

THE LANDINGS Newsletter of Chapter 75 Quad-Cities of Illinois and Iowa, USA February 2008

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

President's Notes



The month of January has gone by in such a hurry.

No big news in aviation down here in Texas, except the ILS system went down a week ago and still doesn't work, all flights are VFR only. It may have something to do with the southern border being about two miles from the airport???

I have received some good comments about the extended project reports given at the January meeting. Thanks to all who participated. Please continue to make a more thorough progress report with a show and tell if possible.

Sunday I will be attending EAA chapter 595's meeting. One of the members is building a Turner T-40 all wood, should be a good project review.

With project reviews on my mind we haven't had one yet this season.

If someone would speak up for March project review on a Sunday afternoon it would be appreciated by all that attend and would give a reason to spruce up your shop Paul. Please give Ron Franck details for next month's news letter.

Jim Smith

February's Meeting

The February meeting will begin with the Director's meeting at 6:00 pm, followed by the regular business meeting at 7:00 pm.

After a short break for donuts and coffee there will be a short presentation on the early beginnings of the U.S. Airmail system.

January's Meeting

During last month's meeting we recorded 28 members in attendance and one visitor, Jeff Love. Jeff is building a Zenith 701. Without a formal program available for the January meeting extra time and emphasis was given to project reviews. It was very interesting to hear in-depth reviews of member projects. Equally enjoyable was the extra time allotted to sharing hanger stories before calling the meeting to a close.

Of special note, Mike and Roger Nightingale treated the members to a very special cake, commemorating the completion of their RV-9A.



(Continued on page 3)

Next Meeting • Feb. 9th, 7:00 pm • *Early Airmail*

EAA CHAPTER 75 MONTHLY MEMBERSHIP MEETING

January 12th, 2008

(Deere-Wiman Carriage House, Moline, IL.)

General Information: The meeting was called to order by chapter Vice-president Mike Nass at 7:05 P.M. at the Deere-Wiman Carriage House, Moline, Illinois.

Treasures report: The treasurer's report was read by Ed Leahy and was approved by the membership. It was noted that we have the new 2008 EAA Calendars for sale, just see Ed Lahey for your copy.

Tech Counselor report: Cy Galley reported there is a service bulletin on Rotax gearboxes. Additional information is available on the official Rotax website. Terry Crouch, unavailable during the December meeting, was awarded a chapter service award for his contributions to the EAA Tech Counselor program.

Flight advisor: Nothing to report.

Repair Barn : Cy Galley said the cable potentiometer is back.

Tool Library: No report. (see above)

Young Eagles: Nothing to report in our chapter. Chapter 111 in Muscatine is planning a Young Eagles rally in February at the Muscatine airport.

Evening Program: Members projects were discussed individually by each member.

We had two show and tell presentations. One was given by the Nightingale brothers Roger & Mike. They brought in part of the new casting nose wheel assembly from Vans Aircraft, and showed us how they are addressing the nose wheel service bulletin from Vans Aircraft. Also a cake with a picture their RV 9A on it was served.

The other presentation was by Dave Leners. Dave had several parts from his Waiex project laid out on a table. He was answering questions and giving details on the Waiex assembly process and had some pictures of the rest of the project.

This was a very different kind of evening program, but a very good one.

The meeting was adjourned at 8:57 P.M.

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

EAA CHAPTER 75 DIRECTOR'S MEETING

January 12th, 2008

(Deere-Wiman Carriage House, Moline, IL.)

Call to Order: The board of directors meeting was called to order by Chapter Vice-president Mike Nass at 6:14 P.M. The following board members were present, Mike Nass, Ron Franck, Ed Leahy, Steve Beert and George Bedeian. Also present was Willis LuAllen. The following were absent: Dave Jacobsen, Chris Nitz and Jim Smith.

Treasures report: The treasurer's report for December was read by Ed Leahy. George Bedeian made a motion to accept the report, seconded by Steve Beert and approved by the board members.

November Meeting Minutes: A motion to accept the minutes of the November Board meeting was made by Mike Nass and seconded by Steve Beert. Minutes approved by the board.

Old Business: No old business items were tabled.

New Business: Chapter Funds: The board will discuss ways to raise/spend/invest chapter funds at a later date. The board also discussed and is looking for a better way to get chapter members to volunteer for the monthly meeting presentations. We need input from chapter members so as not to discourage participation and to promote the programs.

Steve Beert made a motion to adjourn the meeting, Ed Leahy seconded the motion and the motion was approved by the board. The meeting was adjourned at 6:52 P.M.

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



January's Meeting (continued from page 1)

Following project reviews, members were encouraged to bring items for show and tell. Below Mike Nightingale points out a critical change to RV nose gear assemblies. The old design exhibited a tendency of digging in and flipping aircraft onto their backside.



Waix builder Dave Leners fields a question from Soneri builder Richard Morrow as Mike Nass and Keith Williams look on.

The 28th Annual Illinois Ultralight & Light Plane Safety Seminar on hold!

Due to a power outage on the Illinois State Fairgrounds the 28th Annual Ultralight and Light Plane Safety Seminar has been postponed until March 8th. The exact location for the event is yet undecided, but it will be held somewhere in Springfield.

Officials said the power problems first started Friday when a circuit blew, knocking out electricity to the same area affected by a previous outage. Workers were able to reroute electricity to restore power to the area. On Monday, though, a switch box near Ethnic Village exploded, knocking out power again. There was no fire, but workers were unable to restore power.

“No one knows what caused it to blow,” Officials said, although the equipment is at least 30 years old. “The system is nearing the end of its useful life.”

Officials believe it could be months before the system is repaired. No cost estimate for the repairs is available.



Breaking the Sound Barrier Without an Aircraft



Joe Kittinger is not a household aviation name like Neil Armstrong or Chuck Yeager. But what he did for the U. S. space program is comparable.

On Aug. 16, 1960, as research for the then-fledgling U. S. space program, Air Force Captain Joseph Kittinger rode a helium balloon to the edge of space, 102,800 feet above the earth, a feat in itself. Then, wearing just a thin pressure suit and breathing supplemental oxygen, he leaned over the cramped confines of his gondola and jumped—into the 110-degree-below-zero, near-vacuum of space. Within seconds his body accelerated to 714mph in the thin air, breaking the sound barrier. After free-falling for more than four and a half minutes, slowed finally by friction from the heavier air below, he felt his parachute open at 14,000 feet, and he coasted gently down to the New Mexico desert floor.

Kittinger's feat showed scientists that astronauts could survive the harshness of space with just a pressure suit and that man could eject from aircraft at extreme altitudes and survive. Upon Kittinger's return to base, a congratulatory telegram was waiting from the Mercury Seven astronauts—including Alan Shepard and John Glenn.

More than four decades later Kittinger's two world records—the highest parachute jump, and the only man to break the sound barrier without a craft and live—still stand. We decided to visit the retired colonel and Aviation Hall of Famer, now 75, at his home in Altamonte Springs, Florida, to recall his historic jump.

Joe Kittinger: We got up at 2 a. m. to start filling the helium balloon. At sea level, it was 35 to 40 feet wide and 200 feet high; at altitude, due to the low air pressure, it expanded to 25 stories in width, and still was 20 stories high! At 4 a. m. I began breathing pure oxygen for two hours. That's how long it takes to remove all the nitrogen from your blood so you don't get the bends going so high so fast. Then it was a lengthy dress procedure layering warm clothing under my pressure suit. They kept me in air-conditioning until it was time to launch because we were in the desert and I wasn't supposed to sweat. If I did, my clothes would freeze on the way up.

How was your ascent?

It took an hour and a half to get to altitude. It was cold. At 40,000 feet, the glove on my right hand hadn't inflated. I knew that if I radioed my doctor, he would abort the flight. If that happened, I knew I might never get another chance because there were lots of people who didn't want this test to happen. I took a calculated risk, that I might lose use of my right hand. It quickly swelled up, and I did lose use for the duration of the flight. But the rest of the pressure suit worked. When I reached 102,800 feet, maximum altitude, I wasn't quite over the target. So I drifted for 11 minutes. The winds were out of the east.

What's it look like from so high up?

You can see about 400 miles in every direction. The formula is 1.25 x the sq. root of the altitude in thousands of feet. (The square root of 102,000 ft is 319 X 1.25 = 399 miles) The most fascinating thing is that it's just black overhead—the transition from normal blue to black is very stark. You can't see stars because there's a lot of glare from the sun, so your pupils are too small. I was struck with the beauty of it. But I was also struck by how hostile it is: more than 100 degrees below zero, no air. If my protection suit failed, I would be dead in a few seconds. Blood actually boils above 62,000 feet.

I went through my 46-step checklist, disconnected from the balloon's power supply and lost all communication with the ground. I was totally under power from the kit on my back. When everything was done, I stood up, turned around to the door, took one final look out and said a silent prayer: "Lord, take care of me now." Then I just jumped over the side.



What were you thinking as you took that step?

It's the beginning of a test. I had gone through simulations many times—more than 100. I rolled over and looked up, and there was the balloon just roaring into space. I realized that the balloon wasn't roaring into space; I was going down at a fantastic rate! At about 90,000 feet, I reached 714mph. The altimeter on my wrist was unwinding very rapidly. But there was no sense of speed. Where you determine speed is visual—if you see something go flashing by. But nothing flashes by 20 miles up—there are no signposts there, and you are way above any clouds. When the chute opened, the rest of the jump was anticlimactic because everything had worked perfectly. I landed 12 or 13 minutes later, and there was my crew waiting. We were elated.

How about your right hand?

It hurt—there was quite a bit of swelling and the blood pressure in my arm was high. But that went away in a few days, and I regained full use of my hand.



The Donald has a Surprise Birthday Party

No, not Donald Trump, somebody nearer and dearer to us, Donald Grundstrom. Donald was greeted by friends and family at a recent gathering in Coal Valley, all very much to his surprise. Don thought he was attending a party in Dean Maupin's honor, but became the honoree instead. Happy Birthday Don!

photos by Bill Swaim



What about attempts to break your record?

We did it for air crews and astronauts—for the learning, not to set a record. They will be going up as skydivers. Somebody will beat it someday. Records are made to be busted. And I'll be elated. But I'll also be concerned that they're properly trained. If they're not, they're taking a heck of a risk.

Editor's note: Thanks to Bob Johnson for sending me this article.



Where are we? Why Illinois, of course!

Where else can you enjoy 45 degree days and 0 degree nights, all within 24 hours. 5 to 7 inches of snowfall followed by thunder and lightning and fog? All in the month of February, no less. I hope you are all keeping warm out there. Please exercise due care if you're out shoveling the recent wet, heavy snowfall. We can't all enjoy snow removal equipment like that depicted above. *Photo by Cy Galley*

Internet Links You Might Find Interesting....

Mike Nightingale submitted this link: A dedicated group of builders built and fly a B-19 Super Fortress, complete with an operating X plane glider. Fantastic!

<http://users.skynet.be/fa926657/files/B29.wmv>

Another submission by Mike Nightingale, this web page tracks the flightpaths of the four doomed 9-11 aircraft.

<http://www.kerman94.com/911-Flights.HTM>

The 22nd Quad City Air Show is scheduled for JUNE 21-22, 2008.

Follow this link for more information:

<http://www.quadcityairshow.com/>

Volker and Carol Nass own and operate Hillside Stables Restaurant and Inn near Sabula, Iowa. Volker was our program presenter in November. He and his wife invite you to drop in and see them anytime. Tues.-Sat. 4:30 to close, Sunday 11 - 8, closed on Monday. 563-687-2479 email: hillside@iowatelcom.net

<http://www.hillsidestables-ia.com/>

Monthly Program Presenters

During the November 2007 meeting the Program presenters for the coming year were announced and are as follows:

Jan. - Primary: withdrawn,	Alternate: withdrawn
Feb. - Primary: withdrawn,	Alternate: withdrawn
Mar. - Primary: withdrawn,	Alternate: Bob Malloy
Apr. - Primary: Paul Kirik,	Alternate: Randy Stisser
May- Primary: Steve Jackovich,	Alternate: Dick Morrow
Sep.- Primary: Roger Nightingale,	Alternate: Bernie Nitz
Oct - Primary: Jim Snyder,	Alternate: Bob Thomas
Nov - Primary: Nate Bush,	Alternate: Don Grundstrom

Topics are of the presenter's choice. You may make arrangements for a guest speaker. We're not picky! We do ask that you prepare your program well in advance of the assigned month or make arrangements with your alternate to do the same. PLEASE, if neither of you can make your attendance for that month know that it is the responsibility of the Primary to find someone who can. Do not wait until a week before the deadline to tell anyone you can't make it! Please provide the newsletter editor with a synopsis of the program so that appropriate notice can be posted in the Newsletter. As newsletter editor I will not hunt you down, bug you for details or provide you with a reminder that it's your month to put on a program. Frankly, I don't have the time and must focus my energy on a backlog of other details that I'm responsible for. If you feel you can not fulfill your obligations to the chapter please so notify Jim Smith or Mike Nass well in advance so that another member can be selected to fill your vacancy. Thanks, Ron Franck, Editor.

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Departing for LA.

Jack was sitting on the plane when a guy took the seat beside him. The guy was an emotional wreck, pale, hands shaking, moaning in fear. "What's the matter?" Jack asked.

"I've been transferred to Los Angeles, there's crazy people there. They've got lots of shootings, gangs, riots, drugs, poor public schools, and the highest crime rate."

Jack replied, "I've lived in Los Angeles all my life. It's not as bad as the media says. Find a nice home, go to work, mind your own business, enroll your kids in a nice private school. It's as safe a place as anywhere in the world."

The guy relaxed and stopped shaking and said, "Oh, thank you. I've been worried to death. If you live there and say it's OK, I'll take your word for it. By the way, what do you do for a living?"

"Me?" said Jack. "I'm a tail gunner on a Budweiser truck."



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The Leader In Recreational Aviation

