

# THE LANDINGS

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

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

May 2010

### THE EXPERIMENTAL AIRCRAFT ASSOCIATION



#### From The Desk of the President

May brings us into full swing of the flying season.

Sun 'n Fun was well attended by airplanes, people and vendors, weather was great, no big rain storms while we were there. Several from Chapter 75 in attendance.

May 15<sup>th</sup> is International Learn To Fly Day. Please read the article in your May issue of Sport Aviation on page 1 by Tom Poberezny titled "Learning To Fly" and page 6 by Mary Jones.

Young Eagle flights in conjunction with Learn TO Fly Day are planned from 9:00A.M. to Noon on May 15<sup>th</sup> at the Carver Aero FBO. They are opening their hangar for us for both events and scheduling more help for the day. Any help from the membership will be welcome, even if it's just sharing your enthusiasm for flying and answering questions.

There is another round engine airplane in the area. I'm headed to Clinton tomorrow to take a look at it. Mike Nass will fill you in on the details next time you see him.

The May program has Jim Haynes bringing us up to date on L.S.A. "Light Sport Aircraft". NOTE: The Van's site at Sun 'n Fun had more activity at the RV12 than any other display on the field – see Page 8 of the May Sport Aviation. The L in LSA is for learning by J. "Mac" McClellan.

If you haven't replaced your paper certificates, i.e.: pilot, repairmen, etc, do so now – see Page 111 of the May Sport Aviation.

Summer hangar meetings begin in June at Steve & Jess Rahlfs.

More details next month.

See you on May 8<sup>th</sup>. Happy Flying - Jim

#### Last Month's Program - Dave and Jim



The evening program was given by Dave Jacobsen & Jim Smith. They talked about their experience at the chapter leadership conference in Oshkosh.

**Next Meeting - May 8 Program - Jim Haynes - Sport Pilot, LSA Regulations**  
**Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois**

## May 8th Chapter Meeting

The May Chapter meeting will be held on

**Saturday, May 8th at 7PM.** It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

This month's meeting will feature a presentation by Jim Haynes on the Sport Pilot/LSA Regulations. Jim Haynes sent us the following:

“Since my experience with a heart problem a couple of years ago and lots of pills to control it, I opted to pass up my flight physical last summer. Now I fly under the Sport Pilot rule. Since then, I got into the FAR's to learn more about the law on it. I guess my experience with this study has prompted me to talk to older pilots about the risk of flunking a medical exam and having to jump through a lot of FAA hoops in order to keep flying. There don't have to be old non-pilots.”

Guests are more than welcome. Bring your favorite potential aviator. Let's get the young ones involved in this marvelous sport! And the Sport Pilot route is a cost effective way to get started.

## April 10th Board Meeting Minutes

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

**MEMBERS PRESENT:** Ed Leahy, Jim Smith, Dave Jacobsen and George Bedeian

**OTHERS PRESENT:** Diane Beauchamp & Chris Dufour of the Quad City Aviators

**BOARD MEMBERS NOT PRESENT:** Steve Beert, Chris Nitz & Mike Nass

**TREASURERS REPORT:** Treasurer Ed Leahy read the report. A motion to approve the report was made by Dave Jacobsen and seconded by Jim Smith. Approval was unanimous.

**OLD BUSINESS:** A motion to accept the February board meeting minutes as published in the March newsletter was made by Dave Jacobsen and seconded by George Bedeian and then was approved by the board.

Our investments are still under discussion including annual fees by the Moline foundation and for possible conversion to a 501c3 status.

**NEW BUSINESS:** May 15th is national learn to fly day.

July 10th is the date for this year's wannabee event. Also we will have a Young Eagles rally at the same time, as in the past.

Dave Jacobsen made a motion to end the board meeting. Ed Leahy seconded the motion. The meeting ended at 7:05 P.M.

**These minutes respectively submitted by Vahan G. Bedeian recording secretary EAA Chapter 75.**

## April 10th General Meeting Minutes

**CALL TO ORDER:** The meeting was called to order by Chapter President Jim Smith at 7:16 P.M.

**TRESURERS REPORT:** Ed Leahy 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:** Chris Dufour, President of the Quad City Aviators Association.

**TECH COUNSELOR REPORT:** Cy Galley shared his experience participating in the new EAA Webinar program. He said it was a very informative web based seminar given by an expert from Lincoln Electric Company.

Jim Smith talked about mounting location of solenoids on starters and discussed the difference between master and starter solenoids. The information he shared with us came from Busings Automotive Armature Service in Davenport.

**FLIGHT ADVISOR:** Nothing to report.

**REPAIR BARN:** Cy Galley reported that the requisitions are ready to submit for the repair barns equipment and transportation for this years AirVenture.

**TOOL LIBRARY:** Nothing to report.

*(Continued on page 10)*

## Understanding APRS

By Marty Santic w/ Info from Sam Buchanan-VAF Forums

### WHAT IS IT?

Have you always wanted a gizmo that would allow people to track your flights in near real-time while flying? They are available!! The SPOT gizmo, that we have seen at Oshkosh is really cool, but, expensive (an annual fee of approximately \$250 after purchasing the device). So if you are frugal, like me, you may want to consider another system that has been around for quite some time in the amateur radio community.

It is called APRS (Automatic Position (or Packet) Reporting System). In its basic form, it uses a small transmitter to send your location (as generated by GPS) to the internet using 2 meter amateur radio ground stations. Your exact location is then ported to the internet. The location information shows up on a Google maps interface on the web in near real time. And the best part....it is free! Using this system requires a Ham radio license, but the license is easy to

obtain by passing a 35 question multiple guess test and paying the exam fee. The electronics knowledge required is simple and understanding the amateur radio regulations can be accomplished with a bit of study.

### GETTING STARTED

In order to use an APRS transmitter, **you must hold a license in the Amateur Radio Service**. There are three tiers of licenses; Technician, General, and Extra. Passing the exam for the lowest level, Technician, will give you privileges in the 2-meter band where APRS is customarily used. There is no need to learn any Morse code, the knowledge base is modest in size, and study guides are available with the entire exam question pool and correct answers. The exam consist of 35 multiple choice questions pulled from the 392-question pool. Tests are often administered by local hams (Amateur Radio license holders) according to set schedules (1st Saturday of the month, etc) and the locations can be found either by contacting a local ham or by checking the ARRL web site:

*(Continued on page 4)*

## A Typical APRS Plot - Paul Fisher's Trip to Muscatine - Note the Speed!!



## Understanding APRS (cont.)

(Continued from page 3)

<http://www.arrl.org/arrlvec/examsearch.phtml>

Here is a link to a .pdf file with the current Technician question pool and answers:

<http://www.ncvec.org/downloads/2006tech.pdf>

Want to see what is on a Technician exam? Use the following link to take sample tests....bet you already know a lot of the answers!

<http://www.qrz.com/xtest2.html?>

Some users have studied for the exam just by taking practice tests until they are able to consistently score a passing grade of 75. By using the "Back" button on the sample tests, you can keep hitting choices until you find the correct answer. Preparing for the Technician exam will not be challenging for anyone who has studied for a pilot license written. An evening of study should suffice.

A fee of approximately \$15 is collected at the exam site, your test is graded at the site and you will know before leaving if you passed the exam. After passing the exam, your name and new call sign will appear on the FCC's database in a few days and you are then ready to transmit with your new APRS tracker. A paper license will arrive in the mail within a couple of weeks.

One caveat--since you now have an Amateur Radio License, not only can you operate your APRS tracker, but you may be tempted to delve off into the entire fascinating world of ham radio!

### HOW MUCH DO TRACKERS COST?

One of the appeals of APRS in our aircraft is the low cost of enjoying the service. Unlike the SPOT satellite-based tracking service, there are no subscription fees associated with APRS. As a legal APRS user, you are simply a ham radio operator enjoying the privileges granted by your license to use the public airwaves.

The equipment costs can be very reasonable. There are two tracks often used when assembling an APRS rig. An aviator who is already a ham may elect to base his system on a 2-meter handheld transceiver already owned. With the addition of a GPS receiver



Byonics MT-RTG - \$120 if Purchased Separately



Byonics GPS Receiver for the MT-RTG - \$69 if Purchased Separately. Plugs into above.

(may already be in the plane) and an encoder for preparing the GPS data for transmission, this operator is ready for APRS operation. Better performance will be attained with the addition of an external antenna which can be either concealed in a non-metallic area of the plane or external to the airframe much like a COM antenna.

For APRS users starting from scratch, the easiest avenue is to use a self-contained tracker. One unit that is very popular is the [Byonics MT-RTG](#) (Ready-to-Go) APRS tracker. The heart of the MT-RTG is the Tiny-Trac3 encoder which carries well-proven technology. This encoder is paired with a ten-watt transmitter and regulated power supply which provides a package that is RTG (read to go). Add a GPS data feed, also available from Byonics, an antenna and your APRS rig is ready for action.

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## Understanding APRS (cont.)

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Byonics also has a package available. The package includes the assembled Micro-Trak RTG on 144.39MHz, GPS2 receiver, V3 magnet mount SMA antenna, and cable to interface to a 12V cigarette lighter and the GPS receiver. The components are quite small, very light weight and can be mounted just about anywhere. Velcro works well.

### HOW WELL DOES APRS WORK?

This is a valid question and one that is going to depend on several factors. When your APRS tracker is within clear reception range of digipeaters that pass the tracking data to the internet, the system works very well. There are, however, locations where APRS may be the victim of its own popularity which results in frequency congestion. This means multiple trackers (cars, weather stations, ships, etc) may be competing for airtime and some tracker beacons may get squashed. This is usually only the case in large metropolitan areas. Generally, in the Midwest, this is not a problem. Paul Fisher has had good results with the APRS system installed in his RV-7A. You will be amazed at the accuracy and reliability of the APRS system. APRS can locate your aircraft with an accuracy equaling the resolution of the GPS, and we all know that is very accurate.

The data transmitted by your APRS tracker is relayed to internet servers which give *anyone* with internet access the capability to track your aircraft.

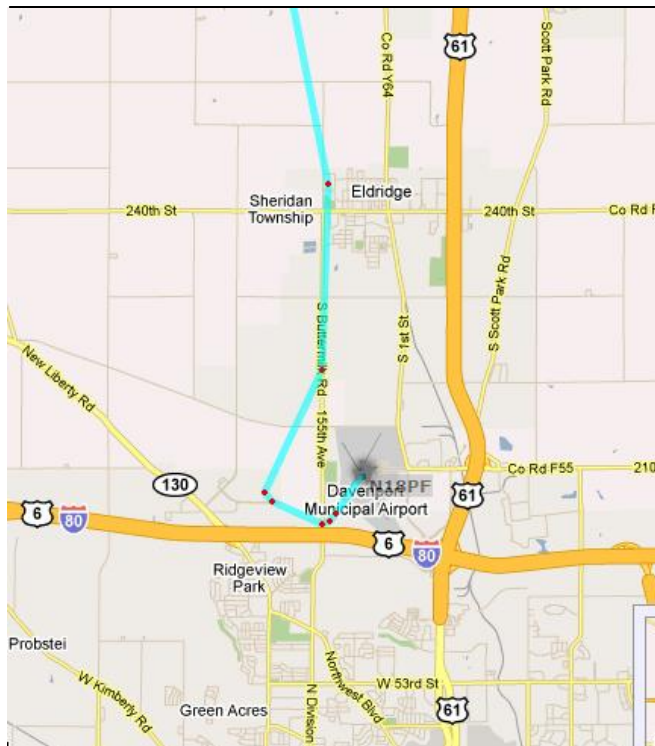
### WHAT DOES A TYPICAL APRS TRACK LOOK LIKE?

Point your browser to the following link and enter Paul Fisher's RV-7A N-number. N18PF. Change the time on the right hand side of the screen to show, say, the last 6 hours. You should be able to view his last recorded flight.

<http://aprs.fi/?call=n18pf>

Or see the examples in this article. The one below is Paul's landing pattern when he returned from the Dubuque pancake breakfast on April 11, 2010. You can use the typical Google map controls to pan and zoom on the Google map. The blue line shows his flight path. Nice pattern, even with the strong, gusty crosswind!!

The Google map(s) are also interactive. Point at one of the red spots and see Paul's altitude, speed and heading. You can also see the data path from the plane's transmitter to the ground station. The ground station then passes this info to the internet.



Paul's Landing Pattern upon Return from Dubuque

One last thing. If anyone is interested in getting started, Paul Fisher has a the book from ARRL that teaches you everything you need to pass the Technician exam (it was a Christmas present). Paul is willing to loan that book to anyone who would prefer to study that way (it includes all of the questions and answers in the back as well). It is the first edition of this book: <http://www.arrl.org/catalog/?item=0830#top>. The test questions are scheduled to change on July 01, hence the second edition of the book is now available on the ARRL website. The book isn't required, but it does give a little more background than just the correct answer to the questions.

So, want a proven method to record your ground track? Look at APRS. Best thing, after buying the hardware, there are no fees. There is only one thing APRS does not have when compared to the SPOT device. A HELP button is available on the SPOT device that can be pushed. Much like OnStar, the SPOT

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## Jerry Coussen's Lancair Repaint Progress Report (from Jerry Coussens)

Maybe I put this project off because deep down I knew how bad it was going to be, time wise.

To fix the leak in the left wing I cut out a 6"x6" hole in the dry area (aileron bell crank area) The leak wasn't where I thought it was. I found an area that was discolored but it didn't seem to be leaking. Not being able to find the leak I repaired the hole then pressure tested the wing to 1.5 psi of air, the wing took 12 hrs to get below 1 psi. I felt this was good and started prepping the wings for paint.

Because of weather the soda blaster hasn't been working on the wings so I decided to sand them instead. Eight hrs of sanding I was done.

Technique: I started sanding with a 6" DA with 80 grit sand paper, this went very slow.

We tried and continued using 40 grit to cut thru the paint then using 80 grit to finish to the fiberglass. Worked much faster, then filled my low areas with micro then sanded.

My goal this time around is to cut weight so I don't want the wings perfect. This is because you can't cut weight if your building everything up with micro and resin. Having said that, after we put the first coat of primer on you saw the flaws and we are in the process of filling them but not to aggressive.

We'll be painting another 2 coats of Randolph epoxy primer this Saturday. We then have to wait 4 to 7 days before roughing it up and paint the finish coat . I'll put the wings back together and store them next to the IV wings till the fuselage is done.

The fuselage: In the process of removing the white paint with the soda blaster my micro filler is being eroded. The blaster isn't hurting fiberglass. The blue paint was another story, it has turned kinda rubbery. As it's soda blasted it shines it up to dull finish. I stopped last weekend and saw he has almost all the blue off, don't know how he's doing it but the under-surface is smooth as a baby's bottom. Whatever tool he's using to do that I may not have to repair so much.

Prepping the wings is not so much fun, I look forward to working on the fuselage.



## How I Spent My Vacation

By Mike Nightingale

“Prolog”

Chapter 75 has members from many different area in the U.S., but we also have a member from Ireland. Loman O’Byrne (O’Burn) lives in Dublin about fifteen minutes from the center of the city. Two years ago my wife and I did a two week bus tour of Ireland and had one of the best vacations of my life. To set up some diversion for myself I contacted an RV site in

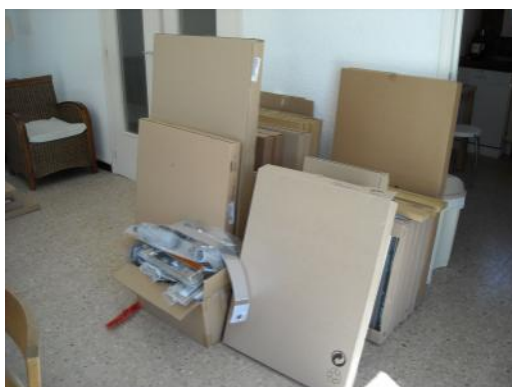
the United Kingdom, and post the dates I would be Ireland and that I’d like meet and talk airplanes over a couple of beers. As it turned out of the five responses I was able to hook up with two. Loman was the first to respond as our arrival and first two days were in Dublin. The first night after our arrival he picked

me up and we went to a SAAC (Society of Armature Aircraft Constructors) and then to a pub for ONE, just ONE beer. I reciprocated and invited Loman to Airventure, and last year he made it. I picked him up at MLI on Saturday before Airventure and we left Sunday morning with a stop at

DVN for ride in our RV-9A. We flew down to EZI to see The Love’s new RV-9A before it’s first flight only to arrive an hour after Jim had made the first flight. The importance of this is that Loman is building an RV-9 (taildrager) and had NEVER seen a completed RV-9A or RV-9,

so he got to see two and fly, in one. On the way back to DVN I turned the controls over to Loman to fly over the Mississippi. Then, we departed for OSH, and upon arrival got him to the flight line ASAP. For the next three days, Loman was on a dead run trying to see everything he needed to see for his project. I think Paul Fisher said it best that week ; “it’s nice to see someone so enthused about their build again.” Rog drove Loman to Milwaukee

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## My Vacation (cont.)

(Continued from page 7)

airport to catch a flight to Toronto to meet up with his wife Dorothy so the two could vacation in Canada. Earlier, Loman had said three days should be plenty for Airventure. Well that was rescinded on the ride to Milwaukee, and that the full week might not be enough.

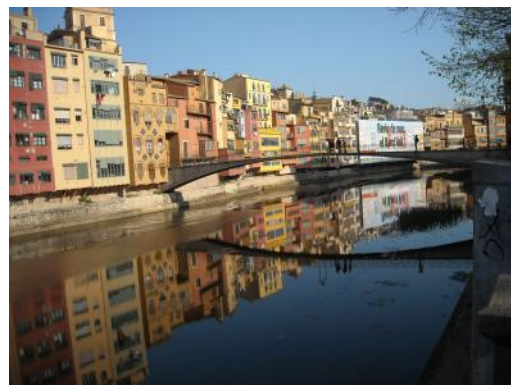
### “How I Spent My Vacation”

Email is a wonderful thing. Over the months since Airventure, Loman and I have sent many of them back and forth. I don't remember the details, but Loman asked if I'd like to help on a kitchen remodel in a rental property that he and Dorothy own. So I said YES! I started checking flights on Orbitz and found what I needed. A DELTA flight leaving MLI, Thursday March 25 arriving Dublin March 26 early AM. I would meet up with Loman and Dorothy at the Dublin airport for the next leg of the journey via RYANAIR (and that's a whole other story) to Girona, Spain. Two and one half hours later we're in Spain, get a rental car for the ninety minute drive north to St. Cyprien, France. So now you know I spent my vacation in the south of France right on the Mediterranean with the Pyrenees mountain and vineyards in the background.

Two weeks of drinking wine and eating French cuisine; well that was part of it. The food was just great!

The kitchen was older looking and needed some help. So we helped it right out the door, down to bare walls. Then on to Rugby. Rugby, I know nothing. Loman had tickets to match between USAP Perpignan and SF Pairs. Standing room only and it was great! Perpignan is a perennial power and won the match easily. Was a great time.

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## My Vacation (cont.)

(Continued from page 8)

Then back to the IKEA kitchen, all the cabinets and all the appliances. All the cabinets had to be assembled and not one printed word. The instructions are all pictures.

The electrical distribution was my task, and it was more like mining than electrical work. The walls are masonry with plaster covered terracotta blocks that must be drilled, routed, or chiseled through to route the wire conduits. Setting boxes was very easy since Loman has a large hammer drill with a three inch core drill bit which is the size of the boxes. Once receptacle location were determined the rough-in went quickly. Power roughed all of it in and the wall was replastered.



The installation of cabinets went smooth until the end. When we found the small unit that was to go over the refrigerator was too long and the refrigerator would not fit. This caused a search for a new shorter frig or shorter cabinet from IKEA. IKEA had nothing so a frig had to be located. It arrived on Thursday of the second week.

Loman did all of the replastering, including matching a large cove at the ceiling that was missing after an existing closet was removed.

Once the cabinets were done we installed the new appliances and powered up. Dorothy was very happy to have the dish washer and sink back as all clean up was at the outside kitchen before we demoed the existing kitchen. Tile and paint was the final stage. Paint was a problem due to type, but that was straightened out and the paint job completed on the next to last day. Loman did a beautiful job on the tile, but that too was a struggle because finding a tile that would work and in stock proved to be tough. The trips to the hardware stores and supply houses was quite an experience especially visually. Vineyards, French villages, and the Pyrenees

Dorothy worked in the bedrooms upstairs removing wall paper and painting, and then at the end did all of the final cleaning.

The trip home started with the drive back to Girona, Spain. We left about 16:30 and about 17:00 Dorothy received a text from their agent that works with the rental clients. She had been in contact by the renters and they would be there by 17:30. That was cutting things real close. The trip was a none event with Loman at the wheel. We arrived plenty early and where able to tour downtown Girona. Departure from Girona to Dublin was 21:30 on RYANAIR (ask me about that flight sometime), and was after midnight in Dublin by the time we got to Loman and Dorothy's house.

Even in the late hour you can't not look at an airplane project. And by the way that's a 10'X16' shop. SMALLER than a 1 car garage!! See the pictures and remember the picture of the small shop from the last news-

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## General Meeting Minutes (cont.)

(Continued from page 2)

**YOUNG EAGLES:** We will have a young eagles rally July 10th along with the annual Quad City Aviators Wannabee program.

**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.

High Flight fund was discussed again. The bulk of the discussion was how to get more interest with fewer fees. We are waiting to hear from Oshkosh for guidance on this matter.

**NEW BUSINESS:** This years learn to fly day is May 15th; the chapter encouraged members to take someone for a plane ride.

**ANNOUNCEMENTS:** A fly in breakfast will be held in Dubuque on April 11th 2010.

**THE EVENING PROGRAM:** This evening's program was given by Dave Jacobsen & Jim Smith. They talked about their experience at the chapter leadership conference in Oshkosh this past month.

The meeting was adjourned at 9: 17 P.M.

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

## Additional Hangars Planned at DVN

From Craig Olson

The airport commission received permission to build 8 additional new hangars. If you're interested in a south facing box hangar, about 42' x 45', a 14' electric door, fully insulated and gas piped.

The plan is to rent them for \$300 per month. We'll soon be collecting deposits on a first come, first served basis for space in the new hangars. If interested, contact [Jeremy Keating](#), our new airport manager, at 563-326-7783.



## Jeff Nightingale Update

From Cy Galley

This is Jeff's business card that Roger, his father gave to me during the EAA Meeting, last Saturday night.

Many years ago while Jeff was in High School we had our August Potluck out at Geneseo. It was a hot, hot day. Bad for a first ride. I think Jeff was in the back seat of the 47Jays Flying Club's Skyhawk.

Did I mention it was HOT! It was so hot I did a quick U turn; not stopping on the end of the strip and still used up most of the length getting off with only 3 aboard.

Not much climb but I did a tour of the surrounding country side. Jeff was hooked.

As Roger has said many times, we did a Young Eagle ride before there was such thing. Jeff now has a corporate piloting job as you can see from his business card.

## My Vacation (cont.)

(Continued from page 9)  
letter.

Loman and Dorothy I salute you and I thank you. I had a great time. And Loman we'll see you next year when you come over for Airventure to buy your engine. "And that how I spent my vacation". I especially thank my wife who let me go on this adventure.

**HAVE You PAID your 2010 CHAPTER 75 Dues? Still Only \$10 per year!! If Not, See the Last Page and Send Today.**

# From the Dubuque, IA Fly-In Drive-In Pancake Breakfast, April 11



Ending PF - Hmm??

## Calendar of Events (Click on the Links)

### May 2, 2010

[Flour Drop and Spot Landing Contest](#)-Green Castle Airport, Oxford, IA

EAA Chapter 22, 37th Annual Fly-in/Drive-in Breakfast-Rockford, IL (RFD)

### May 8, 2010

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

20th Anniversary Celebration-Hawaiian Fly-In  
100th Anniversary of Iowa's First Powered Flight  
Iowa Aviation Museum-Greenfield Municipal Airport

[Tulip Time Flight Breakfast](#) - Pella Municipal Airport  
Pilots in Command FREE

### May 9, 2010

[Poplar Grove, IL Fly-in Breakfast](#)

### May 15, 2010

[Learn to Fly Day](#) - **DAVENPORT**, Clinton, Dubuque, Brodhead, Burlington, Cedar Rapids, Independence, Iowa City, Lacon, IL, Vinton, IA, Mt. Morris and others.

[Quickie/Dragonfly Informal Fly-In](#) on May 14-15 (mainly Saturday the 15<sup>th</sup>)-Decorah Iowa (KDEH). All interested are certainly welcome to drop in!

### May 16, 2010

EAA 1315 Young Eagles/ Fly In Drive In Breakfast—Taylorville, IL

[Fly-In Breakfast](#)-Ogle County Airport, Mt. Morris, IL

EAA 431 Broadhead, WI Fly In Pancake Breakfast, 7am-Noon, [www.eaa431.org](http://www.eaa431.org)

### May 22, 2010

[Waterloo Fly-In Breakfast](#), Waterloo, IA (ALO)

### May 29-30, 2010

[Southern Wisconsin AirFEST](#)-Janesville, WI

### June 2-6, 2010

American Biplane and Classic Fly-in and Fly-In Pancake Breakfast- Dekalb, IL

### June 5, 2010

3rd Annual Ray Hill Flight Breakfast, Newton, IA

### June 6, 2010

Fly In Pancake Breakfast - Dekalb, IL

Reedsburg Rotary Fly in Drive in Breakfast-Reedsburg, WI

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

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-Rock Falls, IL

### 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

### July 10, 2010

Davenport Wanabee / Young Eagles Event

### July 26-Aug 1, 2010

[Airventure 2010](#)-Oshkosh, WI

## Can't Wait for Airventure and Need That Oshkosh Fix??

Can't wait for Oshkosh? EAA is streaming their audio 24/7 on the internet at <http://www.airventure.org/Radio/> Listen for that quick fix! Try it!

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)

## Classifieds

**For Sale:** Garmin 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 [radiohound@aol.com](mailto:radiohound@aol.com) 850-819-1666.

**For Sale:** Drive to the airport in style. 1923 Dodge Touring Car. This car was owned by my dad and I inherited it. Selling it will get me a little closer to buying a towplane for the glider. Pretty much original (body, interior, etc). The top has been replaced. Asking \$9,500. E-Mail Kent Johnson. [air-port1@geneseo.net](mailto:air-port1@geneseo.net)



**For Sale:** Phantom Ultra light. Kawasaki Motor with about 100 hours on it since new. Fabric in perfect shape and always been in a hangar. Manuals and Instructions included. Ground adjustable Propeller. Located Village Oaks Air Park. Blue Grass, Iowa. \$3500. [Steve Beert](mailto:Steve.Beert). 563-505-9989.

**For Sale:** 1929 Velie Monocoupe. These aeroplanes were built in Moline. The aeroplane is a good project is not busted and the Velie is reported to be in good condition. E-Mail Ron Johnson. [RONALD.JOHNSON@hs.utc.com](mailto:RONALD.JOHNSON@hs.utc.com)

**For Sale:** O-320 engine 150 horsepower. Hartzell 70" CS Prop for Lycoming 320 engine. [Jerry](mailto:Jerry)

[Cousens](mailto:Cousens), 563-445-1904.

**For Sale:** 1976 Cessna 172M . Always hanged, total time engine and airframe 1670. Asking \$35,000. Call [Diane Beauchamp](mailto: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](mailto:Ross.Carbiener) (A&P), 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](mailto: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. Current price at Van's is \$925. Make offer. Call [Chad Pobanz](mailto:Chad.Pobanz) at 309-238-3062.

**For Sale:** Two David Clark H10-40 headsets. Both in very good condition. Both w/ foam mic socks. \$100 ea. Call [Marty Santic](mailto:Marty.Santic) at 563-344-0146.

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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.

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## Van's RV-12 Webinar

(from Marty Santic)

A plug for my airplane, the RV-12. The EAA has just started offering webinars on a variety of subjects. This past week there was a very good webinar on the RV-12 given by Richard VanGrunsven (Van) that you can view via the EAA website. There are also several other webinars there to view. Past webinars have included.....TIG Welding, the Sonex, Weight and Balance and a very good one on the B-17.

Click of the following to view: [RV-12 Webinar](#)

## Mike Nass's "New" Cessna 195



## Understanding APRS (cont.)

(Continued from page 5)

service will attempt to first contact you. If there is no response, the SPOT service will contact the appropriate authorities. SPOT is also satellite based, so is the preferred service in sparsely populated, mountainous areas. BUT, here in the Midwest, APRS is a viable option. Here are a few other internet links that are related to APRS and aviation:

<http://www.mail2600.com/cgi-bin/everyone.cgi>  
<http://www.aclog.com/aprs/>  
<http://home.hiwaay.net/~sbuc/journal/tracker.htm>

## Washer Installation Tool


Getting washers into tight spaces can be a pain. Take a strip of thin aluminum sheet. The dimensions don't matter much but about one inch by six inches works well. The gauge should be about the same as your thinnest washers. Choose the size of washer you want the spanner to work for. For instance, make a



double ended spanner that takes the washers for AN3 bolts at one end and AN4 at the other.

Mark a spot on the centre line close to the end and drill a hole slightly smaller than the outside diameter of the washer. Then cut off the end about 1/8in 'outboard' of the centre of that hole. File the edges to give an open "U" shape. Finish by cutting a slot down the centerline to allow the metal to flex out so that it accommodates the washer and grips it tightly. Be careful to deburr and polish the edges because you will be handling this quite a bit and you need it to be safe and comfortable.

Make a set to cover all your washer sizes. Enjoy!

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

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