

# THE LANDINGS

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

November 2008

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

## President's Notes



It's beginning to look a lot like fall as I write this newsletter.

Saturday, October 18<sup>th</sup> we had a Young Eagle Flight Event at the Clinton Airport (CWI). Thanks to all who participated in the event. About 8:00 A.M. Bob Olds and I flew to Clinton, flew over the field and circled a couple times with weather reporting  $\frac{1}{4}$  mile and 400 feet. By the time we got back to Davenport, landed and started back to Clinton in the car, the visibility had improved – it was clear. We arrived with the paperwork to begin flights just in time. By then several others were able to land, thus the event went well. We flew 19 Young Eagles and as always they were all smiling.

Those who attended Dave Wilson's project review saw a very nice RV project in the final stages of assembly. His paint booth – "garage" next to the assembly shop is very interesting and helps provide a quality finish during all of the painting operations. This would make a good program on painting and equipment. Thanks much Dave.

Richard Morrow has arranged a very interesting program for this month. A description of which is found elsewhere in the newsletter. Thanks Richard.

I was waiting at the Moline terminal on October 19<sup>th</sup> for my flight to Ann Arbor, MI, and taxiing out was Paul Kirik and his Yak. After a time for warm-up he took off to the East with many of us who were waiting to board the commercial aircraft watching with interest and wondering why we were waiting for a "cargo plane ride" instead of flying with Paul.

We are in need of programs for 2009. We have discussed this at meetings and have agreed to not use the previous lottery method for program assignments. So put your thinking together and come up with some ideas. I know there are some very interesting aviation related programs out there just waiting for you to bring them together. You don't need to be the presenter, just the contact person for the program. Everyone needs to do their part in helping with all aspects of the chapter.

Our next meeting will be the Christmas potluck, so get that on your calendar now. Santa always makes an appearance and it is a fun meeting. Bring the children and grandchildren. Bev and I will be cooking the turkey again. More details in the next newsletter.

Mike Nass will be presiding at the November meeting, as I will be out of town, thanks Mike.

Happy flying or happy hangar flying, whatever the weather permits.

Jim

## October Meeting

Chapter 75 held its last meeting on October 11. Attendance was a little sparse but those who came enjoyed it as always. There was not a program scheduled so after the membership meeting, everyone chatted until they had to go home (or wherever you people go when you leave the meetings).

## November Meeting

You should definitely try to make it to the next meeting. This month, the program will be Lt. Col. Richard Asbury. He flew combat in three wars and had a total of five kills. Read his full biography on the last page of this newsletter. This will be a program you won't want to miss. Thank you to Dick Morrow for setting it up. The meeting will be held at 7 p.m. on Saturday, November 8 at the Carriage House.

## Clinton Young Eagle

The Young Eagle rally in Clinton was a success. According to Mike Nass, there were about 20 kids flown by 5 pilots. Also, a special thank you to Don Grundstrom who brought out his T-6 for the kids to enjoy while the weather was clearing up. Thanks to everyone involved!

**Next Meeting • Saturday, Nov. 8, 7:00p.m. • Lt. Col. Richard Asbury**

**EAA CHAPTER 75 MEMBERSHIP  
MEETING**

**October 11, 2008**

(Deer-Wyman carriage house, Moline, IL.)

**CALL TO ORDER:** The meeting was called to order by Vice President Mike Nass at 7:10 pm. There were 18 members present.

**TREASURERS REPORT:** Mike Nass read the Treasurers Report for Ed Leahy who had to leave early. A motion to accept the report was made by Wayne Sapp and seconded by Dave Skinner. Approval was unanimous.

**OLD BUSINESS:** 1. Young Eagles is scheduled at Clinton on Saturday Oct 18th. Volunteers are needed. 2. Keith Williams gave a report on the listing of the Glassair project for sale on Barnstormers. The project was also featured in the October Chapter newsletter.

**NEW BUSINESS:** The annual election of officers is to take place at the November meeting.

There were no reports from the Tech Counsellors, Tool Committee, the Flight Advisor.

**NOVEMBER PROGRAM:** Richard Morrow was present and stated that Dick Asbury of Davenport will speak about his military experiences from WWII to the Viet Nam era.

**PROGRAM:** There was no formal program.

**ADJOURNMENT:** The meeting adjourned for coffee and informal conversation at 7:32 pm.

**SUBMITTED BY:** David L. Jacobsen

**EAA CHAPTER 75  
BOARD OF DIRECTORS MEETING**

**October 11, 2008**

(Deere Wyman house, Moline, IL.)

**CALL TO ORDER:** The meeting was called to order at 6:10 pm by Vice President Mike Nass. Members present were Mike Nass, Ed Leahy, and Dave Jacobsen. Absent were George Bedian, Chris Nitz, Jim Smith, and Steve Beert.

**TREASURERS REPORT:** Ed Leahy reported Cash on hand: \$99.30; Savings Account Balance: \$3234.41; Checking Account Balance: \$2087.68; CD Balance: \$4728.12 for a total of \$10,149.51. There is \$2436.43 in the Repair Barn Account. A motion to accept the report was made by Dave Jacobsen and seconded by Ed Leahy. Approval was unanimous.

**OLD BUSINESS:** 1. The Glassair is advertised at \$47,500.00 on Barnstormers.com and in the chapter newsletter. 2. The Young Eagles flight rally is scheduled for next Saturday, October 18th, in Clinton. Volunteers will be sought at the membership meeting tonight.

**NEW BUSINESS:** 1. Ed Leahy mentioned that the bank has assessed us a service charge that he doesn't understand and that he will be checking what it is for. 2. Election of officers for 2009 is to occur at the November meeting.

A motion to adjourn the meeting was made at 6:22 pm by Ed Leahy and seconded by Dave Jacobsen. Approval was unanimous.

**SUBMITTED BY:** David L. Jacobsen



## Aviation Trivia

Here are a few pieces of random aviation trivia forwarded to me by Ron Frank. The answers will be posted in the next newsletter (if I remember). See how many of these you can get. No cheating!!!

1) What was the nickname of the first official Presidential airplane (a C-45 piloted by Major Henry T. Myers in 1944)?

2) What was the nickname of Jimmy Carter's campaign plane in 1976?

3) How did the MiG, the famous Soviet jet fighter, get its name?

4) In Air Force slang, what is the meaning of the term "laundry bag"?

5) Who was aviatrix Amelia Earhart's wealthy husband?

6) When Charles Lindbergh made his pioneering transatlantic flight on May 20-21, 1927, he covered 3,610 miles in 33-1/2 hours. How long did it take Amelia Earhart to make her solo crossing exactly five years later?

7) What would have been Charles Lindbergh's name if his paternal grandfather hadn't changed it when he fled to the United States to escape being jailed in Sweden for his political beliefs?

8) What famous "American actress" was the first woman to run a U.S. airline?

## Paul's RV Status

So I forgot to put this into the newsletter last month. I apologize. Right now he's working on prepping the wheelpans and spinner for paint. In his words, "Yeah, it's still not painted yet." Feel free to give him a hard time if the next couple newsletters say he's still prepping for paint. This plane isn't even fiberglass, prep shouldn't take this long. What's the holdup Paul? ;)

## Modifying E-LSA

Below is a message forwarded to me by Marty Santic about modifying E-LSAs. It was copied from the WAF Forum post by Mich48041

The reply below is from Joe Norris, Senior Aviation Specialist at EAA. It was sent to Mich48041.

It's ALWAYS legal to modify an experimental aircraft. That's the nature of the experimental certification categories.

The only time when it's not acceptable to modify an experimental aircraft is BEFORE the initial certification of an ELSA that's built from a Consensus Standard-compliant kit from an SLSA manufacturer. This certification category, under the authority of 14 CFR 21.191(i)(2) requires that the aircraft be assembled in accordance with assembly instructions provided by the manufacturer. Since this application requires a Statement of Compliance (FAA Form 8130-15) from the manufacturer, the only way that statement can be valid is if the aircraft is assembled strictly in accordance with the manufacturer's instructions.

However, once that ELSA gets its airworthiness certificate it is an EXPERIMENTAL aircraft just like any other, and you will find no regulation that restricts the modification of such aircraft. The only guiding document will be the aircraft's operating limitations (issued by the FAA as a part of the airworthiness certificate) which will require an approval process to be adhered to if a major change is made. This does not prohibit the change, but does put in place a specific procedure to approve the change.

There is no FAA document that specifically says an ELSA (or any other experimental aircraft) can be modified. The more important issue though, is that you can't find any regulation or guidance that would prohibit such modification. The maintenance and repair regulations found in 14 CFR Part 43 specifically do NOT apply to experimental aircraft, as stated in 43.1(b):

This part does not apply to any aircraft for which the FAA has issued an experimental certificate, unless the FAA has previously issued a different kind of airworthiness certificate for that aircraft.

This specifically states that the maintenance and repair regulations found in part 43 do not apply to an experimental aircraft. That being the case, there is no restriction on who performs maintenance, repair or modification.

I hope this helps to explain the situation. If not, let me know what further questions you have.

Joe Norris  
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# Member Photos



Member Project.....I don't think it's going to fly. ;)



Go-Fast Airplane #1



Watch out...there's another generation coming.



Go-Fast Airplane #2 (Jerry's Lancair IV)



Keith Vasey's RV 8

## Keith Vasey's RV 8

The following was sent to be by Keith Williams. Looks like a beautiful airplane. All of you who are currently building, here is you incentive to finish. (Photos are courtesy of Keith Williams and Keith Vasey)

Saturday afternoon I had a chance to fly along side Keith Vasey and get a few pictures (two attached). He has his RV8 in the air and told me that he is a bit less than 20 hours into the test period. The RV sure looked nice from where I was sitting.  
-Keith Williams



## Lt. Colonel Richard Asbury (This Month's Program)

Dick Asbury was born September 24, 1920, at Prince Frederick, Maryland. After school and Government employment in Baltimore, he entered USAF Flight Training in 1942, graduating at Marianna, Florida, in Class 43E. After initial assignment in the San Francisco area, he joined the 382<sup>nd</sup> Squadron of the 363<sup>rd</sup> Fighter Group training in P-39's for South Pacific duty at Hayward, California. In October 1943, the group shipped out to England and received P-51's. After two tours of combat in the ETO (second tour with the 354<sup>th</sup> Fighter Group), he separated in 1945 then was recalled to active service for the Korean conflict in 1950. After initial duty as an Air Training Command flight instructor in the T-6 and T-28, Vance AFB, OK, and a short time in Chun Chor, Korea as a "Mosquito Pilot", he found himself flying #4 in a Korean Mustang as a Tactical Advisor. He returned to the US in 1955 for ACSC followed by ROTC assignment at the University of Illinois and Purdue University. In 1958, he was assigned to B-52's at Ellsworth AFB, SD followed by Sheppard AFB, TX, in 1960. A short tour as a Civic Actions Officer in Panama preceded his 1964 move to a Pentagon assignment in Plans and Operations. After four years in the Pentagon, it was on to Clark AB, Philippines, as a numbered air force staff officer, then, in 1970, moved to Vietnam as an Air Liaison Officer (ALO) with the Republic of Korea Capitol "Tiger" Division and the 22<sup>nd</sup> ARVN Division. Prior to completion of the ALO assignment, he was called upon to command Pleiku Air Base, being the only Forward Air Controller qualified Base Commander in Vietnam. Rotating to the 24<sup>th</sup> Air Division, Malmstrom AFB, Montana, Colonel Asbury Retired in May, 1972.

*Tally Record:* Five kills, several probables and damaged. All Air.

*Combat:* Colonel Asbury's 600 combat hours and 240 combat missions span three wars and contain many memorable and anxious moments. In 1944, he was fighting off German ME 109's and FW 190's (on one occasion at ten-to-one odds against him). In 1971, he was fighting off a Viet Cong ambush at An Khe pass.

*Decorations Include:* Two Distinguished Flying Crosses, Bronze Star, twenty-one Air Medals, and three Air Force Commendation Medals.

Colonel Asbury has been a member of Daedalians since 1969 and a member of the Air Force Association since 1975. In 1985 he helped start the Quad Cities Chapter of the AFA. He served as the chapter president for the first two years. Other offices he has held in the AFA include: Illinois State Vice President for membership – two years; Great Lakes Region Vice President for Membership – two years; Illinois State Treasurer – two years; First Vice President for Illinois – one year; Illinois State President – two years. Some of the awards he has received include: two Medals of Merit; two Exceptional Service Awards; Great Lakes Region State President of the Year for 1992-93.

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*The Leader in Recreational Aviation*

