

THE LANDINGS

www.eaa75.com

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

February 2013

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Through the efforts of Marty Santic I was able to watch the January program by Keith Williams live on the computer through a transmission set-up at the meeting. This was a neat experience. Thanks Keith for an excellent program and to Marty and Keith on presenting input on building the RV-12 with thoughts on how and why they chose the RV-12.

I have also connected in to two of the EAA Webinars. This month's one was on maintenance and the other on I-Pad usage. (Bev is afraid her I-Pad is going to disappear). Both were very interesting webinars and would make excellent programs. Is anyone willing to step up to do a program? One should try to join up on one or more of these, there is excellent information, and they are free. There seems to be plenty of room left to connect in. You don't need to participate in the discussion. You can listen only if you wish.

There are still some of our chapter leaders who have not attended the Chapter Leader's Conference at Oshkosh. Look up the dates to see what might fit your schedule and register. The chapter pays your mileage

expenses and EAA pays your lodging and food. Talk to someone who has attended one of these. They will share with you what a great experience it is.

I connected into the Volunteer Chairman's teleconference on January 15th for Cy Galley. (See details elsewhere in newsletter). Cy was unable to attend as his wife Marilyn was in the hospital. Please keep Marilyn and Cy in your thoughts and prayers.

We have been in the Rio Grande Valley and I have attended a couple Chapter 595 meetings and monthly dinners. Pictures elsewhere in the newsletter.

Remember to attend Coffee and Donuts on February 2nd at Chuck Hammes home and workshop in Bettendorf, from 8:00 to 11:00 A.M.

The February program will be by Jim Sweeney. Jim

(Continued on page 3)

Last Month's Program Keith Williams - Building and Flying the RV-12



Next Meeting - February 9th - 7 PM - Jim Sweeney - ADS-B
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

February 9th Chapter Meeting

The February Chapter meeting will be held on **Saturday, February 9th at 7 PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

The meeting will feature a presentation by Jim Sweeney. Jim will discuss ADS-B. Although not required until 2020, many features are available today. Are you paying for XM Weather or want traffic advisories? This is an alternative and is FREE!

Bring your questions and bring a friend!!

January 12th Board Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter Vice President Mike Nass at 6:13 PM

MEMBERS PRESENT: Mike Nass, George Bedeian, Ed Leahy, Dave Jacobsen, and Marty Santic

THOSE NOT PRESENT: Jim Smith, and Tom Shelton

OTHERS PRESENT: Cy Galley

TREASURERS REPORT: The treasurer's report was read by Ed Leahy, a Motion to accept the report was made by Dave Jacobsen, and then Marty Santic seconded the motion. Approval by the board was unanimous

A motion to approve the minutes as published in the last newsletter was made by Marty Santic and was seconded by Dave Jacobsen. Approval by the board was unanimous.

OLD BUSINESS: None to report.

NEW BUSINESS: There will be an audit conducted next month on chapter finances. Keith Williams and Ed Leahy will do the audit.

The evening program for February will be presented by Jim Sweeney. The subject will be ADSB.

Tentatively for March, Tim Leinbach will give the evening program. The subject will be announced later.

Cinda Beert is working on ID badges for our young Eagles Rally's.

The board discussed the need to streamline the way we submit our air academy applications and remittance of funds in a timely manner to EAA headquarters.

The highlight fund owes the chapter \$4,100 for air academy reimbursements. We decided to wait for now because of the higher interest rate it's earning in its present account.

A motion to adjourn the meeting was made by Dave Jacobsen and was seconded by Ed Leahy. The meeting was adjourned at 6:29.

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

January 12th General Membership Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:03 PM by Chapter Vice President Mike Nass.

VISITORS AND NEW MEMBERS: Casey Jones, Stockton, IA, John Bruesch, Long Grove, IA- building a Warner Space Walker II, Frank Widdick, Davenport, IA- LSA Pilot, Harley McClure Bettendorf, IA- Radio Control Club, Diter Konitzer Walcott, IA- Radio Control Club

TREASURERS REPORT: The treasurer's report was read to the membership by Ed Leahy. This report was approved at the Board of Director's meeting earlier in the evening.

TOOL LIBRARY: Nothing to report.

TECH COUNSELOR REPORT: Cy Galley is writing for the new electronic on line version of the Experimenter magazine.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Cy Galley noted that the Audrey Poberezny Ski in birthday party is still on at Oshkosh. But with no snow people will have to drive in or use the paved runway at the field.

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January 12th General Membership Meeting Minutes (cont.)

(Continued from page 2)

YOUNG EAGLES: Cinda Beert is asking for suggestions as when to have young Eagles rallies for this coming year, just let her know.

NEXT STEPS ADVISOR: Nothing to report.

AIR ACADEMY ADVISOR: Nothing to report.

MEMBERSHIP COORDIATOR: Nothing to report.

ACTIVITIES / FLY-IN/OUT COORDIATOR: Nothing to report.

NEWSLETTER EDITOR: Marty Santic is always looking for trip write ups, and other good aviation stories for the newsletter.

WEB EDITOR: Cy Galley also mentioned, that anyone with something interesting to share, that can be used on the chapter web site, to let him know about it.

Pictures of members Aircraft or projects are encouraged for the web site, send them to Cy Galley with proper descriptions.

OLD BUSINESS: The November meeting at the John Deere Global Aviation with featured speaker Jeff Skiles was a success. The chapter thanks John Deere for the use of their facilities.

Our annual Christmas party was success, and Santa was a big hit with the little ones.

NEW BUSINESS: Chapter Vice President Mike Nass handed out the 2012 Chapter service awards.

Young Eagles coordinator Cinda Beert presented the 2012 Young Eagles awards for ground support and other volunteers.

New ball caps with the new chapter logos are now available. Contact Marty Santic.

Adjournment: The membership meeting was adjourned at 7:34 PM

THE EVENING PROGRAM: Keith Williams gave a step by step report on the pros and cons of why he built his RV-12 LSA aircraft. Also he talked about the flying characteristics and the differences between his RV-12 and his RV-6.

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

From The Desk of the President (cont.)

(Continued from page 1)

has done programs for us before and always keeps you interested. This month's subject will be on new technology, ADS-B.

Happy Flying - Jim

Looking for Some Help with My RV-6 I'm Willing to Pay (from Steve Boardman)

I am in need of some help and advice. I am babysitting an RV-6A which is getting some major updates. Jim Goetsch agreed to do them for me but now a year plus later we have not made much progress. I have done some of the work already. Jim will eventually get my wiring and radios done but there are a bunch of smaller projects I could sure use some help on. I am happy to pay for your time. Jim is open to this idea. I am looking for a qualified and willing person who might be willing to help me. Please call me, Steve Boardman, 563 343 5164.

PLEASE Do Not Forget to Pay Your 2013 Chapter 75 Dues

Another plea from our Chapter 75 Treasurer, Ed Leahy. If you have not done so, please pay your 2013 Chapter 75 dues at the next 1st Saturday event, at the next chapter meeting or via mail. Ed Leahy's home address and the membership form are on page 14..

The chapter dues remain at a very economical \$10 and are amongst the lowest in the nation. **On April 1, we will be cleaning up the roster and the e-mail address list, removing those that are not current.**

1st Saturday Coffee Hosted by Don Grundstrom and Dean Maupin



Jim Smith's Visit to Chapter 595 in Texas

Photos of Chapter 595 meeting at the Presidents house. Donald Schwanke in LaFeria, TX is building a RV 12 with a different engine than the normal Rotax 912. Don has chosen the Viking/Honda engine. Visit Chapter 595 by clicking [here](#). And visit Don's RV-12 build log by clicking [here](#).

Book Report: Born to Fly by Shane Osborn (from Richard Lowe)

On 1 April 2001, a U.S. Navy EP-3 Orion had a mid-air with a Chinese F-8 about 70 NM South of Hainan Island in the South China Sea. The plane crew managed to land the ship on a military base on that Island. The twenty-four member crew spent the next eleven days as "guests" of the Chinese military who knew they really had a prize in the world of high stakes diplomacy.

They wanted the crew to admit fault in the incident, and the crew knew the plane was hit because of reckless and poor flying technique by the Chinese pilot during the intercept. The Navy plane was on a mission to monitor electronic signals from China, something done all the time by the USAF and Navy. As long as they are in international waters, there is not a violation of airspace. Our daughter flew many of these missions in a USAF plane about the same time as this story took place.

Shane Osborn was the mission commander and first pilot of the EP-3. He was born in Mitchell, SD and grew up in Norfolk, NE. He graduated from of the U of Nebraska with a commission thought NROTC. His description of his experiences in Naval Flight Training, the detailed account of the operation of the big four engine turboprop and what followed his skillful landing on the island make for a great book.

The crew of 24 were young and well trained. They did not break under the pressure applied by the "hosts" to get them to admit fault. Some were lower grade enlisted personnel, but all were well training in the SEER (survival, escape, evasion and resistance) techniques taught to all of our deployed aircrews. They were well led and all Navy. They managed to destroy the classified material before they were forced to leave the plane. The second flight engineer, the navigator and one of the mission coordinators



were female crew members. They with stood the test as well as their male counterparts. All were eventually returned to the U.S. without giving in to their principals.

This is a well written book. I found it in the local Library. It was written in 2002, but you may note the incident took place prior to 11 Sept 2001.

Another What Is It? - From Our Last Winner - Loman O'Byrne



Send you guess to the editor, marty.santic@gmail.com.

Interesting Early American Aviation History (from Wayne Moyer)

How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin with his amazing mother Minta Martin and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A.'s Pico Boulevard. Interestingly, the barber-shop is still operating.

The Lockheed Company built the first of their famous Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator' was in jail for smuggling Chinese illegal's up from Mexico. Claude found out that if he replaced the pilot 'sitting in the pokey,' that he would be able to lease the town's airfield for \$50 a month - BUT he also needed to agree to fly North and East - BUT not South!

Northrop's original location was an obscure So California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana. He was a showman and he traveled the county fair and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers and purchase the necessary wood, linen and wire. His mother, Minta and two men ran the factory while Glenn risked his neck and gadded about the country. One of his workers was 22-year old Donald Douglas [who WAS the entire engineering department]. A Santa Monica youngster named Larry Bell [later founded Bell Aircraft which today is Bell Helicopter Textron] ran the shop.

Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park, and a seaplane operation on the edge of Watts where his instructors taught a rich young man named Bill Boe-

ing to fly. Later, Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle. At this same time, Bill Boeing hired away Glenn's personal mechanic. Later, after Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts.. Still chafing from having his best mechanic 'swiped,' [a trick he later often used himself] Martin decided to take his sweet time and allowed Bill Boeing to 'stew' for a while. Bill Boeing wasn't known to be a patient man, so he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes and eventually the Boeing Company we know today.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes .. that, interestingly, had its own remarkable resemblance to Glenn Curtiss' airplanes.

A few years later, when the Great depression intervened and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats and furniture for his wealthy friends.

After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co in Dayton and the Martin Company in L.A. and 'stuck them' together as the Wright-Martin Company. Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out .. taking Larry Bell and other key employees with him. From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued, when the future aviation legend Donald Douglas, was persuaded by Glenn to join his team. The Martin MB-1 quickly emerged from the team's efforts and became the Martin Bomber. Although too late to enter WWI, the Martin Bomber showed its superiority when Billy Mitchell used it to sink several captured German battleships and cruisers to prove it's worth. He was later court martialled for his effort.

In Cleveland, a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L.A. and rented a barbershop's rear room and loft space in a carpenter's shop nearby.

Interesting Early American Aviation History (cont.)

There he constructed a classic passenger airplane called the Douglas Cloudster.

A couple of years later, Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles. This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's 'ride' to fame in the flying fuel tank christened: The Spirit of St. Louis.

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory.

With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother, Gordon Scott, had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon. My first association with the early aviation pioneers occurred when I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty. And Douglas Aircraft Company had no money to pay janitors.

Gordon introduced me to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft. And all of them worked together on the Douglas Aircraft's world cruiser designs.

While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lockheed] found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan and together, they leased a Hollywood workshop where they constructed the Lockheed Vega. It turned out to be sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation's world records.

I had the distinct pleasure of spending time with Ed

Heinemann who later designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale with an experimental aircraft they were both working on. They would take it for a few hops and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop it again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would incorporate the changes on the aircraft's assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it and had it entered in an air race from the California Coast to Honolulu.

In June 1927, my brother, Gordon, left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega. The race was a disaster and ten lives were lost. The Vega and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega #2 and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

I went to work for Lockheed as its 26th employee, shortly after the disaster, and I worked on the Vega. It was made almost entirely of wood and I quickly became a half-assed carpenter. At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles affecting the lives of all Americans as it initiated the So California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex, supporting millions. Although this technological explosion had startling humble beginnings, taking root as acorns in - a barber shop's back room - a vacant church - and an abandoned cannery - but came to fruit on as mighty oaks.

Source: Denham S. Scott, North American Aviation Retirees' Bulletin.

Airventure Volunteer Chairman Teleconference Summary (from Jim Smith)

I connected to the Volunteer Chairman Teleconference on January 15, 2013, representing Chapter 75 with our chapter service project of the Emergency Aircraft Repair during Air Venture. Participating were Jack Pelton, Janine Diana, Liz Tellock:and Steve Taylor.

It was interesting to hear the chairpersons (both men and women) connect in and introduce themselves from around the country. On the AirVenture Organizational Chart for 2013 there are 133 areas, all with chairpersons and responsibilities for the 4,835 volunteers that were registered in 2012. They are now making preparation for AirVenture 2013.

The topics of volunteers by Liz Tellech were on Chairperson role and a welcome environment, training of volunteers and new recruits. Recruiting minors was discussed in detail. Volunteer chairs should use discretion on areas appropriate and safe for the use of minor volunteers. Minors between 14-18 must have a signed waiver to volunteer from a parent or legal guardian. EAA will allow and encourage Family Volunteerism for minors under the age of 14 as long as they are under the direct supervision of a parent or legal guardian.

Site development was presented by Steve Taylor covering many topics to include:

AIRPORT IMPROVEMENT - The airport and FAA worked on improvements they were required to make to maintain FAA requirements for airport. One requirement involved security fencing around it's perimeter to improve safety. This also included the installation of a perimeter road adjustment to the fence.

This planning process required a number of give and takes, one of which was to place the fence along Knapp St. otherwise it was due to be placed along the north side of the Theater-in-the-Woods and the west side of Wittman Road from Vintage to Ultra light along the airport property line. The area from VAA red barn going south to the Ultra light runway/camping area and between Wittman Rd and Knapp St is actually owned by EAA, but is fenced within to allow access supporting AirVenture. So while we have heard some feedback on the current placement

of the fence, we are pleased with the current solution which allows EAA direct access to the Flightline.

New roadways are in on the south end up to the Ultra light areas as of Dec. 1st. Road work will start up again in April and be completed up to the FAA by May, with work to the north end of the field starting after convention again.

NORTH GATE - Former North 40 Registration and Admissions, is to be relocated to the East allowing for a safe and direct access into the Warbirds Community giving the attendee the sense of arrival. Current location and entrance is very unsafe with the traffic congestion of vehicles, busses, bikes and people, with the feeling that your entry is in through the back door. Adjustments are required with the Warbirds area due to the movement of the North Gate, which are in process at this time.

AVIATOR CLUBS - Open to EAA members with an upgraded ticket purchase, as a place to visit with other members and guests, relaxing with enhanced services and amenities such as air conditioning, food service, changing stations, and restroom facilities. Location will be primarily in the same place, but tucked in the corner a little more closer to the Brown Arch.

RESTROOM FACILITIES - A permanent facility is earmarked to be installed South of Phillips Plaza Square to provide upgraded facilities for the members. This will reduce the need for 65 port-o-lets and a crowd pleaser requiring two services during the day. Final details will be in place in the next few weeks.

SOUTH 40 SHOWER - Working with Waste Management on the trailers condition, but EAA will be making improvements to the outside landscape to block and enhance the entrance/exit ways, preventing the users from walking out into traffic and cut down on the dust in the area.

CAMP SCHOLLER ENTERTAINMENT - Currently Waste Management operations are in the middle of Camp Scholler, creating unsafe conditions with increased truck traffic in and out of a small tight location. A new service compound is to be constructed to the south end of the property, out past the U-Lot area. This area will be vacant for AirVenture 2013 as we prepare the area for future development. As funding develops, the current site will be made into an eve-

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Airventure Volunteer Chairman Teleconference Summary (cont.)

(Continued from page 8)

ning entertainment area with music, activities and food, that will tie into the fly-in theater.

ELECTRICAL SITES - Another round of electrical sites will be installed adjacent to the current ones at Lindberg and Stitts towards the west side of Camp Scholler. These sites were in great demand this past year as the current 252 sites were sold out on Thursday prior to AirVenture through the entire event.

OTHERS - The annual 5K run/walk event on Saturday morning is under review to shift to the south and start in the Ultralight area and proceed around the south end of the airport, then over to the east side by Fox Valley Technical college and return. This will improve safety for the runners and enhance activities in the Ultralight community. A few final approvals still need to be obtained.

Overall it was a very informative teleconference with another scheduled as we get closer to event time.

There will be information sent by Liz on various subjects that effect our area. We will need to address these areas before and during AirVenture.

Our staff representative is John Hopkins at the Weeks Hangar. Cy Galley has been in contact with John in preparation for AirVenture 2013.

2013 EAA Calendars and Chapter 75 Baseball Caps Remain Available (from Ed Leahy)

Ed would like all to know that a number of the 2013 edition of the EAA Calendar are still available. They are now \$7 and will be available at the February meeting or via Ed Leahy.

Also, only THREE baseball caps in light khaki remain available. The caps embroidered with the NEW Chapter 75 logo are very nice. They are \$11 and the caps will be available at the future chapter meetings. They are also available via the US Mail. Add \$5 for postage. Contact Marty Santic via marty.santic@gmail.com if you would like one. Will have to place an another order if there is a demand.

Photos - EAA Chapter 431, Brodhead, Wisconsin Monthly Meeting



Are Your 2013 Chapter 75 Dues Paid?

Internet Links from our Members

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

Marty Santic - [NASA Gangnam Style](#) - This is a great parody. Turn up the volume.

Marty Santic - [Apollo I, The Kranz Dictum](#). And a good listen from the podcast [Airspeed](#).

John Bender - [Flight Radar](#) - See live radar of flights all over the world.

John Smith - [Having Fun with the F-15](#), Filmed at Kadena AFB, Okinawa.

Cy Galley - Some Noteworthy Nose Gear Considerations for the RV. [Part 1](#) [Part 2](#) [Part 3](#) [Part 4](#) [Part 5](#)

Marty Santic - [SocialFlight](#) - SocialFlight is the most comprehensive tool ever created for finding aviation-related events.

Marty Santic - [EAA Experimenter](#) - On Line now. Cy Galley has written some of the included articles.

George Bedeian - Two NEW TV aviation series.

[Flightline](#) and [The Aviators](#)

Cy Galley - [A Neat Site for Placards](#)

Cy Galley - [What is Next for the EAA](#) - An article by Van of Van's Aircraft

Larry Geiger - [SR-71 Radio Controlled Version](#)

John Smith - [The 1940's](#). A great history lesson. A nice presentation with some good music.

John Eagles - [Strange Aircraft](#) - Fly low and slow in these ground effect vehicles.

John Bender - [Huck Airplane Engine Starter](#), an interesting way to start an engine.

Marty Santic - [Old Gas Stations](#), had to include this bit of nostalgia. The photos are very good.

Marty Santic - [Heaven in a N2S-3](#)

Marty Santic - [FAA Aeronautical Chart Users Guide](#) - You can buy it from ASA for \$15 or download it for free here.

Ron Franck - [A Unique Wind Map](#)

Local Calendar of Events (Click on the Links)

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

February 2, 2013

EAA Chapter 75 1st Saturday Coffee and Donuts - See the Flyer on Page 12 of this Newsletter. Hope to see all. Bring the Family!!

Brodhead Groundhog Chili Ski Fly-in
Brodhead Airport, Brodhead, WI 9a-2pm.
Annual Groundhog Chili Ski fly-in. Ski-equipped aircraft, homemade chili and camaraderie around the fire pit. <http://www.eaa431.org>

EAA Chapter 1158 Pancake Breakfast. Monthly

Chapter Breakfast. West Bend, WI. West Bend Municipal Airport (KETB). Proceeds benefiting the Local EAA Chapter Pilot Scholarship and Young Eagles programs. Contact Don Hayward, 262-338-8411.

February 9, 2013

EAA Chapter 75 February Meeting
Come one, come all to the February Chapter meeting at the Deere Wiman Carriage House. 7pm. All are invited. www.eaa75.com

February 15th-16th, 2012
2013 Midwest Aircraft Maintenance Symposium and Trade Show
Airport Holiday Inn Des Moines, Iowa
Website: www.iapama.com

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

What is It? We Have a Winner!!



Loman O'Byrne our member in Ireland was the first to identify the strange looking vehicle. It was a Russian Ekranoplan – "Skimmer" ground effect ship/plane. Tom Henry answered the same about an hour after Loman.

In the thick of the Cold War, the Soviet Union built an immense vessel to carry their troops across the seas and into Western Europe.

Equipped with nuclear warheads and able to blast across the sea at 340 mph, the Lun-class Ekranoplan; part plane, part boat, and part hovercraft — is a [Ground Effect Vehicle \(GEV\)](#).

A GEV takes advantage of an aeronautical effect that allows it to lift off with an immense amount of weight, but limits its flight to 16 feet above the waves. Its altitude can never be greater than the length of the wings.

Think of a large seabird, like a pelican, cruising inches from the water and not needing to flap its wings.

The only complete Ekranoplan now sits on the shores of the Caspian Sea.

While there is talk of refitting the Lun-class and getting the GEV back in the fleet, it's now rusting away,

To read more, about this unique aircraft, [click here](#) and go to complete article on [buisnessinsider.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](#) (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. October 2012 annual. Contact Jim Love (309)368-3339.

Partners WANTED: Looking for other pilots to buy an LSA. Bob Nash. 309-944-2212

Hangars Available: At the Davenport Airport!! Call Tom Vesalga at **563-326-7783**.

NEW AD - WANTED: I would like to use, rent or even buy a two or four man life raft. My trip is after the first of the year. Steve Schroder Quilt-fly@cs.com 309 792 0018

**Are Your 2013 Dues Paid?
As of the End of January, Only 50%
Have PAID their 2013 Chapter Dues.
See the Last Page of the Newsletter
and Send Your \$10 to Ed Leahy.**

Have something to sell? Send the information to 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 CHAPTER 75 - QUAD CITIES
1st SATURDAY COFFEE AND DONUTS
AND RV-8 PROJECT REVIEW

MEMBER OR NON-MEMBER
ALL ARE INVITED – BRING THE FAMILY

FREE COFFEE AND DONUTS AND SOME
GOOD HANGAR TALK AT CHARLIE HAMMES' HOME

SATURDAY, FEBRUARY 2, 2013
8:00 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:

Charlie Hammes
3507 Redbud Ct
Bettendorf, IA



DRIVE IN – HOPE TO SEE ALL

Charlie's RV-8 build is coming along nicely and would love to see all. Wings and fuselage complete (the wings are in a cradle), instruments have been installed, wiring is done, engine and prop are on, and this project is getting very close.

DRIVE IN: Address is 3507 Redbud Ct. Home is in the "Copper Ridge" sub-division which is at the very north end of Devils Glenn Road, on the East side of Devils Glenn Rd right across from the Barnstormers baseball field. If you have trouble, call Charlie's cell at [913\)217-0841](tel:9132170841). The garage is heated.

Chapter 75 Merchandise Now Available

(from Marty Santic)

As mentioned at the last meeting, baseball caps are now available with the new Chapter 75 logo. The caps are of nice quality and the logo is embroidered, not printed. The caps are available for \$11 and will be available at our future monthly meetings. I will ship in a Priority Mail package for an additional \$5, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$16. I ordered 50 and received a discount. If you would like a cap, please send me an e-mail. marty.santic@gmail.com If you would like me to ship, send a check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807

Also available via CafePress are men's clothing items such as T-shirts, sweatshirts and jackets, women's clothing items, child's clothing items, accessories and holiday items with the logo. The logo is printed and not embroidered on all of the items from CafePress.

I displayed one of the T-shirts at the last meeting. Nice quality, the printing is not raised on the fabric surface. So the fabric remains nice and soft.

You can visit the Chapter 75 store by going to



Baseball Caps in White and Light Khaki



Men's Polo and Women's T-Shirt

www.cafepress.com/eaachapter75. All items are shipped directly to the buyer. All you need is a credit card. Many items are available from CafePress (www.cafepress.com), If you see an item that you would like added to our webstore, let me know.

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Marty Santic
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Davenport, IA 52807-2968



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

Chapter Website
www.eaa75.com

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

<p>New Member <input type="checkbox"/></p> <p>Renewal <input type="checkbox"/></p> <p>Info Change <input type="checkbox"/></p> <p>Membership dues for EAA Quad Cities Chapter 75 are \$10/year.</p> <p>Make checks payable to EAA Chapter 75</p> <p>Mail application/renewal to: Ed Leahy 3211 South 25th Avenue Eldridge, IA 52748</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 http://www.eaa.org</p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 http://www.eaa.org/membership</p>	<p>Name: _____</p> <p>Copilot (spouse, friend, other): _____</p> <p>Address: _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone (Home): _____ (Work): _____ (Cell): _____</p> <p>Email Address: _____</p> <p>EAA#: _____ Exp Date: _____</p> <p>Pilot/A&P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with:</p> <table border="0"><tr><td><input type="checkbox"/> Tool Committee</td><td><input type="checkbox"/> Tech Advisor</td><td><input type="checkbox"/> Flight Advisor</td></tr><tr><td><input type="checkbox"/> Repair Barn</td><td><input type="checkbox"/> Young Eagles</td><td><input type="checkbox"/> Social/Flying</td></tr><tr><td><input type="checkbox"/> Hospitality</td><td><input type="checkbox"/> Board Member</td><td><input type="checkbox"/> Newsletter</td></tr></table> <p>What are You Building? _____</p> <p>What are You Flying? _____</p>	<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
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