

THE LANDINGS

www.eaa75.com

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

July 2010

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Finally it looks like we might be getting some nice flying weather. We sure have a lot of making up to do.

Mike Nass headed up a Young Eagle event at the Clinton Airport on June 5th. In spite of the weather they did give a few rides. Thanks to all our members who helped at that event. They also did a few adult orientation rides.

The June meeting at Jess & Steve Rahlfs was enjoyed by all who attended. The runway had a moisture content issue which kept people from flying in.

Chapter 75 has another Young Eagle event scheduled for July 10, 2010 from 9:00A.M. to Noon at the Moline Airport on the Northeast end of the airport in the Truck Terminal area. The Quad City Aviators are also conducting a want to fly event at the same time. Airplanes are needed for static display and Young Eagle rides. We also need ground crew helpers. Please participate in this event. These events are a lot of fun, especially to see the enthusiasm of the Young Eagles. **POST a few flyers. See page 13.**

JULY MEETING DATE CHANGE – Chapter 75 July, 2010 fly-in/drive-in has been extended one week to July 17th, due to the large number of members who will be helping out at the Young Eagle event at MLI on July 10. It is at Hangar E-1 at the Davenport Airport. Bring a dish to pass and your own table service. Brats, hotdogs and drinks will be furnished. We will eat at 12:00 NOON. Runway (0321) will be open by then.

NOTE THE DATE CHANGE!!!!

Bev and I did get to the annual Waco Fly-in at Creve Coeur Airport, June 10-12... It was good flying weather including a fly-out breakfast on Saturday morning to an airpark community of one of the Waco members.

Oshkosh –Airventure is fast approaching. If you have tools on loan from the chapter, please return them as soon as possible as Steve Beert needs time to pack them for the Emergency Repair facility. Cy Galley is finalizing the list of volunteers for this year's event. Thanks to all who help out in this area. It takes lots of hands to make it work, but a great experience.

The tickets for the Young Eagle banquet on Wednesday, July 28th, 2010 are now available to order on line. Go to the [Young Eagles website](#) Then go into volunteers, and follow through to Young Eagles at Airventure. Or click [here](#) and go to the bottom of the page. Print your tickets at home for this nice AIR CONDITIONED evening!

Please note, the combination to the gate to the hangars at Davenport is unchanged. Give me a call on my cell phone if you get to the gate and can't remember it 563-322-5485.

Happy Flying - Jim

Next Meeting - July 17th at NOON - Potluck at the Davenport Airport
NOTE THE DATE CHANGE!!!! **Jim Smith's T-Hangar (E-1)**

A Special EAA Air Academy Report

As Submitted by Brandon Gore in his words.....

At EAA Air Academy I had a lot of fun!

I made many friends at Air Academy like Adam, Patrick, Nate and Kenyan. Kids were from all over the United States. Many were from Wisconsin or Illinois but some were from as far away as Florida, Fargo, North Dakota, Texas and California. There were a total of about 38 kids and a lot of staff. Some of the staff even came from France and one knew Nathan Bush from past camps they both were leaders at or attended. I was one of a few who received a Scholarship and the only one who received a 3 year sponsorship which the leaders said they have never had before at camp and that made me feel really proud and grateful to the EAA Chapter 75 for helping me.

The log cabin lodge over looks the grass landing strip at the museum runway where the day before I was able to fly as a Young Eagle and my mom raced to her dream flight in a Travel Air where she was able to experience lazy eights and stalls. My room was on the 2nd floor and over looked the museum and runway. In the rooms there were three other people for a total of four kids, two beds to the right and two beds on the left with a desk in the middle. If you were really lucky some kids were assigned to The Suite which had four beds and their own bathroom and a shower, otherwise you had to use the community girls or boys bathroom/showers.

The dining area had about 7 tables. All meals are served family style. On the left of the dining area there was lounge room with a library table, two couches, cobble stone fireplaces and two chairs. In the basement there was a pool table, a foosball table and many other games and leather sofas. They also had simulators that were top of the line and awesome to play on.

We built wing ribs and balsa wood gliders which is something I have never done before. We also got to fly in a helicopter and a small plane over Oshkosh. We flew in a Cessna Sky Catcher they had built at the museum and a Remos. We also got to go behind the barriers at the EAA Museum. They had simulators that we could fly around in and do formation flights at the museum as well. Some days we did team building events and others ground school, flight simulator and also rocket building. There were rockets we made out of plastic bottles to cushion the fall of an

egg and whoever's didn't break won. We also had the opportunity to meet the current EAA President and Chairman, Tom Poberezny. I told my mom I had such a great time and it was the first time in my life I felt comfortable talking about airplanes and flying to kids who finally understood my passion. It was the first time I felt like I fit in and could be myself. Thank you very much for sponsoring me and for a great experience! I can't wait to go again!

Brandon Gore



An Update on Jerry Coussen's Lancair Paint & Rebuild Project

Hi gang, Making real progress on the plane.

First let's talk soda blasting, the process works and didn't hurt my fiberglass. Here are my thoughts.... because it was outside work, it did not start till the beginning of May when the weather was better. The soda blaster took off all my micro (glass balls in resin to feather tapes), and now I have to sand and re-smooth the fuselage to get rid of pin holes. Having said this, I could have been sanding all winter and could have saved the money with out all the re-smoothing of the fiberglass tapes. My recommendation is to sand the paint off, it'll be a lot of work but long term it's better, at least in my case.

On a happy note: My new engine is installed and I'm fitting the cowl. I need to make some blister for the intakes, I can do that.

After the lower cowl is done I'm building a four into one exhaust as I want the maximum efficiency out of my set up. Then I need to build a upper cowl as I don't have one. Then comes building the baffling. Oh, and don't forget the filtered intake for the FI. Then I can get the fuselage ready for painting, paint it and put the airplane together to fly. Will do all of this and hope to still fly while we have some summer left.

I can do it if my job won't keep getting in the way!!

True I do want to go flying but I do enjoy the challenges of building.

-Jerry



Putnam Museum Volunteers Are Needed for the "TAKE FLIGHT" Exhibit

From Bob Thomas and John Vahrenwald

Okay folks here is the scenario for the builder's exhibit at the Putnam. They tell me that the prime times are 12-4 on Saturday and Sunday, every weekend from June 19th thru September. My suggestion would be to volunteer for two hour shifts. Just take a look at the schedule that follows and let me know what date(s) and how many hours you would like to volunteer.

Again what we are looking for is people to stand by the mock up workshop and discuss aviation generally and answer questions. Many will probably ask what it takes to learn to fly and others may ask if you are a builder, you can discuss that also. If you are not a builder just indicate that the EAA can provide lots of assistance.

You can mention the Erie Sport Flyers, EAA Chapter 75, the QC Aviators and let the folks know a little about the local organizations. Thanks everyone, I look forward to hearing back from you. This really should be a good time.

Volunteers are Still Needed on the Following Dates

July 3rd, 10th, 11th, 17th, 18th, 24th, 25th, 31st
August 1st, 7th, 8th, 14th, 15th, 21st, 22nd, 28th, 29th

I have created an on-line schedule that you can use to choose the times you want to volunteer for "Take Flight" at the Putnam. [Click on the following link to choose your times.](#)

<http://www.doodle.com/tcqcuksa6ezvhan>

Don't forget to click the SAVE button in the lower right of the page after entering your times.

Or if you have trouble with the on-line schedule, call me, Bob Thomas at 563-555-3727 (Home), 563-322-3521 (Work), or 563-343-1825 (Cell) OR e-mail me at rthomas@tgt-insurance.com, with the dates and times you can volunteer.

..Bob Thomas & John Vahrenwald



Exhibit Opens on June 18!

Dive into the rich, local history of aviation with the exhibit Take Flight: Aviation Up-close and Personal.

From the Davenport Aviation School to the Velie Monocoupe, visitors will experience the principles of flight via simulators and interactive displays. Discover how planes are built when local Experimental Aircraft Association (EAA) clubs build a small plane from start to finish in the exhibit hall.

Opening June 18 in IMAX -- [Legends of Flight 3D!](#)

June 12th Potluck Lunch at Steve and Jessica Rahlf's

The rain came down pretty hard between noon and 3PM which prevented anyone from flying in, but, a bunch turned out from the Quad Cities and Muscatine chapters for the June 12th lunch. A nice chance for a bit of hangar flying and good food. A BIG thanks to the Rahlf's!!



Your \$100 Hamburger Suggestions

By Marty Santic

I would like to make this a semi regular column in the newsletter, but, need your suggestions and photos. Send them to me and I would be very to include them in the future newsletters.

The first eatery is Reedsburg, WI. The Reedsburg airport is kind of unusual, in that, the airport is located in the middle of the east side business district of the town. Two very nice runways serve the airport. Runway 18-36, 4840 feet, Runway 07-25, 2500'.

There are several restaurants within walking distance (a few blocks) of the tiedown area at the FBO. The eating fare ranges all the way from fast food to nice sit down restaurants. Click on this [link](#) for a map.

Here is a listing of the restaurants within walking distance of the FBO at Reedsburg,

- [Erin's Snug Pub Restaurant](#)-280 Viking Drive
- Marty's Steakhouse - 200 Viking Drive
- Viking Family Restaurant & Lounge-1599 East Main
- Longley's Restaurant - 1599 East Main Street
- McDonalds - 1500 East Main Street
- Subway - 1320 East Main Street
- Cancun Mexican Restaurant - 1232 East Main Street
- KFC and Taco Bell - 1733 East Main Street
- Burger King - 2000 East Main Street

The second is Kealy's Airport Café in Janesville, WI. The café is on the ramp. You can park directly in front of the café and enjoy a nice breakfast or lunch. Hours are Monday-Thursday 6am-3pm; Friday 6am-8pm; Saturday & Sunday 6am-3pm. Janesville is a nice towered controlled airport with 3 runways. 04/22, 6701 feet, 14/32, 7300 feet & 18/36, 5000 feet. Make a nice location for those windy days.

The third was passed to me. Monmouth Illinois Airport is convenient to the American Legion a few hundred yards down the road. Walking distance is short. On Saturday's, they serve a "hamburger lunch".

It would be a good Idea to call the Monmouth airport to verify. 309-734-3411.

OK, now it is your turn to suggest some other locations. I am sure you know of a few that you can suggest. Send me some of your ideas. I can do the research and include the detailed info. Send your ideas to marty.santic@gmail.com



Reedsburg, WI



Kealy's Airport Café - Janesville, WI

The Ghost Bomber-A True Story

From www.f-106deltadart.com via Mike Nightingale

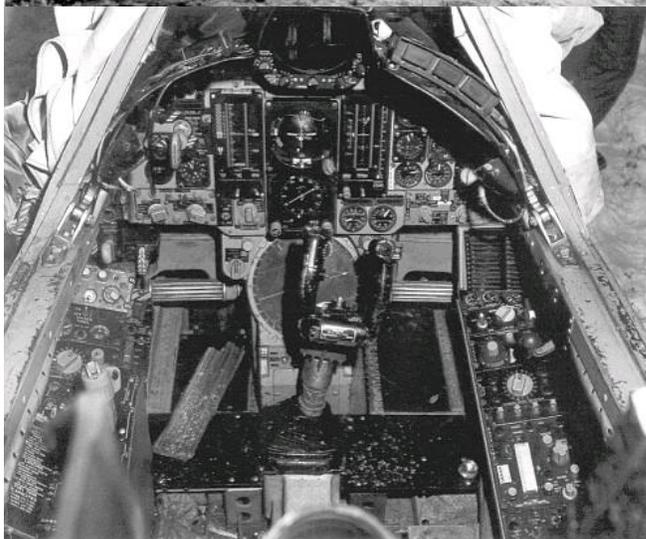
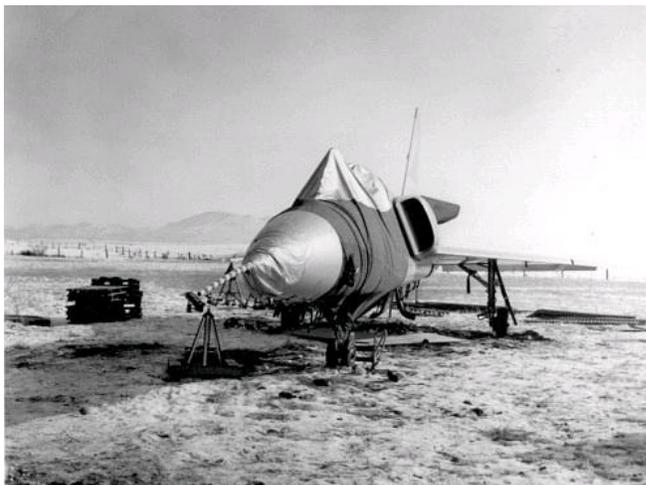
On 2 Feb 1970 a 71st FIS F-106A (S/N 58-0787) entered a flat spin forcing pilot Capt Gary Faust to eject. Un-piloted, the aircraft recovered on its own and miraculously made a gentle belly landing in a snow-covered Montana field. In some stories, as you'll read below, it became known as the "Cornfield Bomber". At the time of the incident the tail markings belonged to the 71st FIS out of Malmstrom AFB, however the 71st FIS was later changed to the 319th FIS, Malmstrom. Retired Colonel Wolford (Major at the time) was the Chief of Maintenance at the 71st FIS at the time. His name was stenciled on the side of 58-0787 as the pilot, however, Major Wolford wasn't flying the bird at the time of the incident.

Account by Col Wolford

Three F-106s were on a ACM (Air Combat Maneuvers) that day when 58-0787 went into a flat spin and according to procedures Captain Gary Faust bailed out at 15K feet. One of the accompanying F-106 pilots, IP Major Jimmy Lowe, observed the ejection and also observed 58-0787 straighten out right after ejection and reportedly transmitted "Gary - you'd better get back in it!". Major Wolford got a call from the sheriff about an airplane sitting in a field with the engine running and wanted to know how to shut it off. The sheriff was advised to just let it run out of fuel. The plane was resting gear up, engine running, on a small amount of snow, with a slight downhill grade and as the snow melted under the aircraft, it would creep forward some, which had the sheriff rather excited.

A depot team from Sacramento Logistics Center, McClellan AFB later came in, took the wings off, put everything on a railroad flatcar (a railroad set of tracks was conveniently located about a mile from the landing site), and shipped it to McClellan AFB, CA where it was repaired. Colonel Wolford said he'd like to have flown it out of there but after the aircraft was lifted up, the under side damage was greater than thought. The Stable Table had exited the bottom through the 05 panel area and crunched its way back to the rear of the plane ruining the armament bay doors. The wings were in perfect shape.

Account of the incident by the other IP pilot on the flight, Tom Curtis



"I was the other IP in that flight. The mission was a 2V 2 ACT training flight. My wing man, Larry McBride, aborted when his drag chute deployed on the ramp prior to take off. So it turned out to be a 2V 1, me being the one [Tom Curtis].

We took off as a flight of three. Gary Foust was lead-
(Continued on page 8)

The Ghost Bomber-A True Story

(cont.)

(Continued from page 7)

ing with Jim Lowe in the chase position. We then split up I went to one end of the training air space and they proceeded to the other end of the air space. We had about a twenty mile separation. The controllers turned us into each other so we passed head on with a thousand feet separation. The ROE (rules of engagement) were we had to pass head on with no tactical advantage to either flight. After passing the fight was on. The object was to gain a tactical advantage on the opponent and maneuver in to valid firing position. After landing we would review the film and try to reconstruct the engagement. Of course, this was a big ego thing. who was the winner etc.

I figured I could handle Gary pretty easy but I did not trust Jimmy. I figured he would probably break off and come after me. With this thought in mind, I came at them in full afterburner I was doing 1.90 mach when we passed. I took them straight up at about 38,000 ft. We got into a vertical rolling scissors. I gave him a high G rudder reversal. He tried to stay with me, that's when he lost it. He got into a post stall gyration. This happens just prior to a stall. The aircraft violently rolls left and right and sometimes swaps ends, a very violent maneuver. His recovery attempt was unsuccessful and the aircraft stalled and went into a flat spin which is usually unrecoverable.

The aircraft looked like the pitot tube was stationary with the aircraft rotating around it. Very flat and rotating quite slowly. Well, Gary rode it down to about 15,000 feet. All this time Jimmy Lowe was giving the spin recovery procedures. Part of the spin recovery procedures is to actuate the take off trim button. This trims all the control surfaces to a take off setting, which is a bout the same as for landing. So when Gary ejected the aircraft was trimmed wings level for about 175 knots a very nice glide setting.

When he ejected the aircraft straightened out and glided toward a perfect landing. I couldn't believe it ! Jimmy sez "get back in there." The aircraft landed in a snow covered field and Gary landed in the mountains. This was in February in Montana. Our concern was Gary's safety. However, the Indians got him out ok on their snow mobiles. The sheriff climbed upon the wing of the aircraft, engine still running and the radar still sweeping. when the air craft started to slid forward a bit he got down off the wing. He said when the rotating beacon went off he figured the engine ran out of fuel.



Account as told by F-106 Forums member 'Viper Pilot', 18 March 2009

In 1970, while assigned to the 71st FIS at Malmstrom AFB, Montana, its pilot ejected during an in-flight emergency. The pilot somehow got himself in a flat spin -- this is considered generally unrecoverable in an F-106 and the book says to get out.

After the pilot did just that, 58-0787 recovered itself from this unrecoverable position. In a vain attempt to recover, the pilot had trimmed it to takeoff trim and engine throttle back. After it recovered itself, it flew wings-level to the ground and made a near-perfect belly landing in a farmer's snow-covered field.

When the local sheriff arrived on the scene, the engine was still running. On a slight incline, the F-106 would move slightly as the snow under it melted which got the sheriff quite energized.

A depot team from McClellan AFB recovered the aircraft and it was eventually returned to service. When the 71st FIS was disbanded in 1971, 58-0787 went to the 49th FIS, my first squadron. Some considered it a lucky ship, others a jinx ship. We all referred to it as the "Cornfield Bomber".

We would occasionally run into ex-71st FIS guys at William Tell and ragged them unmercifully about the "emergency" so dire the plane landed itself. 58-0787 is in its 49th FIS markings at the USAF Museum and I have been to see this old friend several times. As pleased as I am to see the 49th FIS Eagle immortalized for millions to see, a part of me wishes they would paint one side in 71st FIS markings to ensure visitors know it wasn't the 49th that abandoned this perfectly good airplane. (Published with permission, more at <http://www.f-106deltadart.com>.)

Movie Night at the Repair Barn - Looking for Your Aviation DVDs

From Mindy Leahy

Looking to borrow some aviation movies. We are arranging a projector and a large inflatable screen to have our own little movie theater at the repair barn each night at OSH. We currently have Top Gun, but are looking for other aviation movies (in DVD format) such as Memphis Belle, The Aviator, Flyboys and Flight of the Intruder. If you have any of these, or other movies available that you can either bring with you to OSH, or bring to the July hanger gathering so that we could borrow it and take to Oshkosh, please contact Ed or Mindy Leahy at me24nas@mchsi, or 563-505-7633 (Mindy's Cell).

Antique and Vintage Homebuilt Fly- In Blakesburg, IA July 2 & 3

From Jack Jackson, Chapter 409 President

The Antique Airplane Association in Blakesburg, IA are close allies with our EAA Chapter #409. They are hosting a fly-in July 2nd and 3rd at Blakesburg. This is for older homebuilts but we would be glad to have any homebuilts on display. Come and enjoy a laid back fly-jn as only the crew at the Antique Field can provide.

Visit the Airpower museum and Library of Flight.

Camping on field, showerhouse facilities, catering by HyVee will be provided. The Pilots Pub will be open on Friday evening. Fuel will be available at Ottumwa Airport (OTM).

For more info, contact Robert or Ben Taylor at (641) 938-2773. Or contact them via e-mail, BenjaminTaylor@yahoo.com or AntiqueAirfield@sirisonline.com

This event is not the same as the Antique Airplane Association Fly-In that is held Labor Day weekend. Membership in the Antique Airplane Association is NOT required for this event.

Please help us get the word out.

Jack L. Jackson
EAA Chapter #409 President



An RV-12 at KIIB

Where Was It?

Still waiting for an answer!! Sorry, I can't publish a winner.

Come on you guys. Do you fly to the airports in Iowa or don't ya. I did NOT receive a single reply to the article looking for a guess at the mystery airport. The airport featured was in Independence, IA. The city has invested a bunch of money and the airport along with the T-hangars are brand new. There is also an another RV-12 flying out of there. John Bender built his RV-12 along with me.

Oshkosh is Getting Closer!!!

A rare night airshow is scheduled for Saturday. A brief schedule of the final weekend. (To tease you.)

Friday, July 30

Salute To Veterans and WomenVenture group photo
Warbirds extravaganza expanded air show.
Gary Sinise and Lt. Dan Band, Theater in the Woods

Saturday, July 31

Mass balloon launch
Warbirds extravaganza expanded air show.
Asleep at the Wheel concert, 6:30 pm, Theater in the Woods
Aviation film - Up at Fly-In Theater..
Evening Air Show, approx. 8:45 p.m.
Fireworks display, approx. 9:30 p.m.

Sunday, August 1

Family Day at AirVenture
Mass balloon launch
Closing air show, 2 p.m.
Announcements of winners in EAA Aircraft Sweepstakes and Young Eagles raffle
World's Greatest Aircraft Departure Show, approx. 4:30 p.m.

Calendar of Events (Click on the Links)

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

July 2010

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

July 2 & 3

Antique Vintage and Homebuilt Fly In, Blakesburg, IA

July 3, 2010

[Dubuque Air Show and Fireworks](#)

Jul 4, 2010

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

Iowa Falls Municipal Airport Flight Breakfast & Annual River Bend Rally. 7 a.m. – 11 a.m. Pilots in command eat free.

July 10, 2010

QCAA Wanabee / Young Eagles Event - Moline Airport (See the Following Page, Print and Post Some Flyers)

July 11, 2010

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

EAA 1414 Pancake Breakfast. Poplar Grove, IL. Pancake breakfasts will be held each month on the **SECOND** Sunday, up to and including OCT.

July 17, 2010

[EAA Chapter 75 Fly In Drive In Potluck](#) **NOTE DATE!**

July 18, 2010

Monticello Fly In Drive In Breakfast, Monticello, IA

July 20-21, 2010

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

July 21, 2010

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

July 22-25, 2010

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

July 23-25, 2010

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

July 24, 2010

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

July 24-26, 2010

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

July 26-Aug 1, 2010

[Airventure 2010](#) - Oshkosh, WI

August 2010

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

August 6-7, 2010

[Fly to Fairfield Weekend Getaway](#). First Friday Art Walk & Stephen Sondheim Center special for pilots. Fairfield, IA

August 7, 2010

[Free BBQ Lunch and Optional Wings Seminar](#). Dupage Airport (DPA). Enjoy a free BBQ lunch and stay for the optional Wings seminar. All attendees will be given a certificate for 2 hours free VFR or IFR simulator session

August 14, 2010

[EAA Chapter 75 Fly In Drive In Potluck](#)

August 21, 2010

[EAA Chapter 135](#) annual flight breakfast. 07:00-11:00, Pilots in Command eat free. Ankeny, IA

August 22, 2010

Tipton Friends of 8 Charlie 4 Fly-In and Open House. 8 a.m. – 2 p.m. Pilot in command free .

August 28, 2010

[Chicagoland Air Derby](#), Dekalb, IL

[Guttenberg IA 10th Annual Abel Island Fly-in, Float-in, Potluck and BBQ](#). Guttenberg, IA. NOON to 3pm. Bring your own meat to grill, covered dish to share and tableware. We will have some additional meat and tableware for those unable to bring their own. Contact Gary Fisher, 319-480-0913.

August 29, 2010

Burlington WI Planes, Trains & Automobile Fly-In or Drive-In Breakfast & Lunch. Burlington, WI. 7:00 am until 1:00 pm..

Iowa Aviation Museum, Greenfield Municipal Airport 18th Annual Wings Fly-In. 7:30 a.m. - 11 a.m. Pilots in command eat free

Iowa City Municipal Airport, 32nd Annual Fly-In Breakfast. 7 a.m. - 12:30 p.m.

Send event information on those activities that would interest the membership. Will be delighted to include any information on aviation related activities, fly-in breakfasts, etc. e-Mail your information to marty.santic@gmail.com

Classified (Click on the link for e-Mail)

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

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

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

For Sale: 1948 PA-15/17 Vagabond in Kewanee. A-65, bungee gear, dual controls. I owned this aircraft. The current owner says it is time to quit flying. LSA eligible. While I owned it, I put Cleveland wheels and brakes, remote spin on oil filter, new sealed wing struts, and new Maule tail wheel on it to name a few items. Call [Ross Carbiener](#) (A&P) at 309-738-9391.

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

For Sale: Whelen Nav/Strobe System (Van's System 6), Green &. Red & Tail light position/strobe. Power

supply, installation package, connector and socket. Never installed. Make offer. Call [Chad Po-banz](#) at 309-238-3062.

For Sale: Complete gas welding set. Torch, tank heads, etc. Practically new. \$200 or best offer. Call [Jim Haynes](#) at 309-772-2067.

For Sale: Spare Subaru engine. An EA-81 w/ adapter plate for a Rotax re-drive. Rebuilt. Lots of spare parts. Best offer. All the wood forms needed for the Zenith 601HDS fuselage, wings, rudder, etc. Best offer. Call [Larry McFarland](#) at 309-792-0472.

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

For Sale: From my '46 Cessna-140, O-200 days. 50% Off or best offer. 8 New Champion RHM40E Spark Plugs, \$13, CT-907 Champion Magnetic Plug-mate Socket, \$23, Champion T-450 Wire Gap Gauge, \$11. Also Mag Timing Light, Call [Marty Santic](#) at 563-344-0146.

For Rent: Hangar at the Geneseo airport. \$100 per month. Contact Kent Johnson at airport1@geneseo.net

For Sale: Continental O-200 with 0 since bottom overhaul. No records other than a data plate, and one logbook entry. \$5,000 OBO. 120 VAC Electric Aircraft tow that hooks to the nose wheel. \$300 OBO. Call [Mike Nass](#) at 563-357-6068.

To place an ad: Submit requests for aviation related For Sale or Want ads to the newsletter editor. Ads are free to Chapter 75 members. Ads from nonmembers will be run on a space available basis. Ads will be run / re-run at the newsletter Editor discretion.

NextGen ADS - B Out Will Become Mandatory in 2020

From the AOPA

The FAA on May 27 published its final rule mandating what owners will be required to have on board their aircraft in order to operate in the new satellite-based air traffic control system known as NextGen. By 2020, Automatic Dependent Surveillance-Broadcast Out (ADS-B Out) will be required equipment in all airspace that currently requires a transponder. According to AOPA, the ADS-B Out equipment that the rule requires will cost the individual general aviation aircraft owner thousands of dollars but only duplicates what already exists with today's

radio transponder. The association is conducting a detailed analysis of the rule to further understand its impact on GA.

"Since the 1990s, AOPA has worked with the FAA on the development of space-based navigation," said Melissa Rudinger, AOPA senior vice president of government affairs. "The industry has always maintained that the migration to the new system must be benefits-driven. But the only real beneficiary of this new ADS-B Out mandate is the FAA."

The new system will let ATC see each aircraft's GPS-derived position on controllers' screens, a function currently fulfilled by radio transponders. So ADS-B

(Continued on page 12)

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

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

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

ADS - B Out Will be Required in 2020

(cont.)

(Continued from page 11)

Out should be a replacement for transponders, but instead the FAA is requiring ADS-B Out and transponders, meaning pilots will have to pay for and maintain two systems in order to help ATC perform its primary function: safe separation of aircraft. The final rule does indicate that the FAA may, at some

future date, consider whether transponders could eventually be removed.

Over the past two decades, GA aircraft owners have embraced satellite-based navigation and have collectively spent millions of dollars upgrading their systems. Eighty percent of the GA fleet is equipped with GPS units. Twenty percent has GPS Wide Area Augmentation System-enabled equipment, allowing them to take advantage of extremely precise satellite-based instrument approach procedures during inclement weather. And aircraft owners have upgraded without mandate because they recognized the inherent advantages satellite navigation has over traditional radio navigation.

“We are encouraged that the FAA has rejected the unrealistic five-year implementation plan that some have called for in favor of a 10-year timeframe,” said Rudinger. “That gives the FAA and industry a decade to work together to find low-cost solutions, such as permitting portable options to display available traffic and weather data information.

AOPA remains committed to the transition to satellite-based navigation, but maintains that the transition must be benefits-driven—resulting in improvements in safety, efficiency, and increased access.

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Chapter Website
www.eaa75.com

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FREE AIRPLANE RIDES!

Wannabe A Pilot Weekend Coming In July!



Have you ever wanted to learn to fly?

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

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

Who: Everyone is welcome to join us!

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

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

www.qcaa.org

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



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

City of Davenport

June 14, 2010

Dear Davenport Municipal Airport pilot:

I would like to take this opportunity to update you on a few things happening at the Davenport Municipal Airport. This will be a busy summer for us with lots of ongoing airport improvement projects and the Quad Cities Airshow blasting off on June 26 & 27. In addition, we are working on updating the Airport's website and I welcome you and others to start using this website as a communication tool as well as obtaining pertinent information about the airport.

For those of you that do not already know, the Davenport Municipal Airport webpage can be found through the City of Davenport's website by using the "Department" drop down menu, clicking on Public Works and then clicking on Davenport Municipal Airport. We have made numerous changes and updates to the Airport page, so please take the time to look and feel free to make comments and suggestions. Updating the Airport page is a work in progress and I would love to have your input.

Construction on the new Airport Terminal/FBO Facility started sometime around late April and is developing quite nicely and quickly. We will be starting construction on an improved airport entrance road within the next couple of months, so keep your eye out for construction personnel. We will also be starting construction on six new aircraft storage hangars and a new taxiway between T-hangars E and G and T-hangars F and H.

I will try and keep you as informed as I can through the Airport website and correspondence. Please call me or email me anytime if you have questions.

Sincerely,

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

Marty Santic
 Chapter 75
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The Leader In Recreational Aviation



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

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

<p>New Member <input type="checkbox"/></p> <p>Renewal <input type="checkbox"/></p> <p>Info Change <input type="checkbox"/></p> <p>Membership dues for EAA Quad Cities Chapter 75 are \$10/year.</p> <p>Make checks payable to EAA Chapter 75</p> <p>Mail application/renewal to: Ed Leahy 3211 South 25th Avenue Eldridge, IA 52748</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 http://www.eaa.org</p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 http://www.eaa.org/membership</p>	<p>Name: _____</p> <p>Copilot (spouse, friend, other): _____</p> <p>Address: _____ _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone (Home): _____ (Work): _____ (Cell): _____</p> <p>Email Address: _____</p> <p>EAA#: _____ Exp Date: _____</p> <p>Pilot/A&P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with:</p> <table 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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