

THE LANDINGS

www.eaa75.com

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

August 2012

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

I just returned home from another great year of Airventure at Oshkosh, WI. The eleven days went by in a flash. Our chapter did a good job once again at the Emergency Aircraft Repair Barn, helping fellow EAA members with their mechanical problems.

Most days there were 8-12 clipboards with forms on the counter all day long. These represent a project in progress for each clipboard. Most of the projects this year seemed to be out on the field and not so many planes coming to the repair barn shop area. This kept a lot of our members busy traveling to the different projects.

Our 50th year operating the repair barn was celebrated on Friday afternoon, July 27th with cake and beverages. Thanks to the several members who made a donation prior to the event, enabling us to purchase the cake and all items for the event.

Also, thanks to the ladies who went shopping for the necessary items for the party. A nice time was had by

all, this is quite an achievement.

Saturday morning at the Chapter Leader's Conference, our very capable newsletter editor, Marty Santic received a third place award for the Chapter 75 newsletter. When you see Marty congratulate him for this accomplishment. Also, at this event, Chapter 75 was recognized for our Emergency Repair Barn 50th year achievement.

This months meeting will be a potluck at the Clinton Airport at noon on Saturday, August 11th. Mike Nass will be the host and is cooking hamburgers and hotdogs. Please bring a dish to pass and your own table service. Chairs and tables are available at the airport. Chapter 111, Muscatine will join us.

We will be having another Girl Scout "Take Flight" Aviation Educational Activity. This is scheduled for Saturday morning, September 8th at the Davenport Airport. This will be very similar to the event we did last year, with approximately 40 girls taking part. We need several volunteer chapter members for this event, so please give me a call to volunteer so I don't have to call you. Thanks in advance.

Coffee and donuts will be at the Moline Airport on Saturday, August 4th hosted by Greg Klema. See the separate e-mail from earlier this week.

We are seeking volunteers to host the first Saturday coffee and donut event for the next several months. Please call to volunteer.

The success of this event depends on the members volunteering.

See you in Moline for coffee and donuts.

Happy Flying - Jim

**Next Meeting - August 11th at NOON - Potluck at the Clinton Airport
(At the Clinton Airport EAA Chapter Hangar)**

Many Attended the July Chapter Potluck at the Davenport Airport

A very good time was had by all at the July potluck lunch at the Davenport Airport!!



Many Attended the July Chapter Potluck at the Davenport Airport!!



My Trip to Davis, CA in the Lancair and Back - Part 2 (from Jerry Coussens)

April 21st

The next morning I lifted off runway 30 left at 8:00a. No need to turn on course, Davis University Airport is approx 300 degrees North of my present location. It's a 30 minute flight. As I get closer I listen to the traffic on the radio see what runway is favored. They are using runway 18, which kind of surprised me as the wind in Modesto was out of the north. In 30 minutes the wind was the opposite direction. OH well, it is what it is. I get in the pattern announce my intentions and land to the south following the landing aircraft. As I'm landing I seem to traveling a little fast and use a fair amount of runway. After landing I learn the instructor was practicing cross wind landings with the wind. Oh well, no harm no foul. I pull up to the self serve pump and top off the tanks. It takes 8 gallons of gas (big order). The airport seems busy but nobody seems to care I'm there. I pull the plane to a tie down spot and tie it down. This is where I left the plane for the next 4 days while I attended my meeting in Sacramento, CA.

April 26th

A friend dropped me off at the Davis airport around 8:00 am, yesterday was a rainy day. Today, we have unstable air, low clouds and occasional light rain. I take my time untying the plane. I load my luggage, do my walk around, and cleaned my windows. I walk to the building with sign that says, "Flying Farmers". I asked the lady behind the counter if they had any coffee. She said, "sure make yourself at home". While I drank my coffee I called flight service and checked the weather. The briefer told me the mountain tops were obscured, a big surprise so no flying home today. Maybe fly down the valley and go home that way. Briefer told me a cold front was moving in from the coast and the southern route is closed. Elected to fly under the clouds and return to Modesto and stay with my sister again. I take off, head south and climb to 1800' staying below the clouds. Visibility is good, and I'm enjoying the show, as rivers go the San Joaquin River is a mess. It zig zags back and forth moving to join with the Sacramento River. Modesto is in sight, this time I know my way around. I asked for the runway I want and get it. I land, taxi to the pumps, put in another 8 gallons, and tie down the plane. Diane had to work so she loaned me her car so I could check out the "Castle Air Force Museum" 30 miles to the south. If you like old military air-



planes it's worth the trip.

April 27th

The day looks clear; Diane dropped me off at 7:00a so I could get an early start. I'm ready to go home. I'm concerned the mountain peaks are obscured so I don't even try to pass over them. Instead I plan to go north to Lake Tahoe. My thinking, pass through the

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My Trip to Davis, CA in the Lancair and Back - Part 2 (cont.)

(Continued from page 4)

mountains at Donner Pass (follow I- 80). This way I don't have to climb so high and have a better chance to get through the Sierras. As I get closer to the lake the weather is clear and I decide to head east and abandon my plan to follow I-80. See what I mean about not telling Julie where I'm going. Its actually a beautiful ride, the storm has dropped new snow on the mountains. I pass over South Lake Tahoe. Above the city I see the ski resort of "Heavenly". I skied Heavenly a few years ago, it has the distinction of being on the state line. You can start skiing in Nevada make a wrong turn and end up in California, how's that for a full day of skiing. I'm now leaving the Sierras behind, ahead of me is the dry rocky desert of Nevada. Directly in front of me is Navy airspace, I can go north or south, I choose south as north takes me closer to bad weather. I'm now on a route that will take me to New Mexico. I plan to land at Cedar City, UT for fuel. As I get closer to Cedar City I have plenty of fuel so I decide to go to Page, AZ. Again you see why I don't tell Julie my plan. As I start to descend to Page the turbulence starts to build again. The area I'm flying through is beautiful, lots of reds, oranges set on a terraced back drop. A few days later I checked the map, I was flying over Stair Case National Park. I see Lake Powell coming in the distance, now Page comes into view. I pass the airport and make a carrier landing to the right and land on runway 33. I tell the attendant to top off the tanks. I take a half hour break to relax and check the weather to get home. There's a line of thunderstorms in MO and IA, I tell the briefer I'm stopping at Dalhart, TX for fuel. I didn't really know where I was going to stop but telling the briefer your heading East doesn't give him much to work with. I take off on 33 and make a climbing turn to the east on course. It's another bumpy ride. This time I'm not flying over the crater so I climb above the clouds to smoother air. I'm now at 15,500' on oxygen in smooth air with a bit of tail wind. Once again it's the highest I've ever flown. The plane takes it in stride. As I get to eastern NM, the clouds build and I go higher to stay above them. I level off at 17,500', once again this is the highest I've ever flown. The plane takes it in stride, what an awesome plane. Awesome engineer and awesome builder. At 17,500' I'm burning 6.9 gallons per hrs. I've got a 38 kts tailwind so even at my decreased speed I'm still traveling 250 mph over the



ground with a mpg of 36. My airspeed indicator says I'm doing 129 kts airspeed. With a stall speed of 67 kts, this plane could go higher still. Awesome plane, the engine change has completed this airplane's design.

As I travel east, the clouds dissipate with extremely clear weather ahead. To the North I see Pikes Peak clear as a bell, later I checked and it was 150 Miles away, now that's clear air. One thing I noticed was the luke warm air coming through my vents, even with my high altitude, interesting. With the back of yesterday's storm coming into view I decided to land at Wichita, KS to fuel and check the weather. As I got closer to Wichita I could see thunderstorms to the north over Topeka area. It was now getting to 5:00 pm and I had no desire to try dodging thunderstorms and showers at night to get home. I decided to stay the night. Watching TV weather that night there were tornados in the Topeka area, I made a wise choice. The weather man also talked about the reason no storms were blooming in my area. Seems there is a warm layer of air capping the growth of storms (AHA

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My Trip to Davis, CA in the Lancair and Back - Part 2 (cont.)

(Continued from page 5)

that explains the warm air up high).

April 28th

Up early, I grabbed some fruit at the hotel and headed for the airport. Home is only 90 minutes away and I'm ready to be home. The FBO had my plane all gassed up and setting in front of the door, got to love personal transportation. After I taxied to the active runway I called tower for clearance to depart. After liftoff, approach control cleared me to turn on course home. I knew there were clouds on the way home so I maintained an altitude of 3,000' and enjoyed the smooth air, listening to different radio stations as I traveled. When I got to Kansas City the haze thickened. I stayed south so I didn't have to deal with their airspace. The rest of the trip was under the clouds at an altitude of 1,000' above the ground with good visibility. Air was bumpy but not bad, actually fun having such a good view of the ground. I had to watch for towers but the air was fairly clear and they were easy to see. I got home and put the plane away on 10:00 Saturday morning.

Abel Island Fly-In - August 25th

Save the Date: Abel Island Fly-In August 25th

Our 12th Annual Abel Island Fly-In, Float-In, Potluck and BBQ is exactly 1 month away. We have averaged 70 airplanes and over 200 folks attending for the last several years, and if the weather cooperates, we expect at least that number again. We would like for you to put us on your schedule.

Once again, we will have room for land planes and float planes. We will, again, have our famous potluck and BBQ featuring smoked chicken legs for those that are unable to bring their own meat to grill, or if you just want to try them. We will have an open house for anyone that might be interested in purchasing property on Abel Island Airpark. At present, there is only one property for sale, but that may change by the time of the fly-in.

If you have any questions, give us a call ([319-480-0913](tel:319-480-0913)) or check out our website: www.abelisland.com I look forward to seeing you August 25th from Noon to 3:00 PM. --Gary Fisher.

Another ho hum trip through the mountains!!!!

Dealing with the weather in the mountains can be a pain. This trip took 10 hrs each way, and two extra days away from home because of weather. I decided this is my last trip past the continental divide, by personal plane. Taking the airlines for long trips is much more economical and reliable.

I have another meeting in Scottsdale, AZ late September. Hummm, I've never flown in that area, and Lancair is having a flying get together at Sedona, AZ two days after the meeting. Mayyyyyyybe one more trip out west?

A Note from Greg Klema

To all. All went well today with the angioplasty procedure. I have a 30% blockage. So nothing was done at this time. Have to get an appointment to see what other measures will follow. Thanks to all for your thoughts. I am home on light duty for a few days. See you Saturday at hangar A-6 at MLI. -

Mercer County Airport is For Sale

(from Jim Love)

FYI. If you are not aware the Mercer County Board is planning to sell the Mercer Co Airport. It is scheduled for public auction on September 15th.

First Aid for Severe Burns

A young man sprinkling his lawn and bushes with pesticides wanted to check the contents of the barrel to see how much pesticide remained in it. He raised the cover and lit his lighter; the vapors ignited and engulfed him. He jumped from his truck, screaming.

His neighbor came out of her house with a dozen eggs and a bowl yelling: "*bring me some more eggs!*"

She broke them, separating the whites from the yolks. The neighbor woman helped her to apply the whites onto the young man's face. When the ambulance arrived and the EMTs saw the young man, they asked who had done this. Everyone pointed to the lady in charge. They congratulated her and said: "You have saved his face." By the end of the summer, the young man brought the lady a bouquet of roses to thank her. His face was like a baby's skin.

EGGS - A Healing Cure for Burns

Chapters Present Major Achievement Awards

(Reprinted from Airventure Today)

EAA hosted the annual Chapter Leaders Breakfast and award ceremony Saturday, joining in the Founders' Wing of the AirVenture Museum.

EAA President/CEO Rod Hightower gave some remarks to the full room of leaders, pledging that the organization would support them in their efforts to grow their chapters, attract young members, and engage in their local communities. "When I see something that works, I am a famous thief of good ideas," he said. One of the things he learned during his 47 Grassroots Pilot Tour Stops held over the eighteen months before the convention was that "there are some great chapters out there".

The awards were presented in three categories: The Major Achievement Awards, the Web Editor of the Year and the Newsletter Editor of the Year.

Major Achievement Awards

Robert Baker, EAA Chapter 92, Coto de Caza, California, became a "later-in-life" pilot at the age of 61. He served as the chapter's vice-president and is currently the chapter's webmaster and Young Eagles Coordinator. During 2011, Robert flew 50 of the chapter's 300 Young Eagles after he added two extra events to the yearly schedule. The chapter expects to fly more than 400 Young Eagles this year.

Philip Hazen, EAA Chapter 44, Rochester, New York has served as chapter president, vice-president and webmaster, and has been on the board of directors since 1985. He has also been active in the Young Eagles program since it started in 1992, and currently holds the position of Young Eagles coordinator. Phil's efforts began back in the 1980s when the chapter decided it needed to find a permanent location. Through Phil's research and negotiation, a half-acre of land next to Brockport's Ledgesdale Airpark was purchased. As the chapter outgrew its original home, a 3,500-square-foot Sport Aviation Center was built to allow the chapter to better accommodate guest speakers, seminars, and Young Eagles events. This building would likely not be standing if it were not for the efforts of Phil.

Martin Sutter, EAA Chapter 983, Granbury, Texas, has served as president, treasurer (EAA 661); vice president (EAA 34); tech counselor, chairman, and

food services (EAA 983). He actively assists in fly-in events and is willing to spread his advice, encouragement, or hands-on support to anyone in sport aviation.



Receiving EAA chapter awards Saturday morning were (in back, 1 to 7) Marty Santic, Philip Hazen, Beth Rehm, Gary Piper, and—on behalf of Rod Hatcher—Art Schwedler. In front are—on behalf of Avril Roy-Smith—Tom Ridderbush, on behalf of Martin Sutter—Don Crum, Robert Baker, and—on behalf of Martin Sobel, Matt Gregg.

From 1996-1999, Martin taught sheet metal classes for homebuilders. He has also conducted more than 35 tech counselor inspections and several hundred tech visits and support to assist area builders. He has assisted in the installation in at least 25 sets of wings, provided technical help to many more, performed first-flight testing on a dozen aircraft, and remains the go-to guy with homebuilding questions. Martin even helped build a specially adapted RV-6 to an EAA member who had lost an arm. Accepting on Martin's behalf Saturday morning was Don Crum.

Web Editor Award

The EAA Chapter Web Editor awards recognize the commitment and creativity these editors put forth to maintain their chapter's informative and high-quality websites. Earning first place this year was Rod Hatcher, EAA Chapter 839, Saylorsburg, Pennsylvania. Art Schwedler accepted the award on behalf of Rod. Second place went to Gary Piper, EAA Chapter 863, Lebanon, Tennessee. Gary also serves as newsletter editor and Young Eagles coordinator. And the third place award was presented to Matt Gregg, EAA Chapter 180, Sarasota, Florida. Accepting on behalf of Matt is Martin Sobel.

Newsletter Editor Award

The EAA Newsletter Editor Awards recognize the editors who have shown high excellence in their newsletters while focusing on content, layout, appearance, and consistency. The first place award went to Beth Rehm, EAA Chapter 932, Wonder Lake, Illinois. Avril Roy-Smith, EAA Chapter 723, Camarillo, California, was named second place winner. Accepting on Avril's behalf was Tom Ridderbush. **Chosen for third place was Marty Santic, of EAA Chapter 75, Quad Cities of Iowa and Illinois.**

Contact Departure and Have a Nice Flight

(from John Peck, RV-12 Friend, CFI, CFII, Chapter 602, Adirondack, NY)

I called Niagara Ground Control before start-up and told them “Experimental N37JP on the FBO ramp, VFR westbound for St. Clare County Michigan at 2500, we have ROMEO.” They gave me the usual VFR clearance information, squawk code, etc. It was slightly odd that they did not give me a Departure Control frequency, but I let it slide. I started up, got taxi clearance to runway 6, and moved out.

I noticed the windsock at the end of runway 6 showed a severe crosswind, slightly downwind. I’m thinking, it’s a long runway, a VERY long taxi if I was to request a change to 24, and for sure the mighty Rotax and my superior piloting skills can handle this, so I let it slide. When I called Tower for take-off clearance I asked for the departure control frequency, and he said something like, “going westbound that would be St. Catherine’s on 128.525” I thought that was a strange way to put it, but I set the frequency in the standby side of the radio and let it slide.

We danced down the runway in the gusty wind and got airborne in one of my uglier takeoffs. Climbing out I waited for the usual “Contact Departure, have a nice flight.” Instead I got “Turn left on course, remain north of the Falls restricted area, squawk 1200, you can try contacting St. Catherine’s for flight following.” WHOA, I was NOT expecting THAT! I had

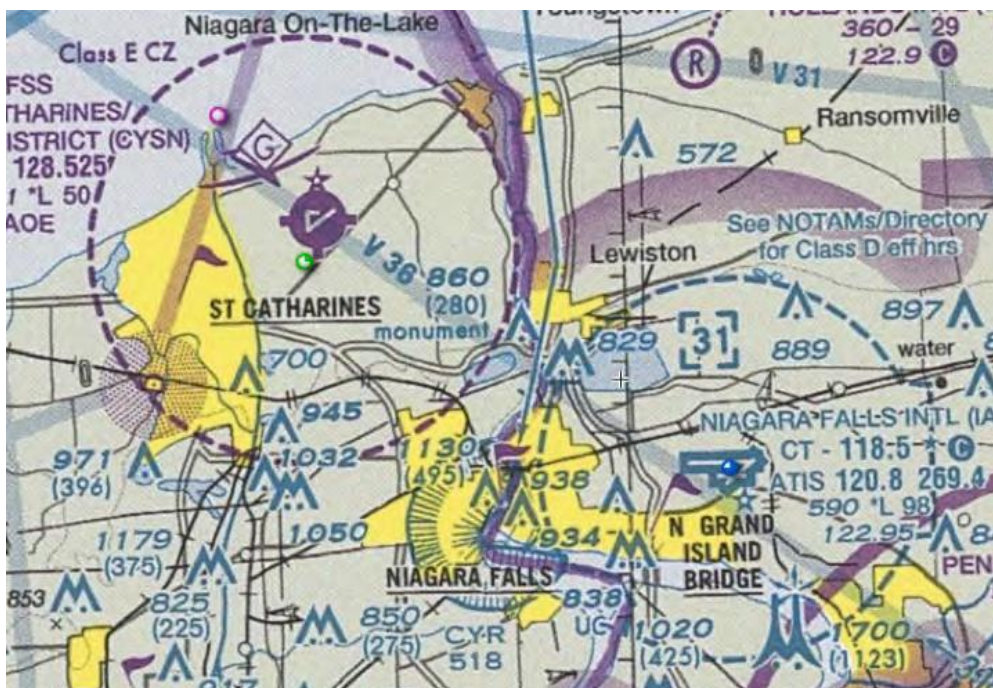
been expecting a nice helpful departure controller to give me “radar contact” and lead me step-by vector around the restricted area and the St. Catherine’s control zone. Now I was headed directly for the restricted area and on my own navigation. I was having trouble reading the Garmin 496 screen in the bright sunlight, and even though I had an iPad with ForeFlight (and its amazing moving map display) on board, I had not turned it on before takeoff. Yup, I had let that step slide too.

I took a course that by eyeball would keep me well north of the falls while I tried to contact St. Catherine’s Radio. No joy. Went back to Niagara Tower and they gave me a frequency for Toronto Center. They talked to me at least, but decided to send me back over to St. Catherine’s Radio. During all this time I was playing bumper cars with the restricted area and the control zone, partly by eyeball, and partly by the Garmin screen, which I was having a terrible time seeing in the sunlight. (Later, I discovered I had lowered the screen brightness on a night flight, and neglected to turn it back up.)

Once we got clear of the CZ over the Ontario flatlands, we were back on flight following with Toronto Center, and I was able to get my adrenalin level down to reasonable levels. I started analyzing my mistakes that got me into this mess in the first place. Basically it boils down to complacency. I am so used to being handed off to a departure controller, and putting my fate in his or her hands, that I did not completely pre-

pare myself for the initial leg of the flight. The Niagara controller’s verbiage should have tipped me off that he was not planning a handoff to a departure controller.

I was not completely familiar with the airspace directly and immediately on my course. I was not using all my cockpit resources. I had let too many things “slide.” Hopefully this story will motivate you and me to completely prepare for each and every flight (from start to finish), no matter how routine it may seem!



Photos from Airventure/Oshkosh 2012 (from Adam Santic)



Photos from Airventure/Oshkosh 2012 (from George Bedeian)



Photos from Airventure/Oshkosh 2012 (from George Bedeian)



Homebrew Rivet Setting Tool - A Cheaper Alternative

An alternative to the tool that is available from Avery Tools or Cleaveland Tools at a fraction of the cost.



enjoy flying, this is probably the most beautiful 8 minutes you will ever spend on your computer !!! Enjoy. <http://www.sleepingdogtv.com/>

Adam Santic - Hawkeye Jet Team Video - A neat video of the University of Iowa Hawkeye Jet Team at the 2012 Dubuque Iowa Airshow. Pretty Neat! <http://www.youtube.com/watch?v=nqRk5rEikzA>

Cy Galley - Back in the old days.....F-86 Fun. Rare movie about General Maloney's F-86 checkout! <http://www.youtube.com/watch?v=vQL9Kxxd88s>

Marty Santic - Photo Tour of the Northwest in an RV-12 - https://picasaweb.google.com/100499760963951648786/NWTour2012?authuser=0&authkey=Gv1sRgCKS_sryAjbW1bQ&feat=directlink

Dennis Crispin - Computer Generated 3D Flight from the Black Box Data - Flight 1549 - [Click here: #t=109](#)

Internet Links from our Readers

If you click on the links, you should see the articles.

Mike Nightingale - Pilot Tip of the Week - We're always trying to reach more pilots with our Tip of the Week. If you've found these tips helpful and know other pilots that might enjoy them ask them to sign up.

The link to sign up (no charge of course) is <http://pilotworkshop.com/tips.htm>

Dean Beranek - Aviation demonstration video showing a wide variety of aircraft. After watching, click on "Reel" and see other videos. Turn up your music. Make sure you open to wide screen!!! If you

Local Calendar of Events (Click on the Links)

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

Saturdays thru December

EAA 563 Mt. Hawley Airport, Peoria, IL Breakfast, Fly, drive, or walk. 8a-9:30a. Pancakes, Eggs, Sausage, Coffee, Juice, and Good Times and Hangar talk.

Friday's in July

Clinton Airport Friday Night Supper 5pm-7pm

August 4, 2012

FREE COFFEE and DONUTS at the MOLINE Airport . Drive In or Fly In. BRING the family!!

August 5, 2012

Cresco Municipal Airport - Cresco Chamber Flight Breakfast 7:30 a.m. – Noon. Pilots in command eat free. 563-547-3434 (Anna or Jason)
E-mail: anna.schmauss@cedausa.com
Web site: www.crescochamber.com

August 11, 2012

EAA Chapter 75 Monthly Meeting - 3rd SUMMER POTLUCK at the Clinton Airport

August 18, 2012

DeKalb, IL. DeKalb Taylor Municipal Airport (KDKB). Chicagoland Air Rally. Proficiency air rally over approximate 150nm course - pilot coming closest to prediction of speed and fuel wins. Spot landing contest for pilot and/or copilot. Cash prizes and trophies. Great exercise in pilotage. Passenger required. Entry must be postmarked on or before July 14, 2012. Contact Cynthia Madsen. [Email Website](#)

August 19, 2012

Monticello Municipal Airport - Fly-in - Drive-in Breakfast. 7 a.m. - 12:30 p.m. Pilots in command free. 319-465-5488 (Teresa Bader)
E-mail: monticelloaviation@qwestoffice.net

August 26, 2012

Iowa City Municipal Airport - 34th Annual Ser-toma Fly-In Breakfast - 7 a.m. - 12:30 p.m
319-338-9222 (Jim McCarragher)
E-mail: jamesm@meardonlaw.com

August 26, 2012

Iowa Aviation Museum - Greenfield Municipal Airport - 20th Annual Wings Fly-In / Drive-In
Pilots in command free
641-343-7184 (Lee Ann Nelson)
E-mail: aviation@iowatelecom.net
Website: www.flyingmuseum.com

August 25-26, 2012

Wings Over Waukesha at Waukesha County Airport,
Waukesha, WI - 9:00am-6:00pm. Wide variety of vintage and warbird aircraft on display to celebrate 100 years of aviation in Waukesha County. Daily air-show starts at 1pm with nationally renowned aerobatic performers, parachute demonstrations, warbird fly-bys, and modern military aircraft

August 26, 2012

Burlington Wings and Wheels, Pancake Fly-in/ Drive-in at Burlington Airport, Burlington, WI - 7:30am-1:00pm. Pancake breakfast and bratwurst lunch. Classic airplanes, classic cars, model trains, airplane rides and kids activities. Breakfast by B'Jazzled and lunch by your Burlington Firemen. Breakfast \$8.00

September 1-2, 2012

Quad City Air Show - Davenport Municipal Airport
563-285-7469
E-mail: info@quadcityairshow.com
Website: www.quadcityairshow.com

Cockpit Chatter

Lost student pilot: "Unknown airport with Cessna 150 circling overhead, please identify yourself."

Tower: Have you got enough fuel or not?
Pilot: Yes.
Tower: Yes what?
Pilot: Yes, SIR!

ATC: "Cessna 123, What are your intentions?"
Cessna: "To get my Commercial Pilots License and Instrument Rating."
ATC: "I meant in the next five minutes not years."

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

EAA CHAPTER 75 SATURDAY COFFEE AND DONUTS

FREE COFFEE, FREE DONUTS, FELLOWSHIP AND SOME GOOD HANGAR TALK

FOR THE ENTIRE FAMILY!

**FLY IN OR DRIVE IN – FOR ANYONE
INTERESTED IN AVIATION**

ALL ARE INVITED!

**SATURDAY, AUGUST 4, 2012
8AM – 11AM RAIN OR SHINE**

**QUAD CITIES INTL AIRPORT (KMLI)
AT GREG KLEMA'S T-HANGAR
HANGAR A-6**

A Request from Tom Nielsen - Moline CAP - Neil Pobanz Estate Items

The estate of Neil Pobanz has requested the Moline CAP to dispose of the items in Neil's hangar at Moline. All proceeds will be donated to the Moline CAP. Among the items are several aircraft radios, manuals, many tools and aircraft test equipment. If anyone is interested in viewing these items and many more, please have them contact me at [309-716-8620](tel:309-716-8620). Please give this the widest possible discrimination.

Thanks, Tom Nielsen

Chapter 75 2012 Program Schedule

Remember to put the dates on your calendar!!

August 11th - Fly-in Pot Luck---Clinton Airport

September 8th - OPEN - TBA

October 13th - EAA Scholarship Recipients

November 10th - Jeff Skiles - EAA Oshkosh

December 8th - Christmas Party Pot Luck

LOOKING for YOUR ideas for the open program in September. A thought would be fine, then, I'll try to find a presenter or location. Send me a note, marty.santic@gmail.com

Classified Ads

DAR Services: Amateur Built/Light Sport Airworthiness Certification Inspections, Ferry Permits (Certified and Experimental), Replace lost/damaged Airworthiness Certificates (Certified and Experimental). Call [Ross Carbiener](tel:309-738-9391) (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.

For Sale: 1966 PA-28-140 (150hp) 2793 TT, 646 SMOH, King 170B Nav/Com with VOR/LOC Indicator, Narco AT 150 Transponder with encoder, new battery at 8/16/2011 annual, all AD's complied with, recent vac pump replaced, complete logs, hangared at EZI since 1991. Contact Jim Love (309)368-3339.

For Sale: Battery pack and connector cable for a Bose Series II headset for sale. \$30. Bob Kuhns, Geneseo IL (309) 945-5746

For Sale: One Flightcom headphone with cloth covers over liquid/jell ear pads and mono/stereo option \$40. Ray Holland 563-359-0450.

Partners WANTED: Looking for other pilots to buy an LSA to be located at Geneseo, IL. Bob Nash. 309-944-2212.

For Sale: KING COMMERCIAL COURSE DVD's, Complete DVD set with study guide and a DVD of the

Oral Test questions also. \$100 obo. and Garmin 90 GPS w/ Americas database. Complete with yoke mount, remote antenna and power cables, etc. \$50 obo. Also have an O2 tank w/ canula's ... like new. Call me. Frank Sundrum 850-819-1666

For Sale: One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker Garmin GNS-430W WAAS GPS Garmin GI-106A CDI #1 Garmin 496 Handheld GPS. Qualified candidates must have a minimum of 100 hours as PIC. **Moving - Must sell - Price Drastically Reduced to \$1,995 OBO! Was \$2900 a month ago!** . For more info contact Chris Dufour [\(309\) 236-9286](tel:309-236-9286)

IFR SAFETY Pilot WANTED: I'm brand new to the Quad Cities area (and EAA 75) and am looking for an IFR practice partner. Looking for a safety pilot for currency flights, lunch, or whatever, can fly almost any time as I'm retired, happy to reciprocate, I fly a "V" tail bonanza. Rich Qualmann. Call 309-795-1274.

HANGARS AVAILABLE: At the Davenport Airport!! Call Tom Veselga at **563-326-7783**.

Look thru that hangar of yours and send me your ad for this section of the newsletter.
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!!

EAA Airventure Oshkosh 2012 Final Facts and Figures

Comment from EAA president/CEO Rod Hightower: “This was a solid year at AirVenture and, most importantly, it was a safe event. I’m very happy with our operational execution, as there were a number of changes this year. Our 4,800 volunteers and the EAA staff did a marvelous job of putting together a wonderful week. We had plenty of aviation and innovation on display during AirVenture 2012.”

Attendance: 508,000

Comment from Hightower: “We are pleased that attendance has topped one-half million again. That is a tremendous total considering the intensely hot weather, storms, and struggles in the overall economy. The aviation community knows that Oshkosh is *the* place to be to find out what’s new, and actually buy new equipment, components, and aircraft.”

Total aircraft: More than 10,000 aircraft arriving at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin.

Total showplanes: 2,489 including 978 homebuilt aircraft, 907 vintage airplanes, 336 warbirds, 105 ultralights, 97 seaplanes, 35 aerobatic aircraft and 31 rotorcraft.

Commercial exhibitors: 802

International visitors registered: 2,078 visitors registered from 71 nations, with Canada (479 visitors), Australia (286), and Brazil (216) the top three nations. (NOTE: This total includes only non-U.S. visitors who register at the International Visitors Tent, so the actual international contingent is undoubtedly larger.)

Media: 897 media representatives on-site, from five continents.

What’s ahead for 2013?

Comment from Hightower: “Expect bigger and better things for 2013 - certainly continuous improvements in what we call the visitor experience. Stay tuned for many announcements about the 2013 fly-in and the history-making surprises that can be found only at Oshkosh.”

EAA AirVenture Oshkosh 2013: July 29-August 4

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