

# THE LANDINGS

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

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

August 2011

### THE EXPERIMENTAL AIRCRAFT ASSOCIATION



#### From The Desk of the President

As I pen these notes at the window of the repair barn – last day of Airventure, 2011 I think of what a great week we had and of all the helpers who have given so willingly this past week. Oops, take a break to go on a repair (nitrogen for a Sea Bee), as well as the many great people we met and helped with their repairs. We already received an e-mail from two gentlemen from Michigan who got stranded at the repair barn overnight. We found them some air mattresses and sleeping bags and they slept in the repair barn, went to breakfast with us. Their e-mail said that for getting stranded they sure did have a good time. Another great year, thanks to all who had a part of it.

Next year will be the 50<sup>th</sup> year for the repair barn, which started out as a tent and two banquet tables. Ideas on what to do for the 50<sup>th</sup> are being accepted by the repair barn/tool committee. So come up with some good ideas. There are many pictures elsewhere in the newsletter of this year's event.

The August meeting, 08-13-11 will be a cookout at Steve & Cinda Beert's. Bring a dish to share and your

own table service. The Beert's are providing the meat and beverages. Last potluck of the summer, see you there.

Cinda Beert has accepted the position of Young Eagle Coordinator.

We have chapter leaders who have not gone to EAA's Chapter Leaders Workshop. The next one is scheduled for October and two more in the spring. Please work one of these into your schedule.

The B-17 event at Davenport last month was a huge success, and went better than anyone ever expected. Even the EAA pilots and staff tell us it's the best event they ever had. We won't have our final report until later (headquarters said it will be a few weeks yet before we get our check). We had 143 paid rides and hundreds of people walked through on the tour. Eight chapter members were privileged to fly to Lincoln, NE the following Monday. That type of event takes a lot of volunteering and coordinating. What great support we had from so many of you.

August 20<sup>th</sup> Davenport Airport is celebrating National Aviation Day. Information elsewhere in the newsletter. Helpers are needed for this event. If you can help contact the airport manager Jeremy Keating at [jkeating@ci.davenport.ia.us](mailto:jkeating@ci.davenport.ia.us)

The local girl scouts have contacted us to do a leadership workshop with them called "Girl Scouts Take Flight". The event is scheduled for Saturday, September 10<sup>th</sup> from 9:00-11:00, at the Davenport Airport. I need at least 4-5 volunteers to teach classes on airport operations, pre-flight, types of airplanes. They will also be making a glider. More details are forthcoming after I meet next week with their coordinator. However, I am looking for members to volunteer, so I

*(Continued on page 15)*

**Next Meeting - August 13th at NOON - Potluck at Steve & Cinda Beert's Airstrip  
6005 114th Street Blue Grass, IA 52726**

## August 13th Chapter Potluck at NOON

The August Chapter Potluck will be held on Saturday, August 13 at NOON at Steve and Cinda Beert's place. The address is 6005 114th Street in Blue Grass, IA 52726.

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 563-381-4702 (home) or 563-505-9989 (cell).

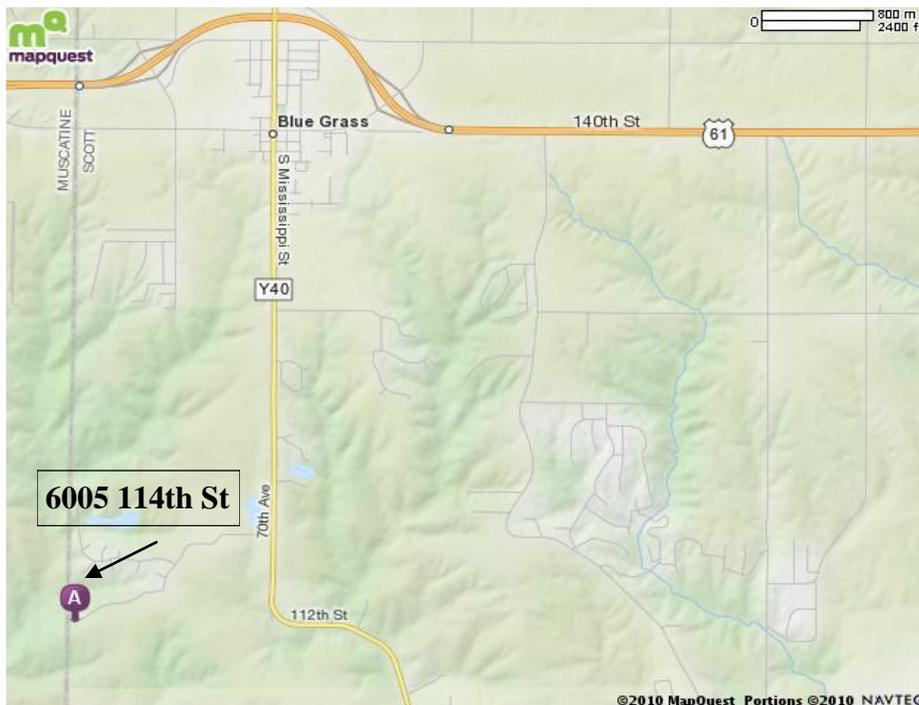
You can click on the following link to print detailed directions.

[MapQuest - Steve and Cinda Beert's](#)

41° 28' N 90° 47' W, Elevation 730' CTAF 122.75 MHz

As of August 4th, Steve tells me the condition of his strip is real good. If you are planning on flying in, you can call Steve for the latest condition. The grass strip is 2700 foot long. Call Steve, if it rains before.

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



## July 9th Board Meeting Minutes

The July 9th potluck was held at the Davenport Airport. As such there are no real Board Meeting notes to print. The next board meeting will be in September.

## July 9th General Meeting Minutes

The July 9th potluck was held at the Davenport Air-

port. As such there are no real meeting notes to print. The next general meeting will be in September.



# July's Chapter 75 and QCAA Potluck AND the B-17 Visit at Davenport!!



# More from the Davenport B-17 Visit - What a Few Days!!



# A Great Week in Oshkosh! - Airventure 2011 - Already Waiting for 2012!



# Chapter 75 Emergency Aircraft Repair at Oshkosh - Action at Galley's Garage



## **At the Davenport Airport - National Aviation Day - August 20th**

(from Jeremy Keating)

All, just as a reminder, we are celebrating National Aviation Day Observance on Saturday, August 20<sup>th</sup>. We are beginning to pin down details on this event and wanted to take a moment to first furnish you with emerging details and second to ask if you are interested in participating with your aircraft on display.

The event will take place on Saturday August 20<sup>th</sup> from 10am to 2pm. If you plan on bringing an aircraft to display, we would prefer that you and your aircraft remain in place for the entire event 10am - 2pm for safety reasons. If you know that you can only be there for part of the event, please talk to me and maybe we can display your aircraft in an area that allows you to leave, but we are trying to keep everyone in place until the public is gone, depending on turnout. We have not identified a load in time as of this writing, but we are thinking to start loading in around 9am. As soon as we confirm all exhibitors we will know more and pass this information on to you.

The flyer on page 10 is being distributed as just one element of our advertising campaign. We also plan to send out a media briefing and hopefully have some space in the local newspaper. Please help spread the word through your connections and by all means let me know if you have any suggestions and/or ideas. This is not only an event for the public to see the air

## **AOPA Air Safety Institute Seminar in Moline - October 13th - Save the Date! Pass the Word!**

(from Tim Leinbach)

I have been working with the AOPA for the past 18 months to try and get them to put on one of their national "Air Safety Institute" seminars here in Moline, IL. Well, I finally got the job done. I'm encouraging you to save the date. It will be on Thursday, October 13th, from 7-9pm. The seminar will be at Elliott Aviation in one of their main hanger facilities. I'm working with them on details at this time. The main stipulation to get AOPA here was "attendance".

They require at least 120 attendees to their events. They assured me that if that doesn't happen, we won't

planes and talk to you the pilots, but we also would like to have other pilots fly in from other airports to help celebrate aviation.

If you would like to participate, please let me know. We also have booth space available in one of the hangars for aviation related organizations and services. If you would like to have information on display about your organization and/or the services you provide available to the public the day of the event, please let me know.

I want to send a special thank you to Carver Aero for allowing us to use the north hangar and north ramp for this event, Jim Smith with the EAA, and Stephen Robinson with the CAP for helping us organize. If you are interested in attending our weekly meetings leading up to the event, please let me know.

Our goal is to display as many different types of aviation related services and activities as we can, so if you have a service that you provide or know of someone that provides a service like agriculture spraying, corporate aircraft, aerial photography, etc., please let me know.

If you have any questions, concerns, ideas, or comments, send them my way.

Thanks, Jeremy Keating (Airport Manager)

Office-[563-326-7783](tel:563-326-7783) Cell-[563-529-4595](tel:563-529-4595)

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be able to have another one. So, needless to say, we need to make a "showing at Moline" for this.

**"Lets put the Quad Cities on the map".**

When we get some of the details ironed out, the event will be on the FFAST team website and on the AOPA website as well. Please make sure that you and anyone you know makes the event. Pass the word on to all pilots and flying organizations you know. I want to blow the doors off this event to show AOPA what the midwest pilots are all about.

Thanks, Tim Leinbach CFII/FAAST Team Rep.  
[309-781-9585](tel:309-781-9585), email: [tlmt@qconline.com](mailto:tlmt@qconline.com)

## Jerry Coussen's Lancair - Now Flying!

(from Jerry Coussens)

If you remember, two years ago I had a paint problem. I used water borne paint and it failed me. If going through all the projected work and expense of repainting I decided to use this opportunity to improve the plane. That is what led me to the engine, cowl, prop, exhaust, intake filter, etc. etc.

I will say I didn't think of the amount of work!!

I now have a flying airplane, and it flies great! I'll get back to that after I tell you the road to getting it flying. I'm picking up the story after my fiasco of dropping the plane off the trailer. It took about two months or less and \$600 to rebuild the plane, I was lucky it could have been worse.

On a cool day in April I took the plane up for the maiden flight. After two years of non flight it felt awkward to fly the plane even though I have over 500 hrs in it. Cylinder temps were hot but didn't redline. Oil temps climbed and leveled off at 230 degrees F. Figured the new engine was creating heat, breaking in. After that flight I took the cowling off and inspected things. The new plastic connectors I installed on my Light Speed Ignition were in a melted distorted condition. The old ones were brittle so I replaced them, apparently with the wrong ones.

The following days were warming up and the oil temps crept higher to redline but still in limits. Cylinders would sound the alarm on takeoff, if to slow. After 5 flight hrs and with the temps still staying high I called the mechanic that overhauled the engine for me. He felt blow by was causing the high oil temps. He gave me some things to check. 1) Was oil pooling at base of pistons, 2) What was compression like? The answers I gave him were not favorable. To save money during overhaul I opted to reuse the old pistons which saved me \$1000. The pistons looked good and checked out, but apparently they weren't allowing the rings to seal. So I coughed up the \$1000 for new pistons and he put them in free of charge.

While the baffling was off I redid them to solve my hot cylinder problem (always learning). Put everything back together. Now I'm ready to break in the engine with some serious flying. My goal, run it hard 75% or higher and stay below 5,000 ft. It was no longer spring and days were in the 70s +. After take-off my oil temps continued to rise. In 15 minutes it



had redlined at 245 degrees F. I throttled back and coasted back to the airport. I've installed a big engine in a tiny space so I figured after break in the temps would come down. For the next week or two my routine was getup at 5:00 AM when it was cool, go flying upon redline, coast back to airport and put plane away. After a week my cylinder temps were running below recommended, but the oil always redlined and

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## Jerry Coussen's Lancair - Now Flying

(cont.)

*(Continued from page 8)*

didn't cool much while coasting. After talking to Terry Crouch and Greg Klema we decided my original cooler couldn't handle the heat for the bigger engine. So another \$700 and I had the best cooler available, installed a new 4" duct instead of the original 3" and I was ready to fly again. I figured the cooler must have oil flow because, when I removed the hoses, oil spilled out. Went flying and 15 minutes later I was coasting back to the airport with 250 degree oil.

I called Terry and he said we need to start taking readings to find out what is really happening. He tried to explain it to me but I wasn't getting it so he took some time and rigged my plane with hoses and air-speed indicator. We then went for a ride as he tracked what the airspeed indicator was doing. As we flew the oil temps continued to rise. Before I hit redline the cylinder temp alarm went off showing temps of 700 degrees. I've been saying how great the cylinder temps were and now they're making a liar out of me. So we immediately landed. Terry, Bernie and I concluded there must have been a wire connection problem as 700 degrees wouldn't have left me with much of an engine. The problem never happened again. My friend the landscaper stopped to see what we were doing so we hooked up his leaf blower to my oil cooler. By doing this we were able to duplicate the airflow I had during flight. With engine running Terry used a thermometer to check oil inlet and outlet temps. His conclusion was inlet and outlet temps were the same.

Walla!!!!, no oil flow, I now have a direction to work towards.

My plan, try to trace the oil's path through the engine, to be honest this was going to be a daunting task as I don't know what's happening in engine. Once again Terry saves the day, he has an accessory case we can look inside to trace oil flow. Before I get into that I checked to make sure the oil cooler wasn't plugged. I removed the top hose and blew air through it with the thought oil will get pushed into engine. Imagine my surprise when oil shot out from the port I just uncovered.

Aha!!! Input and output hose are coming from the same port. But they were never moved from before I rebuilt the engine. The original engine didn't have an

oil filter on it so the mechanic installed an adapter for me when he rebuilt the engine. I removed the adapter and went to Terry's house so he could trace the flow.

The oil pump has two exits, one in the accessory case to the old Verner Therm and one to the oil cooler inlet. In the old system the Verner Therm closed the oil went to the oil cooler then existed by pump hose. With the new system when the Verner Therm closes in the oil filter adapter it pushes oil back to the pump and up the hose to the cooler, with nowhere to return. To correct the situation all I had to do was tap an oil inlet on engine 2" away from the port I was using, capping the old one.

Next test flight oil temps went to 220 degrees and held never to be a problem again. Since then I've been to Cincinnati, OH, Houston, TX, Benton Harbor, MI, Oshkosh and several shorter day trips. I have much to learn about the plane yet and am slowly learning more.

Temps: Took off from Houston executive airport on a high 90 degree day and climbed to 5,500'. Oil temps climbed to 220 degrees, then fell to the teens during cruise. Cylinder temps climbed to low 400s and dropped around 375 degrees in cruise.

Cruise: 75% power at 4,500' --- 197 kts burning 12.5 gallons per hr.

At 7,500' at 65% power cruise is 191 kts and burning 11 gallons per hr.

Endurance: No change old and new even though I have 50 more horses. Five years ago I flew the plane from DVN to Kileen, TX. (Fort Hood). With the old engine, a O-320-A, 10 kts tailwind, at 8,500' don't remember power setting, nonstop, landed with 8 gallons on board and 5 hrs on the tachometer.

With the new engine 7,500', 10 kts tailwind, 65% power, nonstop, landed with 8 gallons on board and 4 hrs on the tach.

Performance: On takeoff I expected to shoot for the sky. Have noticed, fully loaded I leave the ground in reasonable time and slowly climb out. After the plane is trimmed up I start to see stronger numbers around 800 fpm on a 2500' density altitude day. This could be a case of unrealistic expectations. Everyone told me climb was where I was going to see the change and I probably expected too much.

*(Continued on page 14)*

## Not Too Early to Find our 2012 Air Academy Attendees

(from Gina Gore)

The High Flight Fund is seeking 2012 applicants for their Oshkosh Air Academy scholarships.

The EAA Advanced Air Academy provides an atmosphere where mature students become totally immersed in the world of flight. Ground instruction and introductory recreation flight experiences highlight this action-packed camp. It combines "in-the-air" and "on-the-ground" hands-on activities.

The EAA Scholarship Program encourages, recognizes and supports excellence among EAA members. Scholarships help outstanding students who demonstrate a strong aviation desire to accomplish their goals.

To be considered you should be well rounded, involved in school and community activities, as well as aviation. Academic records should show that you can successfully complete the educational activity for which you are applying.

The fund is a full 501 (C) 3 invested through the Moline Foundation. The fund annually provides full tuition of one or more EAA Air Academy scholarships at any level for up to (2-3) youth to attend an EAA Air Academy Session for one week within the summer sessions. The scholarship was established together by the Experimental Aircraft Association Chapter 75 and the Quad City Aviator's Association. The youth will be selected from both groups in the area within the Quad Cities of Iowa and Illinois. The

## Abel Island Fly-In - Float-In & Potluck BBQ - August 27th

(from Gary Fisher)

It's that time again to SAVE THE DATE for the **11th Annual Abel Island Fly In, Float In, Potluck and BBQ!**

We have been hard at work organizing this year's edition of our event. Everything is all set except for guaranteeing the weather! Last year brought 70 aircraft and over 200 people to Abel Island. We hope this year will not have the winds that limited the number of float planes and sport planes, the past 2 years.

It will be our regular potluck format. Again, I will have about 50 chicken legs on the smoker for those that are not able to bring their own meat to grill.



groups have a passion for flying and mentoring the next generation and this endowed scholarship was established to benefit youth who have an interest in aerospace and flight. Special considerations: Quad City and outlying area applicants preferred; age 12 – 18; 2.8 minimum GPA and applicant must have completed a Young Eagles flight. The recipient is required to volunteer for 2 chapter events and present a power point presentation for the chapter in the fall of the year attended to share their experiences with the group. Recipients are responsible for their own transportation to and from the academy.

You must be a current member of EAA (Experimental Aircraft Association) to apply for these scholarships. To learn more about this scholarship contact Gina Gore, EAA Chapter 75 Air Academy Advisor at 563-940-6273. The deadline is October 1, 2011.

There should also be several open houses on the Island for you to view. We are always trying to recruit new pilots to the Island Air Park, so please make time to check out some of the homes.

Please check us out at: [www.abelisland.com](http://www.abelisland.com) and set aside the last Saturday in August, the 27th from Noon to 3:00 P.M. for one of the most unique and fun fly in events that you will attend this Summer.

If you do have questions, do not hesitate to email at: [FlyinEyeDr@aol.com](mailto:FlyinEyeDr@aol.com) or call me on my cell at 319-480-0913. Please pass this along to anyone that you think might be interested in flying or splashing in.

I look forward to seeing you August 27th.



## Davenport Municipal Airport

9230 Harrison, Davenport

Saturday, August 20th, 10am to 2pm

### Aircraft on Display \* Talk to the Pilots

A wide variety of Aviation related services, their aircraft and exhibits will be on display: Antique Aircraft, Home Built Aircraft, Corporate Air, Air Charter, Aircraft Rental, Personal/Recreation, Flight Training, Youth Education, Aircraft Maintenance, and more.

**Kid's can make an FPG-9 Glider!**

Visit our website for more details  
[www.cityofdavenportiowa.com/airport](http://www.cityofdavenportiowa.com/airport)

This event sponsored by:  
Davenport Public Works and the Davenport Airport Commission  
With cooperation from: Experimental Aircraft Association Chapter 75, Civil Air Patrol IA-041, Carver Aero and Davenport Library.

## National Aviation Day Observance

Join us in  
celebrating  
the birth,  
development  
and  
importance of  
aviation to our  
community.



# Ground School

## **Private Pilot Ground School**

Meets Tuesday Nights 6:00PM and cost is \$325 + (tax)

Starts: Tuesday, August 30

Instructor: Elwyn Stutzman

## **Instrument Ground School**

Meets Monday Nights 6:00PM and cost is \$350 + (tax)

Starts: Monday, August 29

Instructor: Austin Bauer

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

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

**Friday's in August**  
**Clinton Airport Friday Night Supper 5pm-7pm**

**August 11, 2011**  
**FAAST Seminar in the Terminal Building at the Quad City Airport, 6:30p.** "Approach and Landing", Register at [www.faasafety.gov](http://www.faasafety.gov). Contact Tim Leinbach at 309-781-9585.

**August 13, 2011**  
**EAA Chapter 75 Monthly Meeting - 12 noon. 3rd Potluck of the Summer**

**August 13, 2011**  
**Boone Municipal Airport - Military Appreciation Day** - 8th Air Force WWII Reunion, 8:00a – 2:00p  
515-432-1018 (Dave at Cy Aviation)

**August 14, 2011**  
**La Crosse, WI Municipal Airport**  
**Flying Waffles Fly-in, drive-in Breakfast** - 7:00a-11:30a - Pilots in command eat for ½ price  
608-792-0113 (Becky Brockman)  
Website: [www.flyingwaffles.com](http://www.flyingwaffles.com)

**August 20, 2011**  
**Davenport Municipal Airport - National Aviation Day** - Aircraft on display - 10:00a – 2:00p  
563-326-7783 (Jeremy Keating)  
E-mail: [jkeating@ci.davenport.ia.us](mailto:jkeating@ci.davenport.ia.us)

**August 21, 2011**  
**Tipton Municipal Airport**  
**Friends of 8 Charlie 4 Fly-in / open house**  
8a – 2p -Pilot in command free  
563-212-3308 (Max Coppess III)  
E-mail: [coppessiii@netins.net](mailto:coppessiii@netins.net)

**August 27, 2011**  
**11th Annual Abel Island Fly-in, Float-in, Potluck and BBQ** - Abel Island Airpark - Guttenberg, Iowa - Noon to 3:00 PM - [www.abelisland.com](http://www.abelisland.com)  
Experience the fun of landing on a well maintained 2600 turf airstrip on an Island in the Mississippi River or land your floatplane and pull up on our sandy

beach. What to bring? Your own meat to grill, a covered dish to share, and tableware. We will have smoked chicken legs, extra tableware and drinks for those not able to bring their own.

**August 27-28, 2011**  
**Thunder in the Valley Air Show** - Featuring the Air Force Thunderbirds - Waterloo Regional Airport  
319-277-7000 (Chris Harshbarger)  
Website: [www.cedarvalleyairshow.com](http://www.cedarvalleyairshow.com)

**August 28, 2011**  
**Iowa Aviation Museum - Greenfield Municipal Airport - 19th Annual Wings Fly-In**  
641-343-7184 (Lee Ann Nelson)  
E-mail: [aviation@iowatelecom.net](mailto:aviation@iowatelecom.net)  
Website: [www.flyingmuseum.com](http://www.flyingmuseum.com)

**August 28, 2011**  
**Iowa City Municipal Airport - 33rd Annual Sertoma Fly-In Breakfast** - 7a - 12:30p  
319-338-9222 (Jim McCarragher)  
E-mail: [jamesm@mearndonlaw.com](mailto:jamesm@mearndonlaw.com)

**September 3, 2011**  
**Council Bluffs Municipal Airport -Great Plains Wing Museum open house. 8:00a.- 1:00p**  
**Annual Labor Day Fly-in / Drive-in Breakfast**  
8a – 11a . Pilots in command free  
712-366-3505 (Dale Standley)  
E-mail: [dales51503@cox.net](mailto:dales51503@cox.net)

**September 5-10, 2011**  
**Annual Stearman Fly-In, Galesburg, IL.** Chapter 75 will participate by manning an EAA booth with other local chapters at the convention. Contact Jim Smith to help.

**September 10, 2011**  
**EAA Chapter 75 Monthly Meeting - 7pm** - 1st Fall Meeting at the Deere-Wiman Center, Moline, IL

**Girl Scout Leadership Workshop**, Workshop will be called "Girl Scouts Take Flight". The event is scheduled for Saturday, September 10<sup>th</sup> from 9:00a-11:00a, at the Davenport Airport. Help is needed. Contact Jim Smith.

**October 13, 2011**  
**AOPA AIR SAFETY INSTITUTE SEMINAR**  
**MOLINE, IL Terminal - 7p-9p** More Later!!

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)

## Jerry Coussen's Lancair - Now Flying

(cont.)

(Continued from page 9)

To improve handling I shortened my elevator arm one inch. This has been a god send, much better control harmonics. Landings are easier as it's harder to over control.

I've got a few more improvements I wish to implement yet before I'm done, we'll see if my speed improves, Remember my goal was 210 kts and I'm only at 197 kts. In a few months I should have more performance numbers for you.

### What is It? Saw It Near the Barn!

Take a good hard look at the photo to the right. Was a few yards from the Repair Barn at OSH. The winner as usual gets a great prize. Erased the N-number, Ha! Send you best guess to [marty.santic@gmail.com](mailto:marty.santic@gmail.com).

If you missed it, you did not walk the flightline!!



### Classifieds (Click on the link for e-Mail address)

**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.com) (A&P) at 309-738-9391.

**For Sale:** [High reach floor crane](#), (click for photo) 1-1/2-ton capacity on casters. Great for a hangar and lifting an engine from 0 to 8 feet. Can be hung on the wall in 3 parts. Come-along included.. Call Larry McFarland 309-792-0472

**For Sale:** Cherokee wing tips for sale \$35. Contact John Vahrenwald at [airbike5@yahoo.com](mailto:airbike5@yahoo.com)

**For Sale:** Have a RV wing rotisserie I picked up from Paul Fisher last year.... free for the taking. Also have a wing stand. Robby Root. [robby-root@mchsi.com](mailto:robby-root@mchsi.com) 309-945-5073

**DAR Services:** Amateur Built/Light Sport Airwor-

thiness Certification Inspections, Ferry Permits (Certified and Experimental), Replace lost/damaged Airworthiness Certificates (Certified and Experimental). Call [Ross Carbiener](mailto:Ross.Carbiener@A&P.com) (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](tel:563-370-6126).

**Wanted: Short Scrap Piece of UHMW tape.** 9 inch piece of tape needed for the canopy latch handle of a Vans RV-9 tip-up. This is the stuff normally used to prevent scratching on the upper surface of flaps where they rub under the top skin of the wing. If you have some left over, please email Loman O'Byrne (Our Member in IRELAND) at [loman@o2.ie](mailto:loman@o2.ie)

**PLEASE LET ME KNOW IF YOU WANT AN ITEM ADDED OR DELETED!!**

**SEND TO [marty.santic@gmail.com](mailto:marty.santic@gmail.com)**

**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!!

## From The Desk of the President

*(Continued from page 1)*

don't need to make calls to recruit. We will also need a few members to help with directing the girls and parents.

All for now, time to start packing up our tools and heading back home to the everyday world.

Happy flying, Jim

## One of the Most Interesting Things Seen at Oshkosh

(from Cy Galley)

This is NOT your daddies Aerostar!!

Sporting a couple of turbines, this Aerostar per the FAA database is owned by the Aerostar Aircraft Corporation in Hayden, ID. The database says the aircraft has a pair of Lycoming IO-540-AA1A5 reciprocating engines.

Think we differ a bit on the engines!! Did you see it or MISS it next to the Bose booth??



### EAA CHAPTER 75 OFFICERS

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### Tool Librarian

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### Young Eagles

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