

THE LANDINGS

Newsletter of Chapter 75
Quad-Cities of Illinois and Iowa, USA
March 2007

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

NEXT MEETING - SATURDAY, MARCH 10th, DEERE-WIMAN CARRIAGE HOUSE @ 7:00 PM

President's Notes



We hope everyone survived the storms in the area in late February. Vickie and I had a chance to camp without power for a while and our phone was out for a day. After spending a year in Sudan, 12 hours without power

or phone service is nothing. It just reminds us how fortunate we are in this great country and how we little appreciate these things until we lose them for a while. The February newsletter had an article on Wrongway Corrigan. This week I got a letter from Paul Poberezny with a story about his visit, years ago, with Mr. Corrigan. We will work it into a future newsletter. I guess Mr Poberezny's claims that he reads the news letters are valid, at least he read ours.

We got the sad news that Chapter 350 of Monmouth has now gone inactive. They had too few members in their ranks to keep the chapter going. Chapter 350 was a participating chapter in the North Central Fly In.

Speaking of NCEAA, we need two persons to serve as board members representing our chapter at the NCEAA. Contact me if you are interested, I can give you more details.

Our next board meeting is 11 March, a day after the Chapter 75 meeting.

A private party has approached the chapter with an offer to donate a Glass Goose project to us. See www.glassgoose.com for information on this airplane. If you are interested in working with a team to learn more about this offer, let me know. The program for the March meeting will be another good one. I hope to see everyone there. Richard Lowe, President

March Program

"Thirty Seconds Over Tokyo"

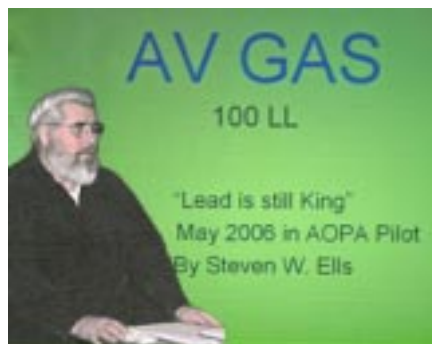


The March program, *Thirty Seconds Over Tokyo* was arranged by Kent Johnson and will be presented by Brett Lohman of Geneseo. Brett's interests in aviation include not only flying airplanes but has grown to include aviation history. Brett disclosed some details of his presentation to me and I can promise you it will be a very good program and, suprisingly, with a local connection to the Quad Cities. Brett's presentation will also include stories and photos of what is thought to be the last Dolittle Raider's Reunion held at Wright-Patterson.

Kent Johnson will also be on hand to give us an update on the latest changes in air traffic control relative to operations at the Quad Cities Airport and to answer any questions. You won't want to miss the evening.

February Program

Mike Nightingale's Power Point presentation "Lead is Still King" was another well recieved program populated with very useful information for the aviation consumer and addressing



the concerns of the future of aviation fuels, the history of aviation fuels and the hazards associated with the handling of leaded fuel. Thanks for a great program.

Saturday Mar. 10th • "DOLITTLE RAIDERS" • Brett Lohman

EAA CHAPTER 75 MONTHLY MEMBERSHIP MEETING

FEBRUARY 10, 2007

Deere-Wiman Carriage House, Moline, IL.

General Information: The meeting was called to order by chapter president Richard Lowe at 7:10 P.M. at the Deere-Wiman Carriage House, Moline, Illinois.

Treasure's Report: The treasure's report was read by Treasure Ed Leahy and approved by the membership. Ed said we still have 4 2007 EAA calendars left at \$6.00 each. Please contact Ed to purchase one.

Tech Counselor Report: Terry Crouch brought in the chapters newly purchased prop balancer, it was laid out for everyone to examine. Terry also mentioned an in-flight fire that occurred in a Vari-Eze. The plane was equipped with a Marine fuel flow transducer. The unit failed, (plastic tube broke?) causing a fire in the engine compartment.

Cy Galley reported that the FAA in it's new authorization bill is also seeking the release of technical data from abandoned aircraft type certificates. Also design and maintenance material for airplanes from now-defunct companies or from individual certificate holders who cannot be found. This proposal, advanced and supported by EAA and the Vintage Aircraft Association, would solve a Catch-22 problem for some vintage aircraft owners.

Currently, federal regulations state that an aircraft must be maintained to manufacturer standards, even if the aircraft no longer supported by a company. However, the material in those standards is not available because it is protected as intellectual property. Changing this situation would be an important step in preserving vintage aircraft.

Tool Library: Steve Beert reminded everyone that the new prop balancer is ready for use by our membership.

Young Eagles: Richard Lowe passed around a list of our Young Eagles pilots, with information that included how many rides they have given and most recent date of their last flight.

Old Business: Bernie Nitz has a revised edition of his DVD from last month's program. The subject was our August potluck at Steve and Cinda Beerts. These are to be given to members who contribute a \$25.00 Phone Card for our troops. The phone cards will be used by our military personal for contacting family members from hospitals both stateside and abroad, while rehabilitating from combat injuries.

New Business: The board decided to make a one time \$100.00 donation to the Civil Air Patrol to help with their moving expenses to their new location.

Richard Lowe attended the Quad City Aviators Association meeting on January 18th. He discussed the importance EAA programs such as Young Eagles, Air Academy and the other programs. The Wannabe program for this May (tentative date) was also discussed. We will again have a Young Eagles rally along with the Wannabes.

Keith Vasey was contacted by a lady in Orion, IL about a Glass Goose project. She wants to donate it to a non profit organization. The board had a discussion on the matter and decided to look into it. Steve Beert and John Vahrenwald said they would go and look at the project and report back to the membership next month.

Announcements: Richard Lowe introduced a new member, his name is Kirk Nelson.

There will be a project open house at Jerry Coussens shop located at his house. The address is 4440 Cheyenne Ave. Davenport, Iowa. It will be held from 1:00 P.M. to 4:00 P.M. Sunday, March 4th 2007. (*The shop is located @ 4621 Cheyenne Ave., editor*)

Roy Fisher, son of Paul Fisher is being considered for Air Academy this Summer at Oshkosh. His application is being sent and should be accepted.

Program: This month's program was presented by Mike Nightingale. He gave a very informative presentation on 100LL Av Gas. Mike showed us how lead found its way into our fuel supply's over the years and also the health dangers that come with lead. Thanks to Mike for a very educational program.

The meeting was adjourned at 9:33 P.M.

Respectfully submitted by Vahan G. Bedeian, Secretary EAA chapter 75

EAA CHAPTER 75 BOARD OF DIRECTORS MEETING

FEBRUARY 10, 2007

Deere-Wiman Carriage House, Moline, IL.

1. The board of directors meeting was called to order by chapter president Richard Lowe at 6:09 P.M. The following board members were present, Richard Lowe, Ed Leahy, Steve Beert, Dave Jacobsen, and George Bedeian. Also present was John Vahrenwald.
2. The treasurer's report for January was read by Ed Laehy. A motion was made to accept the report by Dave Jacobsen, seconded by Steve Beert and approved by the board members. Ed Laehy said we have 5 EAA calendars left at \$6.00 each, He will bring the remaining calendars to the next membership meeting.
3. The minutes of the last board meeting was read by George Bedeian. A motion was made by Dave Jacobsen to accept the minutes as read and was seconded by Steve Beert.
4. **Old Business:** Roy Fisher has applied for EAA Air Academy and will be attending if accepted.
No word on the search for a new projector for meeting presentations. Chris Nitz is looking into finding one for the chapter.
5. **New Business:** A one time donation of \$100.00 to the Civil Air Patrol, to help with their moving expenses was discussed. Ed Laehy made a motion to give the donation and Dave Jacobsen seconded it

Richard Lowe attended the Quad City Aviators Association meeting on January 18th. He discussed the importance EAA programs such as Young Eagles, Air Academy and the other programs. The Wannabe program for this May (tentative date) was also discussed. We will again have a Young Eagles rally along with the Wannabes.

The North Central EAA Fly In Board will have their meeting on February 24th in Rock Falls, IL. Richard Lowe and John Vahrenwald will represent Chapter 75 at the meeting.

Keith Vasey was contacted by a lady in Orion, IL about a Glass Goose project. She wants to donate it to a non profit organization. The board had a discussion on the matter and decided to look into it.

Steve Beert made a motion to end the board meeting, Dave Jacobsen seconded the motion.

6. The meeting was adjourned at 6:40 P.M.
These minutes respectfully submitted by Vahan G. Bedeian, Secretary EAA Chapter 75

Remaining 2007 Chapter 75 Programs

Month	Primary	Alternate
April	Tom DeWinter - R.C. Helicopters	
May	Jim Haynes - "Wrong Way" Corrigan / Curtiss Robin	
June, July and August	Pot Luck Dinners - Steve and Henry Rahlf, Jim Smith and Bob Olds, Steve and Cinda Beert	
September	John Eagles	Nick Anagnos
October	John Vahrenwald	Blaise Stoltenberg
November	Mike Nass	

The topic should be aviation related or something that would be of interest to members. Topics include technical methods useful to aircraft builders, aviation history, trips you may have made to a fly in, museum or aviation historic site. Guest speakers you know and can arrange are great programs. This is your chance to blow your own horn to a captive audience.

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Willis Luallen Open House

In celebration of his 80th birthday an open house was held to honor Willis Luallen on Sunday, February 18th at he Woodhull Community Center. Willis is one of two remaining charter members of EAA Chapter 75. The other charter member is Vern Long of Eldridge, Ia.

Cy Galley and myself attended the event along with Willis' many friends and relatives from the surrounding area.

In addition to the chocolate cake and punch served to his guests, Cy and I enjoyed chatting with Willis about his involvement with the beginnings of Chapter 75 and the Porterfield project he has stored in his garage. In a future edition of *The Landings* I'll do an in-depth interview with Willis recounting his recollections of flying and the early days of Chapter 75 and what he's been doing lately to keep himself busy. *Ron Franck, editor*
Photo provided by Cy Galley



Remember the French Cri-Cri from years ago and power by two small gasoline engines? The design now sports two small jet engines and has a cruise speed of 100 mph+. Photo provided by Mike Nightingale.



1978 Cessna 152 II Share For Sale: Only 12 Owners. Great Availability. Online Booking. Full IFR. Perfect for earning your Instrument Rating. Based at DVN. Always Hangared. Best maintained 152 in the Quad City Area. \$39 per month dues. \$39 per hour flight time (tach) Must Sell. I have moved from the QC Area. \$2500.00 or Best Offer. Call: Kirk 563-343-6149

There are only three things the co-pilot should ever say:

1. Nice landing, Sir.
2. I'll buy the first round.
3. I'll take the ugly one.



LANCAIR 4 PROJECT REVIEW / OPEN HOUSE

Jerry Coussens (second from right, front row) opened his shop to the chapter members Sunday, March 4th from 1 to 4 pm. A Lancair 4 project that Jerry recently acquired is under construction. In the photo below members are gathered around the Lancair's wing.

Photos by editor



The neat things you see during these project reviews are innovative ideas like this wing assembly table. Constructed from commercial grade 2 x 6 steel studs, it is economical, strong, lightweight and, most importantly, true. Studs are available in lengths up to 24 feet. Great idea Jerry!

So, What Is a Vin Fiz Flyer?

Perhaps you've heard of the Vin Fiz Flyer, or maybe not. For me, it was a name I had heard of, but one that I couldn't put a face to. That is, until I was given a copy of the January 1st., 2007 edition of **Linn's Stamp News**. On page 56 there appeared a full page story detailing how four of the eight known Vin Fiz Flyer postage stamps fetched from between \$54,625 to \$80,500 at recent auction. The 25 cent Vin Fiz Flyer stamp was the first postage stamp issued anywhere in the world to picture an airplane.

In 1910, newspaper publishing magnate William Randolph Hearst offered a \$50,000 prize to the first transcontinental flight made in 30 days or less.

In 1911, pilot Cal Perry Rodgers persuaded J. Ogden Armour, a Chicago meat packer, to sponsor his attempt to make the flight.

Rodgers christened his Wright EX biplane the *Vin Fiz Flyer* to help popularize a new grape-flavored soft drink Armour was selling. The plane had "Vin Fiz" spelled out in big letters on it's rudders and the underside of the bottom wing.

Rodger's wife came up with the idea of carrying mail on the *Vin Fiz Flyer*. 25 cent stamps were produced by a printer in Kansas City, Mo., and first became available for use around the middle of October.

The 25 cent Vin Fiz Flyer stamps paid only for carriage aboard the plane. Mail carried aboard the plane also required regular U.S. postage stamps for delivery.

The plane had no cockpit. The pilot sat perched in a seat mounted at the center of the bottom wing. It also had no flight instruments, navigational aids for flying had not yet been developed.

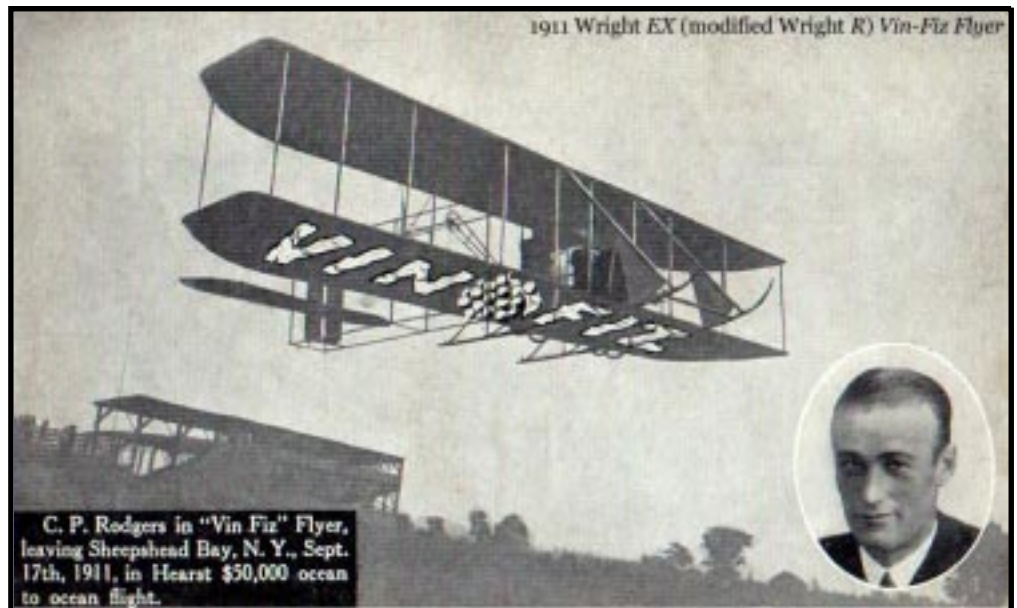
Rodgers took off in the *Vin Fiz Flyer* from Sheepshead Bay near New York City on Sept. 17th., 1911.

Rodgers and the *Vin Fiz Flyer* crashed a number of times during the trip across country, anywhere from 19 to 36 times depending on how you define "crashed."

After 49 days and 69 stops, Rodgers landed at Pasadena racetrack, completing the trip on Nov. 5th, 1911.

During the trip Rodgers suffered a broken leg, numerous cuts, bruises and lacerations, and shrapnel wounds from an exploding engine. But he persevered to become one of America's great heroes of aviation.

Rodgers was killed only a few months later, on April 2nd., 1912, when he struck a seagull during an exhibition flight near Long Beach, California. If you would like to read more about Rodger's historic flight, look for the book "Flight of the Vin Fiz" by E.P. Stein.



Dana Smith and Ken Whiting's Replica Vin Fiz



Aeronautical Charts

Richard R. Neher of the National Aeronautical Charting Office, FAA Air Traffic Organization, was on hand Monday night, February 12 at the Davenport Municipal Airport to present a seminar on aeronautical charts.

17 member of EAA Chapter 75 attended the event, representing about 40% of the pilots attending. I thought this was an excellent turnout considering there was a foul weather forecast afoot. It also said to me that EAAers are safety minded group of people.

Mr. Neher gave a brief overview of his duties with the National Charting Office and of his own involvement in aviation.

The National Aeronautical Charting Office was authorized by Congressional charter in 1927 and they have been producing charts ever since.

World Aeronautical Charts, used for long cross country flight planning are printed in a scale of 1/1,000,000 and updated yearly. Sectional Charts, updated every 6 months are in a scale of 1/500,000 and are the chart most familiar to GA pilots. For operations in and about Class B airspace you'll need the Terminal Chart at a scale of 1/250,000. Also updated every 6 months, they contain the most detail. In addition to these charts the National Aeronautical Charting Office also publishes "The Green Book", the Airport Facility Directory. It contains supplemental aeronautical information not found on the charts and is a must have item for every pilot.

Mr. Neher also spoke about TFRs and NOTAMS and their impact on flight operations. Did you know that TFR's were first issued in 1948? One problem Mr. Neher pointed out was that "real time info" on Notams is already 12 minutes old when a pilot gets them. This could mean that, even though you did your homework during your flight planning, by the time you walk out to the hangar, pre-flight the airplane, perform your engine run-up, contact the tower, taxi into position and hold, by the time you are airborne your information is nearly an hour old and a new NOTAM or TFR may have hatched. Mr. Neher said they are working on ways to close the gaps to help us be safer, more well informed aviators.

Here is a tip I gleaned from the seminar: Based on studies, it has been determined that there are four reasons pilots get lost. #1. You have been reading the chart like a road map. Get familiar with the legends on your chart. Learn the topography. #2. Pilot Comfort Altitude. You always fly at the same altitude so normal landmarks and waypoints appear strange to you if assigned a higher/lower altitude. Change altitudes from time to time to familiarize yourself with changing appearances. #3. Tunnel Vision. Your focus is too narrow along your desired course line. Broaden your focus. #4. Picking bad checkpoints. If you are flying over strange terrain, pick out waypoints that are easily recognized, something that will lead your eye attention. Additional tips: It's always the pilot's responsibility to know the current TFRs. Consult NOTAMS, call FSS for briefing, update every two hours, consult text and graphics at FAASafety.gov. Lastly, remember that TFR's and GPS mix about as well as oil and water.

There is a wealth of information at <http://naco.faa.gov> including free downloads. You can also get information on changes/additions to current charts that are between publication dates. If you have any questions you can e-mail Mr. Neher at Richard.Neher@faa.gov or call his office number at 301-713-2631 Ext. 224.

Of course there was much more information covered during the seminar than the scope of this article can cover. If you missed this seminar you can always catch another at the forum buildings at AirVenture 2007.

More info. also available at <http://faasafety.gov/default.aspx>

Ron Franck, editor



Happy St. Patrick's Day