

THE LANDINGS

Newsletter of Chapter 75

Quad-Cities of Illinois and Iowa, USA

December 2007

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

President's Notes



This is the last month you will have to suffer through my "President's Notes" column. As many of you know, Jim Smith was elected President and Mike Nass was elected VP during the November meeting. I had the honor to serve

as your president for the past four years. I would like to thank all who helped me and provided the support needed to keep Chapter 75 moving forward. Much of your work goes unnoticed by the membership, but I assure you that it did not go unnoticed by me.

Most of the goals I had four years ago have been accomplished. The membership remained above 100. We continued to build quality airplanes. Our Young Eagle program continued with a perfect safety record. We sent several young persons to the Air Academy. We had one of the most successful stops on the Tri-motor tour last year with over 600 Quad City citizens getting to experience a ride on that wonderful airplane. Several of our members were recognized with awards during Airventure. Our service project, the Emergency Aircraft Repair Facility, continued to provide excellent support at Airventure. The EAA colors were on display at a number of events in the local area. We got nothing but good press for the recreational aviation community. I hope you will continue to support your new leaders as they take the reins for the next two years. You could not have a better team.

I hope to see as many of you as possible at the Chapter Christmas party on 8 December. Remember, the first turkey wing hits the plate at 1800. Bring your mess kit, a dish to share and, if you are blessed with future EAAers, bring a small, marked gift to place under the tree for Santa to distribute. Thanks for the memories.

Richard Lowe, President



**MERRY CHRISTMAS
EVERYONE!**

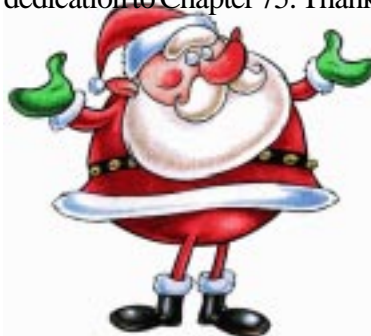
'Tis the season to be jolly so let's all work to make this year's gathering the greatest success. Last year we filled only half the brightly decorated tables. I know we can do better folks and we need YOU! to make a difference. Don't leave us hanging!

We will start serving at 6:00 pm so come and enjoy the great food prepared by Santa's workers! They don't just make toys!

Meat and beverage will be provided. Please bring a dish to pass, tableware, kids and grandkids, your camera and presents for under the tree.

Santa is a bit busy this year, what with all the little girls and boys being soooo good, so he'll be arriving about 30 minutes later than in years past. That will allow ample time for getting together and enjoying all our friends.

Please use this opportunity to thank Richard Lowe for his hard work and dedication to Chapter 75. Thanks!



Next Meeting • Sat, Dec. 8th, 6:30 pm • Santa

EAA CHAPTER 75
MONTHLY MEMBERSHIP MEETING

OCTOBER 13, 2007
(Deere-Wiman Carriage House, Moline, IL.)

General Information: The meeting was called to order by chapter president Richard Lowe at 7:09 P.M. at the Deere-Wiman Carriage House, Moline, Illinois.

Treasures report: The treasurer's report was read by Ed Leahy and was approved by the membership. It was noted that we have 22 2008 EAA Calendars left for sale, see Ed Leahy for your copy.

Visitors: Tonight visitors were Frank Reddig from Arkansas and Volker Nass from Clinton, IA

Tech counselor report: Terry Crouch reported on a fuel starvation accident caused by a loose gas cap coming off in flight. The homebuilt Stiletto had both tanks tied into the same fuel line, and only one shut off valve. During the flight, all the gas was sucked from both tanks. Keep those caps on tight!!

Flight advisor: Warren Brecheisen had his first flight on his RV6. Bernie Nitz prepped him the week before. All went fine.

Repair Barn: No news to report.

Tool Library: The tool committee will meet after the first of the year to discuss what tools we want to acquire. If the membership has any suggestions, please let Steve Beert our tool librarian know. The cable tensiometer is again available for loan from the tool library.

Young Eagles: Student memberships are now available they will cost \$10.00 per year. We will have more information on the way soon.

Old Business: John Vhrenwald and Richard Lowe flew to Rock Falls to meet with the EAA North Central Fly in Committee. Due to lack of volunteers and other chapter events the Fly In has been discounted. The equipment and funds for the North Central Fly In will be distributed as determined by a board meeting to be held in late January. Most of the equipment used for the fly in belongs to chapter 410. That equipment will stay with chapter 410, and chapter 75 will get some funds back after all the bills are paid.

New Business: The president discussed the importance of chapter elections. Jim Smith accepted the position of President and Mike Nass accepted the role of Vice President.

The Christmas party will be on our next meeting night, December 8th 2007. We will have dinner at 6:00 PM sharp and Santa is accepted to show up at 7:30 PM, Be sure to bring a wrapped gift for Santa to hand out to the little guests you bring along.

A list of monthly program presenters was posted for the 2008 Chapter meetings.

The November Program: Mike Nass's father, Volker Nass, a retired German Air Force fighter pilot gave tonight's program. He showed videos of a group of two light planes flying north from Germany through Denmark and on to the Artic Circle. Very interesting, especially the midnight sun. He also showed video footage of German F4 Phantoms flying Mach 1 speeds at tree top level over Canada. Thanks Volker

The meeting was adjourned at 9:05 P.M.

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

Old Aviators and Old Airplanes.....

This is a little story about a vivid memory of a P-51 and it's pilot by a 12 year old in Canada in 1967.

It was noon on a Sunday as I recall, the day a Mustang P-51 was to take to the air. They said it had flown in during the night from some U.S. airport, the pilot had been tired. I marveled at the size of the plane dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the flight lounge. He was an older man; his wavy hair was gray and tossed. Looked like it might have been combed, say, around the turn of the century.

His flight jacket was checked, creased and worn - it smelled old and genuine.. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo-67, Air Show) then walked across the tarmac.

After taking several minutes to perform his walk-around check the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he 'flashed the old bird up. Just to be safe.'

Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use — 'If you see a fire, point, then pull this lever!' I later became a firefighter, but that's another story.

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked — I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar, blue flames knifed from her manifolds. I looked at the others' faces, there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did.

Several minutes later we could hear the pilot doing his pre flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds; we raced from the lounge to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not.

There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before, like a furious hell spawn set loose—something mighty this way was coming. 'Listen to that thing!' said the controller. In seconds the Mustang burst into our line of sight.

Its tail was already off and it was moving faster than anything I'd ever seen by that point on 19. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic; we clasped our ears as the Mustang climbed hellish fast into the circuit to be eaten up by the dog-day haze.

We stood for a few moments in stunned silence trying to digest what we'd just seen. The radio controller rushed by me to the radio. 'Kingston tower calling Mustang?' He looked back to us as he waited for an acknowledgment.

The radio crackled, 'Go ahead Kingston.'

'Roger Mustang. Kingston tower would like to advise the circuit is clear for a low level pass.' I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu air show!

The controller looked at us. 'What?' He asked. 'I can't let that guy go without asking. I couldn't forgive myself!'

The radio crackled once again, 'Kingston, do I have permission for a low level pass, east to west, across the field?'

'Roger Mustang, the circuit is clear for an east to west pass.'

'Roger, Kingston, I'm coming out of 3000 feet, stand by.'

We rushed back onto the second-story deck, eyes fixed toward the eastern haze. The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive G's and gravity, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field shredding and tearing the air.

At about 400 mph and 150 yards from where we stood she passed with the old American pilot saluting. Imagine....

A salute! I felt like laughing, I felt like crying, she glistened, she screamed, the building shook, my heart pounded.

Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory.

I've never wanted to be an American more than on that day. It was a time when many nations in the world looked to America as their big brother, a steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the pilot who'd just flown into my memory.

He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at it's best.



Internet Links You Might Find Interesting....

U.S. Maine Corps MV-22 Ospreys aboard the USS Wasp, enroute for deployment in Iraq for the Osprey's first combat assignment.

<http://www.freerepublic.com/focus/f-chat/1914019/posts>

We've all seen some impressive aerobatics at air shows. Usually, there's an F-15 doing rolls and making low passes to give the crowds a thrill, but how often have you seen those same tricks performed in the big iron — like, say for instance, an Airbus A310?

<http://flyboytv.com/index.php?m=video&v=98>

Monthly Program Presenters

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

Jan.- Primary :	Joe Van Horst,	Alternate:	Blaise Stoltenberg
Feb.- Primary:	Rob Werner,	Alternate:	Dennis English
Mar. - Primary:	Lyle Hefel,	Alternate:	Bob Malloy
Apr. - Primary:	Paul Kirik,	Alternate:	Randy Stisser
May- Primary:	Steve Jackovich,	Alternate:	Dick Morrow
Sep.- Primary:	Roger Nightingale,	Alternate:	Bernie Nitz
Oct - Primary:	Jim Snyder,	Alternate:	Bob Thomas
Nov - Primary:	Nate Bush,	Alternate:	Don Grundstrom

Topics are of the presenters choice and you may make arrangements for a guest speaker. We're not picky! We do ask that you prepare your program well in advance of the assigned month or make arrangements with your alternate to do the same. I neither can make an attendance for that month PLEASE find someone who can. Do not wait until the last moment! Please provide the newsletter editor with a synopsis of the program so appropriate notice can be posted in the Newsletter. Thanks!

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2008



2008

The Leader In Recreational Aviation

EAA CHAPTER 75 MEMBERSHIP APPLICATION / RENEWAL

mo/yr

(Please check one) . . **Renewal with Changes** . . **Renewal** . . **New Member** (date joining _____)

Please print legibly

Name _____ **Co-pilot** (wife, friend or financier) _____

Street Address _____ **Month and Year of Birth** _____ / _____

City, State, Zip _____

Telephone Numbers(H) _____ (B) _____ (C) _____

e-mail address (case sensitive) _____

National EAA Membership Number _____ **Month and year your National Membership Expires** _____

How would you like your newsletter delivered? . . (Check one) . . **E-mail** or . . **Post Office**

What are you building? _____ **Flying?** _____

Occupation: _____ **Other interests or hobbies** _____

Annual Dues are currently \$10.00

(*New* member dues, received after July 1st will cover dues for the remainder of the current year and will also apply to the next year.)

Membership entitles you to our newsletter " *The Landings*", a Chapter Membership Directory, use of the Chapter Tool Library and all

other current membership privileges. Your acceptance of membership acknowledges your understanding that you may

be asked to accept leadership roles in service to EAA and Chapter 75.

Chapter Committee Interests (please check one or more) if willing to participate as a committee member)

- . . Tool Committee . . Tech Advisor . . Flight Advisor . . Flying Start . . Repair Barn
- . . Young Eagles . . Social / Flying . . Hospitality . . Board Member . . Newsletter

Chapter 75 meets the second Saturday of each month:

Sept. - May 7:00 pm @ Deere-Wiman Carriage House, 817 11th Ave., Moline, Illinois

June, July, August at Fly-In /Drive-In activities as announced in the newsletter.

Please submit your completed application by Jan 1st. to:

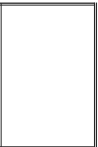
Ed Leahy

3211 S. 25th Ave.

Eldridge, IA 52748

It's Dues time again! Everyone did a great job of getting their renewal application in at last meeting. It was a great help to our records keeping. If you haven't yet paid, bring in a \$10.00 bill to the next meeting and repeat last months's success. Forms will be available during the meeting from Ed Leahy. If you can't make the meeting, please drop your payment to Ed Leahy by printing out a copy of the 2008 form.
Thanks, Ron and Ed.

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