail box for an additional \$5.35, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$16. I ordered 50 and received a discount. If you would like a cap, please send me an e-mail. [marty.santic@gmail.com](mailto:marty.santic@gmail.com) If you would like me to ship, send a check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807. I should be able to pack 3 caps in the same box.

Also available via CafePress are men's clothing items such as T-shirts, sweatshirts and jackets, women's clothing items, child's clothing items, accessories and holiday items with the logo. The logo is printed and not embroidered on all of the items from CafePress.

I displayed one of the T-shirts at the last meeting. Nice quality, the printing is not raised on the fabric surface. So the fabric remains nice and soft.



Baseball Caps in White and Light Khaki



Men's Polo and Women's T-Shirt

You can visit the Chapter 75 store by going to [www.cafepress.com/eaachapter75](http://www.cafepress.com/eaachapter75). All items are shipped directly to the buyer. All you need is a credit card. Many items are available from CafePress ([www.cafepress.com](http://www.cafepress.com)), If you see an item that you would like added to our webstore, let me know.

### EAA CHAPTER 75 OFFICERS

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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  
 3920 East 59th Street  
 Davenport, IA 52807-2968



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

Chapter Website  
[www.eaa75.com](http://www.eaa75.com)

**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  <a href="http://www.eaa.org">http://www.eaa.org</a></p> <p>National EAA Membership:        1-800-JOIN-EAA (564-6322)        Phone (920) 426-4800        Fax: (920) 426-6761  <a href="http://www.eaa.org/membership">http://www.eaa.org/membership</a></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&amp;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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