

THE LANDINGS

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

July 2012

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Summer activities are in full swing. Our first big thanks goes to Steve & Jess Rahlf for opening their home for our June Potluck/Fly-in. It was a perfect day for such an event. Fellowship and food were the best, as usual. It is always enjoyable to visit with the Muscatine Chapter members. There are some good photos elsewhere in the newsletter.

The July meeting, another Potluck/Fly-in will be at the Davenport Airport. It will be at Jim Smith's hangar. Bob Olds and Jim are the hosts, and they will provide brats/hotdogs and beverages. Bring your own table service and a dish to pass.

This month's meeting is only five days before many of us head for Oshkosh and Airventure 2012. This will be our 50th year with the Emergency Aircraft Repair Project. Time goes fast when you are having fun.

Last week some of our members made their annual trip to Oshkosh only to stake out their camping site for Airventure. This actually has been going on for

many years, and provides an opportunity for campers to reserve the same spot/area year after year. They end up having the same neighbors back for their Airventure experience. It makes for good camaraderie and camping with aviation the main topic.

The Young Eagle event at Geneseo on Fathers Day provided nearly 70 happy smiling new Young Eagles. The pilots and ground crew helpers made this event go very smoothly. Thanks to Cinda Beert and her crew for another successful event. A special thanks to the Fathers who took the morning to share their talents to help with the success.

FREE COFFEE/DONUTS – 1st SATURDAY OF THE MONTH (8-11am) - NEXT one on July 7th

Our first hangar donuts and coffee event the first Saturday in June was held at Tom Shelton and Jerry Coussens's hangar, and went great. There were approximately 30 in attendance.

The July event is scheduled for July 7th at John Vahrenwald's hangar, also at Davenport Airport. Let's keep the enthusiasm going. Call an airplane friend, **bring the FAMILY** and join us.

We lost our good friend and member Neil Pobanz in June. A memorial was held at his airport in Lacon, IL. With many long-time friends in attendance. The EAA Ford Tri-motor made a flyby. Also The Bonanza group did a missing man flyby. Neil was always present for help and advice with chapter Activities at Airventure. We expressed condolences to Chad and his family and friends in Lacon.

We WILL miss Neil, as he has made his last flight west.

Happy Flying - Jim

**Next Meeting - July 14th at NOON - Potluck at the Davenport Airport
(At New T-Hangars #2 & #3 - Far Northeast Corner of the T-Hangar Area)**

June 9th Potluck Lunch at Steve and Jessica Rahlf's

The weather was near perfect for this years edition of the Rahlf potluck. A bunch turned out from the Quad Cities and Muscatine chapters for the June 9th lunch. If you missed the June potluck, put the July potluck on your schedule. A nice chance for a bit of hangar flying and good food.

A BIG thanks to the Rahlf's!!



Saturday Coffee and Donuts at the Davenport Airport A Success!

The Saturday coffee and donuts morning on the 1st Saturday in June was a major success. Many local aviators came together at the Davenport airport just to enjoy the hangar talk and the free coffee and donuts. This one and future ones are intended as a family chapter activity. **Next one will be JULY 7th.**



Pancake Breakfast and Young Eagle Event - Geneseo Airport - June 17

Flew a total of 62 Young Eagles at the Geneseo Pancake Breakfast on June 17. Kent summed it up in the following note to Cinda.

Just wanted to thank you for the outstanding job that you did in organizing and running the Geneseo YE event. Thanks to the Smiths, the Olds, Marty, Gary, Gina and son, Ron Franck, pilots: Tom, Bob J., Bob K., and Brandon and others whom I may have missed. Great job everyone!! Cinda, could you please pass this to the participants and I'm sorry if I missed some names. Thank again, -Kent.



My Trip to Davis, CA in the Lancair and Back - Part 1

(from Jerry Coussens)

April 19th

Woke to a beautiful Thursday morning. Checked with flight service about weather in route to Davis, CA. Briefer told me we had a line of thunderstorms moving across the state from St. Joseph to Minneapolis, MN. I had plenty of time to go to the gym and have a good breakfast.

My wheels left the ground at 9:00 am. Before take-off, I checked radar and noticed a thunderstorm over Muscatine, heading towards Davenport. After take-off in clear skies I headed southwest. To the south was the thunderstorm coming from Muscatine. To the west was the line of thunderstorms the briefer mentioned. I chose a cruising altitude 6,500' and headed to Kansas City. Smooth air, good visibility, a pleasant flight. Near St. Joseph I had scattered clouds to the west, thunderstorms to the north and a buildup of clouds to the south. I turned directly west to get through the line. As I approached St. Joseph I started hearing static in my headphones. It quickly escalated, the radios and auto pilot started to flash and shut down. For fear they were going to be damaged I hit the master switch and shut the panel down, waited about 15 seconds and turned everything back on. Everything came back up and worked fine. I assume I went through an area of positive or negative energy. As my plane went through, the energy quickly dissipated. I had experienced this situation once before near Boise, ID. After flying for hours through the dry Utah air, I flew through some light showers. The static discharge blew some paint off the vertical tail and fried my rudder trim indicator. This time there were no lasting effects.

I picked Concordia, KS as my stop for gas. After topping off the tanks, I called home to tell Julie where I was. Julie told me, earlier she was at her hair appointment. The hair dresser asked her where I was at and where I'd be spending the night. She thought it was odd Julie didn't know. I don't give Julie information like that. In the past I would tell her when I planned to stop. Sometimes, I would have a head wind which would slow me down. I'd get there late and she'd be worried for nothing. Now I call when I stop, so she knows everything is good.

I then called flight service to check weather, and relaxed for a bit. The briefer told me there was an up-



Thunderstorms near Muscatine



Page, Arizona

per level disturbance in the Rockies. I could expect obscured mountain tops and severe turbulence. Recommendation was to go south to Albuquerque, NM. Expect severe turbulence in the area of Las Vegas, NM. I didn't know there was a Las Vegas, NM. I figured if I find the turbulence, I would find where Las Vegas was.

Departed Concordia at noon, headed for NM. Cruise altitude was 3,500' as there was a cloud deck above me. Visibility looked murky to the right and ten miles plus to the left. Visibility improved the closer I got to NM and the turbulence increased. I was still an hour from Albuquerque when I experienced the worst turbulence I have ever had the pleasure to experience. That was a derogatory remark, I hated it. **BAM!!!** The plane is going up a 1,000' + feet per minute. **BAM!!!** The plane is dropping a 1,000'+ FPM. My head went up till it hit the canopy. I tightened my belt ready for the next one. **BAM!!!** The right wing went up then the left wing. This was to be my lot in

(Continued on page 6)

My Trip to Davis, CA in the Lancair and Back - Part 1 (cont.)

(Continued from page 5)

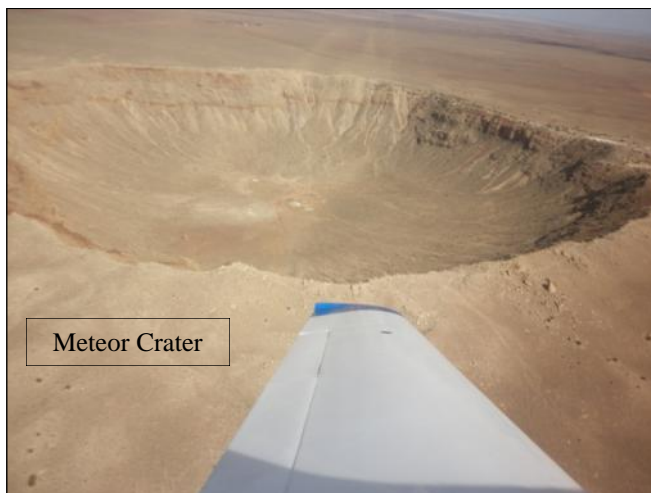
life for the next hour. I took the plane off auto pilot for fear the auto pilot was going to break or break something else. In turbulence it's better to go with the flow instead of fighting it. Soon I flew right over Las Vegas, NM. Well, I guess they were right about the turbulence.

After what seemed to be eternity I started to descend into Albuquerque, landed with a 20kts crosswind. After a fill up, I got a coke, hung out for awhile before checking with flight service. The weather west was forecast with better conditions. After leaving Albuquerque I could have climbed higher and improved my turbulence problem. I decided not to do that as I was only a hundred miles from the meteor crater near Flagstaff, AZ. I've come this far, we might as well do some sightseeing. It was worth it, the power of nature is very cool. After a left hand turn around the crater at 1000' AGL I turned north and headed to Page, AZ.

I picked Page as it set me up for my planned route tomorrow and I always wanted to stop and see Glen Canyon Dam. By the time Page came into view I was ready to land. The last few hours of turbulence had done me in. Page is the destination if you wish to play in Lake Powell. As with many cities in the west, the water is the reason the cities exist. The topography is beautiful, but without the dam and lake nobody would come to enjoy it.

Upon landing I was directed where to park. After the attendant filled up the tanks they gave me a ride to the hotel. After getting settled I looked for a place to eat and have a cold beer to toast a safe flight (kind of a ritual). I found the "Dam Bar and Grill". After supper I decided to walk to the dam for a look. One of the locals told me about a trail that would take me to a lookout above the canyon. I probably took the wrong route, but I eventually found the lookout. He was right, it was a great view of the canyon and the dam. I think I was still a mile from the dam so I decided to head back and get some rest. Going for a two mile walk was a good idea. Problem was, it turned out to be a five mile round trip. Half of it uphill, I was beat when I got back.

April 20th



On the Way to Las Vegas and Furnace Creek

Up at 7:00 and had the hotel breakfast. The FBO offered to pick me up in the morning to take me to the airport. FBO stands for "Fixed Base Operator", the name comes from the early days of flying. At that time there were mechanics that moved around the countryside to service planes as the pilots would land in any field they could find. Some of these were less than good mechanics so the government promoted more stable operators that were fixed at a base. Argo "fixed base operators".

I called for a ride, no answer, after checking they didn't open till 8:00. Not the type that likes to wait. I started walking to the airport. Departed for Las Vegas at 8:00 am, air was clear crisp and smooth, what a great time to be a pilot. I climbed to 10,500' and headed west. Next stop Furnace Creek, Death Valley. In the distance on my left I could see the Grand Canyon. My plan is to pass right over the top of Las Vegas. This will help me avoid the restricted airspace north of Las Vegas, controlled by Nellis Air Force

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My Trip to Davis, CA in the Lancair and Back - Part 1 (cont.)

(Continued from page 6)

Base and keep me on course.

My destination is 2 hours away. Why Furnace Creek? With an elevation of minus 210', it's the lowest airport in the United States. I needed to go there to see what it was like. Passing over Las Vegas you get a feel for the size of the city, in the center are two green squares. I assume they are golf courses, amazing what money can buy. As I traveled towards Death Valley the theme word would be "dry", "parched" could be substituted. When I fly out west it always amazes me, no water to be seen, but the tracks of man are everywhere.

As I descend into Furnace Creek I feel the heat come through my air vents. It's 10:00a in April and the temperature is already 95 degrees. I make a left hand turn around the airport and line up for a landing to the north. The runway is 3000' long, it used to be longer. The north end of the runway has been torn up. The airport was probably 4000' at one time. Landing was uneventful; I taxi to the only building on the ramp. A sign above the door says, "Death Valley Airport, Alt. minus 210". Cool, or should I say HOT. There is no one around; I see a fuel tank for jet fuel, livestock corrals with no animals. Another surprise, there are trees all around the airport, don't know what kind. I hang out for perhaps 10 minutes then decide to leave. Hot air is less dense than cool air. I'm concerned about the heat and the length of the runway, how will the plane perform in this heat?

My concerns were unfounded; although the temperature is high I'm below sea level so the air is dense. I depart to the north I easily lift off before the end of the runway. My route is north in an effort to avoid the military airspace, on the California and Nevada line. As I clear the military airspace I turn to my destination Modesto, CA, one hour away. In the distance I see a wall of granite from the floor of Death Valley to a height of 14,000', most impressive. Being close to the Rookies I've never given much credit to the Sierras. I could have gone north a hundred miles to avoid the tall ones, but then I would have to stop for fuel. I decided to go over. My first plan was to climb to 14,000' and go through a pass giving me a comfortable margin above the pass. As I got closer to the pass I noticed the pass had several bends



Overflying Las Vegas



Panel at Furnace Creek - Altimeter Shows Minus 210'

in it. In the mountains it's easy to pick the wrong road through the pass (speaking from experience). My concern, I could follow the road to a blind canyon. Then I have to climb over or turn in a tight space.

With this in mind I decided to climb to 15,000' and go over the top, and cross. This is the highest I have ever flown myself, it's a bit disconcerting. I pass between two 14,000' peaks and see the valley in front of me. After perhaps 10 miles I throttle back and start to descend. It's a cruising decent of 700' FPM, it will be 15 minutes to Modesto's pattern altitude. To my right in the distance is Yosemite Park, I see the Yosemite Airport. I pass over manmade lakes and power plants built on the side of mountains. It's a great ride all the way to Modesto. I call the tower and he clears me to land on 30 left (300 degrees on left runway). After landing I taxi to the self serve pumps and top off the tanks. I then taxi to the parking ramp to tie down the plane. After completing that, I called my sister (Diane) to pick me up. She lives a half mile south of the runway I just landed on. I probably flew right over her house.

Part 2 next month, the final leg to Davis, CA and my meeting. Then the return trip back to Davenport.

Pilots N Paws Flying to Make a Difference

(from Gina Gore)

While some dogs lead a charmed life, others are not so lucky. Most animal shelters will hold stray dogs for as little as five days before putting these pooches to death. But groups of high-flying volunteers are stepping in to give these canines a new leash on life. Through the "Pilots N Paws" program, a not for profit organization, volunteer pilots offer to fly these rescues animals of dogs, cats, reptile, small animals and even birds across the country to where new homes and wagging tails are on the horizon.



Pilot N Paws(PNP) is an online forum that connects animal rescue groups and volunteer pilots, moves thousands of homeless pets each year to other safe zones in the country escaping death and providing other opportunities in areas that have high adoption and population rates. PNP also helps relocate animals when disasters strike such as the Louisiana (LA) oil spills, recent tornadoes and New Orleans disaster as many families become homeless and unemployed through these disasters and have to relinquish their pets in order to survive.

According to the National Council on Pet Population, 9.6 million shelter animals are needlessly euthanized each year. After the LA oil spill, one shelter in LA euthanized 900 animals in a single month due to lack of homes, the draining economy and lack of space! The aim of PNP is to decrease these numbers by connecting shelters and rescue groups with pilots willing to transport animals to safe homes. With the help of the PNP website, rescuers and foster homes in high kill areas are able to locate counterparts in areas of the country where high kill rates are not the rule. These no-kill shelters, rescues and adopters then make space for the animals being rescued. The sending and receiving pair team up with a volunteer pilot, who provides transport. It's a pretty simple process and rewarding beyond anyone's wildest imagination.

Pilots are donating their time, planes and fuel to transport dozens of animals a month, usually dogs, from overcrowded shelters where they face almost certain death to rescue groups, individual rescuers and shelters several states away that are committed to finding them homes. PNP has also assisted in making last



Jerry Coussens stopped off in Kansas on his personal trip to pick up a rescue.



Toby, a 13 yr old toy poodle whose owner died and has seizures was flown to me by Mark Kozak of Downers Grove, IL. Toby had been in a high kill shelter in KY for over 2 months with no interest.

wishes to a dying man who was across the country and wished to have his dog lay by him as he passed, helping bring home animals found in several states away that were lost and also transporting extremely special needs animals to other rescues who could handle their vetting care and re habilitation that other rescues and shelters were not equipped to handle.

The mission of mercy relocations are flown by general aviation pilots who have signed on with PNP, a web based message board where pilots can access information about animals in need. Once the electronic connect is made, dogs are plucked by rescuers from death row-mostly in the South where sterilization rates are low and pet over population is rampant-are loaded onto small planes and flown, one, two, or six or more at a time to rescue groups and shelters that have available space and who also meet the

Pilots N Paws Flying to Make a Difference (cont.)

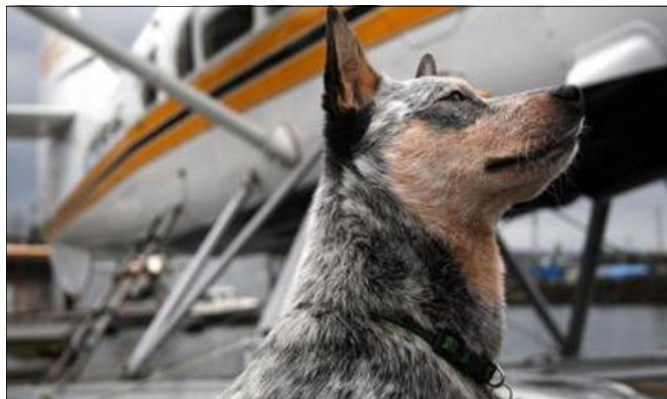
planes at the designated airport. However, if the longer distances (i.e. cross country) are not realistic for a general aviation pilot as it is simply too far, usually 2, 3 and 4 pilots work together to accomplish a longer distance, but as you can imagine, this is rather difficult-not impossible, just logically more difficult.

PNP has given one shelter a second chance in Knoxville TN by helping fly their shelter animals to other rescues in the US. Last year PNP gave 20 of their dogs a second chance at life again and that is huge for a shelter with a 70% euthanization rate. They take in 17,000 animals a year and Knoxville simply isn't large enough to get new homes for them there. It may not sound like much, 20 dogs, but every one of them matters.

In the beginning each flight costs the pilot hundreds of dollars in fuel alone, not including routine maintenance and other operating expenses, since they have declared been as 501 (c) (3), their pilot expenses relating to transport flights are tax deductible.

PNP was started when co founder, Jon Wehrenberg, offered to fly a Doberman in Florida to his pal Debi Boies in South Carolina who is a retired nurse and long time rescuer. He began asking questions about the rescue world and learned about the passionate underground railroad of animal lovers who orchestrate days-long road journeys to save some 4-6 million animals destined for euthanasia in US shelters annually.

I have coordinated flights with Jon and Debi for several PNP rescue missions to the QC area including a few LA oil spill rescue dogs and it is really a different light of the flying world and extremely rewarding. Jon said that he didn't have any idea of the number of animals being euthanized, and the ordeal people and animals go through in transports. Pilots love to fly. I believe that if Debi and I created a means for them to discover situations where they could fly and also save animals, many would do it. Today PNP has over 2,000 volunteer pilots registered on its website, as well as more than 7,000 shelters, rescue and individual rescuers such as myself. Pilots track the number of hours and animals saved just like we do for the Young Eagle program and hang signs in their plane windows with the number of lives saved or hours do-



nated.

Many pilots have stated the animals seem to have a calming sense during the flight knowing they are getting a second chance at life. As one pilot stated, "To take my hobby and apply it to help this situation is just a great feeling." Without pilots and rescue groups. the program would not exist. The more volunteers they have the better the chance of helping saving helpless animals.

For more information, stories and photos please go to the website: www.pilotsnpaws.org

Flying or Driving to Oshkosh?

Hope the following helps all the new members in Chapter 75 that have not had to chance to attend AirVenture.

As Oshkosh nears, preparations enter a feverish pitch. Camping equipment, inspected and laid out next to the plane, everything weighed. Coolers ready for the onslaught of ice and liquid refreshment. Tiedowns are prepared and new boards for under the wheels have been cut. Wardrobe is easier with several Oshkosh shirts now in hand. A few years ago a fellow traveler shared his trick of bringing less than new apparel for recycling. Wear it and toss it, leaves room to bring new acquired items. The EAA's bargain tent always provides some good deals. Binoculars and handheld radios with plenty of spare batteries for the evening arrival show. Aircraft spruced up, traveling tool kit and parts set out. Oshkosh NOTAM and taxi signs made up. Endless route planning and the myriad of what it's involved...

Weather, fuel prices, last minute work issue time constraints, etc. The usual plethora of plebeian preparations.

The real task of adjusting the body to the epicurean delights of the summer is the most rewarding. Having another beer at night to more assimilate the capacity needed is hardly a disdainful endeavor. The purchase of the first of several packages of Johnsonville Brats to better entice the tastebuds so the cry of "Give me this day my daily Brat" can be deliciously fulfilled by the epitome of gastronomical delights found at many venues throughout the grounds. Communal breakfast and coffee to start each day. Less than 24 days to go. Plenty of Zantac, Pepcid, Prilosec, Tums or Gaviscon will be added to the first aid kit in case a neighbor is ill prepared.

Go out and get a good pair (or 2) of walking shoes--- at least 2 or 3 times a week walk a minimum of 2 miles. That should get you somewhat ready for the 40 or 50 miles you will walk during Oshkosh.

AND -- if there is anything your plane needs--DO IT NOW !!!!--its funny how those little jobs turn into big jobs.

Also start hiding money --you don't want the wife -- AKA "the one who must be obeyed" to find out what it really cost to go to Oshkosh for the week.

And a list of some of the basics to take (fly or drive),

- Ice chest or folding soft side cooler for beer
- Tent -- if new -- set it up and get it wet
- Hammer for tent stakes and tie downs
- Inflatable camping mattress - don't forget inflator!
- Inflatable pillow or normal pillow
- Sheets, blankets or light sleeping bag
- Canopy for shade
- Plastic tarp
- Small bucket and sponge
- Garbage bags
- Paint brush or small broom to sweep out tent
- Clothes pins and camping cord
- Folding chairs
- Small aluminum folding table
- Large hat
- Sun block--higher the rating the better
- Several pairs of sunglasses
- Backpack
- Water bottle
- Rain jacket or poncho
- Cell phone and charger----write down all your important # on a piece of paper--that way if you lose your phone--you will have those numbers
- Digital camera and charger
- Air band radio - Make P-touch label with OSH Freq's of interest & stick on side
- Knife
- Mosquito repellent
- Lip balm
- Pens and notebook for seminars, parts, etc
- Camping lantern
- Portable FM/Weatherband radio
- Flashlight and or head light
- Duct tape
- Disposable plates, cups and utensils
- Toilet paper
- Mirror
- Scissors
- Zip lock bags and paper towels
- Alarm clock
- Basic tools
- Baby wipes and hand soap
- Shaving kit, tooth brush and paste,shampoo,etc
- Several towels
- Sandals
- OTC medications and any LEGAL drugs you normally take
- Blister pads and First Aid kit
- Aluminum foil
- Extra batteries
- Ear plugs

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Internet Links from our Readers

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

John Mitchell - [Space Shuttle Launch in HD - Riding the Booster](#)

Cy Galley - [A Tremendous Collection of Very Good Aircraft Photos](#) - LOTS of airplane photos taken by an airports ops guy at DSM who happens to be a talented photographer.

Larry Geiger - [Bob Hoover in the AeroCommander Shrike](#) - Pouring Tea While Doing a Roll!!

Adam Santic - [Iowa State University Students Complete Their Zenith](#)

Adam Santic - [The F-35 at Night](#)

FAA - [New Appendix to the FAA's Pilot Handbook of Aeronautical Knowledge](#)

FAA - [Flight Review and Instrument Proficiency Check Circular](#)

Adam Santic - ["FIFI" - CAF B-29 in Cedar Rapids July 18-20. Rides available in the B-29 and a P-51.](#)

Marty Santic - [Flying Over the Earth at Night in the Shuttle](#)

Marty Santic - [Icon A5 Spin Resistance Video](#)

EAA - [Upcoming EAA Webinars](#)

"Flying Through Time" A Journey Into the History of a World War II Biplane

(from the Stinson yahoo group)

Editor's Note: Sounds like a very good book for the history buffs out there.

"I happened to pick up a book by a gentleman who bought an ex-USAAF Stearman. It had been used as a primary trainer at several different fields across the country, and has seen a lot of use throughout World War 2.

The author got curious about the plane's history and the USAAF was happy to provide the records.

He noticed one cadet had a pretty nasty ground loop and broke a wing spar. He was able to track down the cadet 60 something years later, and learn the rest of the story. The cadet had been washed out and wound up looking down on Germany through a B-25's bombsight. The author tracked down other former cadets that had learned to fly in his Stearman, or Stearmans in general and started collecting their stories.

Chapter 75 2012 Program Schedule

Remember to put the dates on your calendar!!

July 14th - Fly-in Pot Luck---Bob Olds and Jim Smith Hangars - Davenport Airport

August 11th - Fly-in Pot Luck---OPEN - TBA

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 programs in Aug & September. A thought would be fine, then, I'll try to find a presenter or location. Send me a note, marty.santic@gmail.com

One day he tried to contact a pilot about some details of a story he'd shared a few months earlier only to learn that the pilot had died.

Gradually a plan came together - the author went to reunions and airshows collecting stories from pilots that learned to fly in Stearmans, and sometimes even that same specific aircraft. This culminated in an 8,000 mile trip in the plane, landing on the same runways where the plane had operated from during the war where possible. He gave rides to ex-pilots that wanted them, trading flight time for memories, and the memories and the trip became the content of the book.

The pilots went on to P-38s, P-39s, P-40s, P-47s, and P-51s, C-47s flying the hump, B-17s, B-24s, B-25s, B-29s -- the whole range of USAAF aviation during WW2 and beyond. Sometimes they were washed out by the Stearman, or worse -- there is a rather touching note from a class to a fallen cadet that did not survive primary flight training.

I particularly enjoy how the author describes the pilots' becoming young men again in the cockpit of the old plane. Many remembered the Stearmans and their time in it as the best time of their lives. Perhaps time machines are biplanes.

The book is "Flying Through Time: A Journey Into History in a World War II Biplane", by Mr. Jim Doyle. "

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

July 1, 2012

Marion Airport-Annual Fly In Breakfast

6:00 a.m. – 11:30 a.m. Pilots in command eat free

July 4, 2012

Iowa Falls Municipal Airport - Riverbend Rally Fly in/Drive in Omelet Flight Breakfast

7:00 a.m. – 11:00 a.m. Pilots in command free
Airplane and Helicopter Rides

Fly-In Breakfast - Ogle County Airport, Mt. Morris, IL, USA Best Breakfast in the Midwest 7:00 am - 11:00 am <http://oglecountyairport.com>

Monmouth, IL. Monmouth Municipal Airport (C66). 66th Annual Monmouth Flying Club Fly In Breakfast . At Illinois Oldest Continuously Operated Airport, the Monmouth Flying Club hosts their 66th Annual Fly In Breakfast, with food being served starting at 7am, ending at 1030am. PIC eats free

July 7, 2012

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

July 8, 2012

Northeast Iowa Regional Airport (Charles City) Fly-in breakfast

7:00 a.m.– Noon Pilots in command eats free
641-228-3553 (Bill Kyle)

Platteville Fly-in/Drive-in Breakfast

Platteville Airport, Platteville, WI (PVB) -7:00am-1:00pm. Breakfast by Boy Scout Troop 82. Eggs, pancakes, sausage, juice, milk, coffee. Young Eagle Flights for children.

July 14, 2012

EAA Chapter 75 Monthly Meeting - 2nd SUMMER POTLUCK at the Davenport Airport

Larchwood, IA. Zangger Vintage Airpark (2VA). Zangger Vintage Airpark Flight Breakfast. Hot Air Balloons launch 0600 Flight Breakfast 0700-1000 Young Eagle Rides 0900-1100 Trained Zebra 1000 Flying Anvils 1100 Parade in town 1030 Car Show in town Contact Jim Zangger, 605-370-1139

July 15, 2012

East Troy Airport Annual Open House

Fly in-Drive in Breakfast Pancakes, Sausage, Eggs & more. Served 7:00AM-1:00PM Adults \$6.00 Children 8 & Under \$4.00 Airplane & Helicopter rides Home-builts, Warbirds and Antique Aircraft, Antique & Classic Cars, Model Trains on display Skydiving Demonstration Raffle with cash prizes

July 21-29, 2012

EAA Airventure - Oshkosh, WI

B-29 *FIFI* Returns, Will offer Flights at AirVenture 2012 , *Glacier Girl* to Celebrate 20th Anniversary of Recovery at AirVenture, Special SBD-3 to Be Raised From Lake Michigan This Summer AND will be at Oshkosh.

July 21-22, 2012

Warbirds Over Whiteside - Whiteside Co. Airport, Rock Falls, IL For more information and to register your aircraft, visit our website!

<http://www.warbirdsoverwhiteside.com>

July 25-27, 2012

Clinton Municipal Airport - International Cessna 150-152 Fly-in

301-275-2476 (Mark Buchner)

Website: www.cessna150-152flyin.org



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

FAA Airworthiness Directives and the Experimental

EAA and experimental category aircraft owners waited a long time for this piece of good news, but it finally arrived on March 12, when the FAA published an updated [Advisory Circular \(AC 39-7D\)](#) on Airworthiness Directives (ADs).

The circular formally set FAA policy that ADs are not applicable on non-type certificated aircraft, except when specifically noted.

This is an issue that has been on EAA's "Top 10" list of advocacy issues and has been part of the agenda at the last three EAA/FAA Recreational Aviation Summits. The absence of FAA headquarters guidance had

created a patchwork of regional policies that varied and at times conflicted with each other.

"This is an outcome that is the result of many hours of hard work on EAA's insistence that ADs do not apply to experimental aircraft," said Sean Elliott, EAA vice president of safety and advocacy. "It clears up a great deal of confusion by setting a consistent FAA policy."

The circular also maintained FAA's option to include experimental category aircraft in an AD but must state that inclusion.

Examples may include an Emergency AD involving an immediate safety of flight issue or products that may be installed on type certificated and non-type certificated aircraft, such as aircraft engines, propellers, and similar products.

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](#) (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, Compete 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. **PRICE REDUCED TO \$2900, OBO.** For more info contact Chris Dufour [\(309\) 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**.

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!!

Flying or Driving to Oshkosh? (cont.)

(Continued from page 10)

- Laptop and locking cable
- Power source to charge stuff
- MP3/CD player with headphones
- 1"x8x18" boards to park plane on
- Tie-downs for plane - not the corkscrew type
- Canopy Cover
- Pitot Cover
- Business cards to give to new friends
- EAA,VAA,AOPA etc membership cards
- Read OSH NOTAM (at least 10 times--and not the night before you leave or just before you get to Fisk
- Clothes---shorts, t-shirts, socks, underwear, etc + extra in case of weather delays
- Multiple pairs of comfortable walking shoes
- Waterproof container----a BIG rain storm can get things wet---even inside the tent.
- Cool weather stuff---its been known to get down into the 40s at Oshkosh .
- Snacks and water in the plane--keep you going until trip to store at Oshkosh

Fit all in the plane or the car!! That's about it--some people will want more stuff--some less---this is just a general guide. Good luck---fly safe---if you have bad

weather--sit it out---someone will have a cold beer for you when you get there.

If flying in for the first time, STUDY the NOTAM and watch the EAA video available here,

- [Flying to AirVenture \(Pert 1\) - Flying to Ripon](#)
- [Flying to AirVenture \(Part 2\) - Ripon to Fisk](#)
- [Flying to AirVenture \(Part 3\) - Fisk to Runway 09/27](#)
- [Flying to AirVenture \(Part 4\) - Fisk to Runway 18/36](#)
- [Flying to AirVenture \(Part 5\) - Departure from Oshkosh](#)

[Download the 2012 AirVenture NOTAM here](#)

And to entice you a bit....

[Oshkosh AirVenture 2012 PREVIEW](#)

See all of you at AirVenture in a few short weeks!!



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We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 75, regardless of the form, format, and/or media used, which includes, but is not limited to, "The Landings" and audio/ video recordings is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. Therefore, no responsibility or liability is expressed, or implied, and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.

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, JULY 7, 2012
8AM – 11AM RAIN OR SHINE**



**DAVENPORT MUNICIPAL AIRPORT
(KDVN) – AT THE T-HANGARS, FAR
NORTHEAST CORNER OF THE AIRPORT**

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SALUTING THE GREATEST GENERATION ★★ IN THE AIR ★★


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Photo courtesy of CAF Red Tail Squadron and photographer Matt Haynes

Marty Santic
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The Leader In Recreational Aviation



Chapter Website
www.eaa75.com

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

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
 Renewal
 Info Change

Membership dues for EAA Quad Cities Chapter 75 are \$10/year.
 Make checks payable to EAA Chapter 75

Mail application/renewal to:
 Ed Leahy
 3211 South 25th Avenue
 Eldridge, IA 52748

National EAA offices:
 Experimental Aircraft Association
 EAA Aviation Center
 PO Box 3086
 Oshkosh, WI 54903-3086
<http://www.eaa.org>

National EAA Membership:
 1-800-JOIN-EAA (564-6322)
 Phone (920) 426-4800
 Fax: (920) 426-6761
<http://www.eaa.org/membership>

Name: _____
 Copilot (spouse, friend, other): _____
 Address: _____

 City: _____ State: _____ Zip: _____
 Phone (Home): _____ (Work): _____
 (Cell): _____
 Email Address: _____
 EAA#: _____ Exp Date: _____
 Pilot/A&P Ratings: _____
 Occupation: _____ Hobbies: _____

I am interested in helping with:

<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

What are You Building? _____

What are You Flying? _____
