

THE LANDINGS

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

September 2010

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

The summer fly-in-drive-in events went well even in spite of having to deal with weather issues. A big thanks to all who helped make these events successful and fun for all. Especially, thanks to Steve & Jess Rahlfs for June, Bob & June Olds and Jim Smith for July, and Steve & Cinda Beert for August.

The September 11th meeting will be back at the Deere Wiman Carriage House at 7:00P.M. The board meeting needs to begin at 6:00 P.M this month, as there is a lot on the agenda.

I have asked Chris Nitz to take over the task of handling our Air Academy program. She will work with all air academy participants and applicants through Highflight/The Moline Foundation and Quad City Aviators Association. This is with the intent of having one person monitoring applications, requests, paper work and payments. She will also work with the history of past air academy participants and where they are today.

While I am penning my notes Keith Vasey called and indicated he has received thank you letters from all five of the air academy participants we sponsored this year. We will hear from each of them individually as they share their experience at our upcoming meetings.

I also recently received an e-mail from Nathan Bush, one of our members and one of our former air academy participants indicating that he has recently passed his CFI check ride at the University of North Dakota. Way to go Nick – congratulations.

I have asked Mike Nightingale to work with Quad City Aviators and Chapter 75 on how we can prosper aviation in our area through the use of the Highflight Fund activities.

If you have any input for either Chris on the air academy functions or Mike Nightingale on the promotion of aviation, please give them a call. They will surely value your input.

The September meeting will be done by Paul Fisher on “Automatic Position Reporting System” on the web. He will be doing a power point presentation with live internet representation. See you in September.

Happy flying - Jim

Repair Barn Activity Report

As we arrive back home and look back on another successful year at Oshkosh, a huge thank you to all who helped to make this another great year.

A short summary of this year's activity was compiled

(Continued on page 2)

**Next Meeting - Sept 11th Program - Paul Fisher - Auto Position Reporting
Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois**

September 11th Chapter Meeting

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

This month's meeting will feature a presentation by Paul Fisher on Automatic Position Reporting.

Guests are more than welcome. Bring your favorite potential aviator. Let's get the young ones involved in this marvelous sport!

August 14th Meeting Minutes

The August 14th potluck was held at the Beert's. As such there are no real Board Meeting or General Meeting notes to print. The next board meeting will be in September.

Repair Barn Activity Report (cont.)

(Continued from page 1)

by Mindy Leahy from the worksheets gathered at the counter from each person we helped. We had 148 activities – tire issues-20, landing gear-2, tie downs borrowed-3, brakes-6, batteries-25, plugs-6, repairs not listed-26, ther-54, not aircraft repairs-6.

“WHERE ARE YOU GOING NEXT” was asked by one of the people we helped on Sunday as we were picking up tools and equipment, with no idea we all volunteer our time and talents, were tired and ready to head home and not off to the next “NASCAR” event.

Stearman Fly-In at Geneseo

The Geneseo Stearman Fly-in is Thursday, September 9th, from 11am to 2pm or so. We serve lunch (Stearman pilots first—quantity limited) for \$8, ribeye steak sandwich, Thai peanut coleslaw, and corn on the cob. The Stearman acro contest follows lunch.

Please drive out for this one unless you are in a Stearman. There is very limited non-Stearman parking (my yard-east end). Anyone who would like to help



A Very Nice Thank You Note as Sent to Paul Kirik for his Help at Oshkosh

(from Cy Galley)

See the following note that Paul Kirik received. Enclosed with the note was a check for \$300 in appreciation for the work that Paul did on this person's YAK. Ed Leahy has the check which was made out to Paul. I also gave the note to Chris Nitz as she will be sending out a letter of our appreciation for his support. Here is the short note sent to Paul.

Paul,

I can't thank you enough for your help with my oil pressure problems. The oil lines you recommended, are being rebuilt. Hopefully I'll be flying next week.

Please donate this check to your EAA Chapter or Chapter 75. Hope to see you soon. --John Casper

prepare and serve lunch is especially welcome, we start around 9am. This event is a great opportunity to view the beautiful biplanes from all over the country, all squeezed into our little airport.

Also, the Stearman Fly-in at the Geneseo airport is the kick-off event for the Planes, Trains, and Automobiles weekend. On Saturday, September 11, there is a great car show in downtown Geneseo. This year (weather permitting) Greg Klema's RV-4 will be on display downtown along with all the cars. Also, if you would like to participate in a parade of flight fly-over of the car show, please be at the Geneseo airport with your favorite airplane at 9:30am. We will fly a few circles over town at 10am as part of the festivities.

August Potluck at the Beert's

A big thank you to Steve and Cinda Beert for hosting the August potluck. There was more than enough food to go around and all had a wonderful time.



More Potluck Photos



Scenes from Sloshkosh 2010

By Marty Santic

Getting to Oshkosh and then the first week this year was an adventure. Adam and I were going to leave on Sunday, July 18th with Renee coming up a few days later. On the way back from WalMart to get diesel fuel, the brake pedal in the truck felt spongy. The brake light came on a short time later and the trip was postponed to the next day after a brake line was replaced.

On Monday, Camp Schoeller had surprisingly a good number of campers already when we arrived. More so than I can remember in previous years.

On Tuesday we started to prepare the campground registration ramp for the onslaught of campers. On Wednesday, the campground was starting to look pretty decent. The ground was just starting to really firm-up from the rains received the previous week.

But what came on Thursday, made a mess of the

best set plans. The photos show you what our travel trailer looked like at about 5 PM. There was a good 2-3 inches of water under the travel trailer and there was literally a river of water rushing down 59th Street. The water continued to drain from the fields through our camp for a good day. Then things improved and started to dry. I think we all will remember "Sloshkosh 2010".



Finishing Fiberglass on Your Composite Airplane - Part One

From <http://curedcomposites.netfirms.com/finish.html> via Cy Galley (Reprinted with Permission)

Foreword

I wrote this because I see a lot of people struggling with finishing their airplanes and I don't see anything well written on the subject anywhere. I have seen a number of articles in magazines and books but they all seem to be written by people who are writers rather than builders and never actually did the job, let alone would be good at it. The latest example of such article is in Sport Aviation 2/2003 named The Joy of Sanding, four pages filled but nothing helpful about how to do the job. I, on the other hand, am no writer and English is a second language for me to top it off, so bear with me. My own experience comes from building composite tools and production parts for kit airplanes as a business and from doing all the finish work on an award winning Lancair IV P for Mike Shooner under the command of Arthur Gallant who himself received Oshkosh Grand Champion for his Lancair 320. I learned a lot on that project. The following describes in great details the techniques I use to obtain a perfect straight wave free airfoil shape on wings and the fuselage, and do it with the minimum effort and cost without spending years on it (or so I think).

Ok, lets start filling.

The process goes basically in two stages, first, we shape/contour the surface, second, we perfect the surface for the paint application. In other articles you probably read directions about looking for "The Low Spots" with all kinds of tricks on how to identify them and fill them, then sand, then recheck and refill again and again and again. This is the wrong way to do it. Not only is this technique time consuming, achieving a wave free surface by a patchwork of fillings is just about impossible. The right way to do it is to fill all of the surface (meaning like one side of a wing or a fuselage) at once with a coat of filler sufficiently thick enough to fully fill all the lows, then sand the whole surface as one uniform plain ONCE, without the need of refilling again. The amount of filler to sand off may seem overwhelming at first but the use of proper sanding technique described later on makes this task rather effortless. Using this technique you never look for low spots, instead you keep sanding until the highs start coming up through the filler. Some airplanes, because of their building process will have deep depressions, like in the place of spars or joints, which would be difficult to fill sufficiently deep and yet smooth in one fill. The builders natural tendency would be just to do the first big fill, sand to the shape and then refill the areas of these low depressions as needed. It needs to be done the other way around, you need to fill these deep depression first, however that first fill must still stay below the intended finished surface height, sanding through the top fill into the first filler coat would create hard spots and uneven sanding properties. The picture below shows a good example of this first head start fill where we had a significant depression in the skin in the spar area and the joggle joint on the leading edge.

I strongly recommend spraying a light coat of black primer, before you start filling, Even thou this step is not absolutely necessary it is very helpful in guiding where to direct more sanding and when to change to finer sandpaper grade. The filler becomes translucent as it gets thinner and the black color starts showing through as dark spots indicating you are getting close to the skin surface.

The filler is a plain mix of epoxy and glass micro balloons, commonly called "micro". It's not all that easy to work with but it's the lightest filler there is with good strength and stability after its cured. I would not say you can not use one of the ready to apply premixed epoxy fillers like SuperFil but be aware that despite all the advertising

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Finishing Fiberglass (cont.)

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hype this filler is about twice as heavy as home made micro and it will cost a lot more as a number of gallons of filler are used. The epoxy resin used to mix micro must be one of the low viscosity types that will allow high ratio of microbaloons to be mixed in. I have used Aeropoxy and Jeffco which both work well. I mix it in a large salad bowl about 2/3 to 3/4 of a gallon at a time which is about as much as I can handle. Mixing is done with a classic flat paint mixing stick and in a slow motion, trying to mix it fast will not get the job done any sooner, you will only blow half of the microbaloons in to the air. The finished mix must be fairly dry, keep adding microbaloons until it becomes difficult to mix. As long as the mix is visibly flowing and leveling by itself its still too wet, another indicator the mix still needs more microbaloons is that the surface turns glossy when you let it sit a minute that's the extra epoxy migrating to the surface. Properly mixed micro spreads with moderate difficulty and fairly high amount of pressure is required. If it spreads easily it's too wet.

Be aware that micro has one distinct characteristic, that is, the two materials - microbaloons and epoxy tend to separate from one another when still. This characteristic is good for the fact that the resin migrates onto the surface being filled creating a real good bond to it. The bad part is if you have to refill an area, the resin migrates into the surface of the previously applied micro creating hard spots when sanding it. These hard spots create raised areas, a real pain to deal with so try to avoid that. Some people squeegee pure resin on the surface to wet it out just prior applying the micro. I see no reason or purpose of that, I think they got it from the way the plaster skim coat is applied on the drywall.

To apply the micro to the surface, use a 6-inch metal trowel. Blob all the micro (the mixed batch) to the middle of the surface and then trowel it in the direction toward yourself first to one edge, then run around and to the other side edge. Always go in the direction of the curve. The trowel is run very flat to the surface and good pressure, you hold it by both hands by the top part of the blade with all fingers on top and thumbs in the bottom the get a good grip, bend the handle up about 30 degrees to get it out of the way. The low angle and plenty of pressure are important because that is what pushes the air bubbles that got mixed in to the micro out of the micro. You will notice that at first it doesn't seem to want to stick and wants to roll off, but then when the surface starts to get wetted out, it goes on pretty smooth. You don't have much time thou, if you fuss with it too long or try to redo an area you did a few minutes ago, it will start to tear up, lift off and break up. This is because o lot of resin migrated onto the surface and the micro starts to slide on it and unstuck from the surface easily, remember this important tip, if you make a pass and you see the micro breaking up make a pass in the opposite direction, that will smooth it right up, but then just stop fussing with it. The thickness if the coat should be somewhere around 1/8 of an inch, you shouldn't have any lows on your surface deeper then 1/8 of an inch .A little bit too much is better then a little bit not enough because it's still easier to sand off some extra then having to refill again. It takes some practice, if you want to see how thick it is , just dip a Popsicle stick in to it. As a general rule, start the filling on smaller, single curve surfaces like the tail, then large single curve surfaces like wings, and last the most difficult compound curved parts on the fuselage, engine cowl, wing fillet so that the level of difficulty goes up along with your filling and sanding learning curve. On filling the compound shapes the flat metal trowel will not work, for those you need to use a flexible plastic squeegee. With 4 fingers on top and the thumb against the bottom you can "cap" the squeegee so it follows the curve. Home depot sells nice ones in a tri pack of 5, 4 and 2.5 inch wide. On a part like a fuselage where you will not be able to fill the whole surface at once, try to divide it so bring the edges to a break like a corner where blending of one fill into another is easiest. If the fuselage is oval, do the break where the curve is the sharpest, its much easier to blend it there then on the shallow curve. It should take about 2 hours to fill one wing panel on a small two-seater, up to about 4 hours on a big four-seater.

Sanding

There are three aspects of the sanding technique that will enable you to arrive to that perfect straight wave free surface.

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Finishing Fiberglass (cont.)

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First, you must use the right size and shape sanding tool for a given job, different shapes require different tools, boards, blocks, tubes, long and short as needed. Many builders don't realize (or disregard) the importance of the right sanding tools. Trying to sand with a chunk of triple folded sandpaper pushed along with bear hand is not going to work too well. You will find it a great paradox if you visit somebody's workshop who claims spending hundreds of hours on finish sanding his airplane and yet you won't be able to find a decent sanding board in his shop. Make yourself two basic sanding boards 2,3/4 inch wide 16 and 32 inches long, for the length of one and two strips of sandpaper. I think the best is to use that white shelving material. You need to attach an 1 in x 1 in aluminum square tube or a "C" channel to the back side of it with some screws, that will keep it straight and also gives you a good grip so you can hold on to it. The 32 inch one will be used on the wings, 16 inch on the tail, control surfaces and flat parts of the fuselage. For compound surfaces you will need to make flexible sanding boards. Not many people know this as I have never seen it mentioned anywhere but it will make you work a lot easier when the sanding board bends under the pressure and follows the curve of the surface. You will need two boards, one should flex rather easy for highly curved surfaces and one should be fairly stiff for mild curves. The 16 inches length of these flexible boards should be enough. Use thin plywood, Plexiglas, or whatever works for you. Get the real sandpaper from auto paint supply store, the one that comes in 16 inch long strips, they usually carry the best, the 3M brand is pretty sure bet. The sandpaper grades needed are 36, 80 and 100. Glue it on with 3M Super 77 spray adhesive (Home depot), spray on only a light coat of it, that stuff sticks like hell. To remove the worn out paper, heat it up with a heat gun, it will peel right off.



One Wing Filled-Working on the Other



Close-Up of the Filled Right Wing

On tube shape sanding tools the strips will not work, for those, get the big sheets for floor sanding from Home depot. The second aspects of the sanding technique is the proper sanding pattern. For an airfoil shape surface, hold the sanding board parallel (at all times) to the span and sand at 45 degrees angle, use the longest (reasonable) stroke, across the whole cord if possible. Start at the root end leading edge side and move slowly to the tip end with each stroke moved about an inch or two, creating a sort of a tall tight zigzag pattern. When you get to the tip, go back to the root and start another pass, this time sanding at 45 degrees the other way - 90 degrees to the first pass. After these two passes move yourself to the trailing edge side and make two passes from there, again starting the first pass at 90 degrees to the previous one, and then keep repeating this cycle. It is this sanding pattern, that will level out the highs and lows into a nice even flowing plain and create the desired wave free surface.

The third aspect is you checking the surface frequently for high areas and directing more attention to them. The best way to check the trueness of the surface is to feel it by sliding your hand over the surface in long sweeps in all different directions. If you have never tried this you will be amazed to find out how sensitive your hand is to even minute surface waves and unevenness. Direct more sanding to the identified high areas and pass quicker over the low ones to speed up the process. If everything goes right, you will have good straight surface just before you remove all the filler and the high spots of the skin start showing through the filler. Keep sanding off the excess filler

Finishing Fiberglass (cont.)

(Continued from page 8)

until the highs start to show up as dark spots across the whole surface. At this point you need to change the sandpaper grade to 80 for the final sanding stage so you can remove the deep scratches left by the 36 grade. Do the final once-over with a 100 grade and that's as fine as you need to go on this. They say a picture is worth a thousand words. Shown are some good ones to show you what it should look like at this point.

It should take about 4 hours to sand one wing panel to shape on a small two-seater, up to about 8 hours on a big four-seater. **Compound curved surfaces** are a little harder to do. Keep basically the same crisscross 45 degree pattern relative to the direction of the milder curve with your flexible sanding board, but pay a lot more attention to "feeling" the surface and sanding off the highs. By the time you do all your flying surfaces you will be pretty good at it.

Detailing, surface finishing, filling pinholes, priming and wet sanding in next month's article.

Line Up and WAIT - New Terminology

"Line Up and Wait" in Preparation for Takeoff

You do it at the movie theater, the supermarket, as well as your favorite coffee shop on the way to work: You line up and wait. And, after September 30, 2010, you may also be asked to do it at your local towered airport.

Designed to help simplify and standardize air traffic control (ATC) phraseology, as well as to comply with International Civil Aviation Organization (ICAO) standards, U.S. controllers will use the term "line up and wait" in place of "position and hold" when instructing a pilot to taxi onto a departure runway and wait for takeoff clearance. Both current and future versions of the phrase are used when takeoff clearance cannot immediately be issued, either because of traffic or other reasons.

Why "line up and wait?" The phrase has actually been in use by a majority of ICAO contracting states for many years. It has proven useful with many non-native English speakers who can sometimes confuse "position and hold" with similar-sounding phrases like "position and roll," "position at hold," or "hold position." Misinterpretation of this instruction can have serious consequences. Using "line up and wait" helps avoid ambiguity and keeps the global aviation community accountable to the same standard.

Here's an example of the phrase in use: Tower: "Cessna 1234, Runway Three Four Left, line up and wait."

Pilot: "XYZ Tower, Cessna 1234, Runway Three Four Left, line up and wait."

At press time, this change was expected to take effect September 30, 2010.

Another What is It?

If you look carefully at the photo, there is a small windsock attached by a wire on the top of the rudder of this beautiful Lambert Monoplane. It has a definitive purpose. Any ideas?



Davenport Airport Construction Update

(from Jeremy Keating)

New Airport FBO Facility

Construction is coming along nicely and on time with a projected completion date of October, 2010.

Reconstruction of Airport Entrance Road

Construction started August 9 and will be continuing through early October. There will be access at all times though the construction areas, please use caution.

Taxilane & Hangar Construction in T-hangar area

Construction will be starting by early September and will last through late November. Please use caution when driving your vehicle and taxing your aircraft as there will be construction personnel and equipment in the area.

The pavement between hangars E & G will be part of the first phase and will get new concrete which will take about 30 days. The second phase will be between hangars F & H and will get concrete also which will take approx. 30 days to complete.

If your aircraft is located in this area between E & G or F & H and I have not contacted you yet, please call me immediately.

Construction of NEW Hangars

We have received approval to build 6-8 new box style hangars in addition to the six we will be building in a few weeks. The construction of the additional 6-8 hangars is contingent on pilot interest and receiving enough deposits by the end of the year.

If you are interested or you know someone that is interested, please contact the Airport Manager at 563-326-7783.”

I have also included a letter sent to the Davenport Airport hangar tenants. (Editor’s note: See page 15 of this newsletter.)

And lastly, there are still two existing hangars available at DVN at \$100/month. Call if interested.



Calendar of Events (click on the links)

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

[\(Link to the EAA Calendar\)](#)

September 2010

Each FRIDAY in September - The Clinton, IA (CWI) Aeroclub will have a cook out Friday afternoons, from 5-7 PM.

September 4, 2010

Council Bluffs Municipal Airport, Great Plains Wing Museum open house. 8 a.m. – 4 p.m. Fly-in breakfast. 8 a.m. – 11 a.m. Pilots in command free.

September 6-11, 2010

[39th National Stearman Fly-In](#). Galesburg Municipal Airport, Galesburg, IL 9am-to Varies Daily

September 9, 2010

The annual Geneseo Trains, Planes, and Automobile event, hosting the National Stearman Fly-in lunch and Acro contest. See page 2 in this newsletter.

September 11, 2010

[Oelwein Airshow 2010](#). Oelwein Municipal Airport, Oelwein, Fly-in Breakfast served 7 - 11 AM. PIC and kids under 5 eat for free. Classic and Warbird Aircraft Displays. Stearman Biplane Rides.

[EAA Chapter 75 General Meeting - Deere Wiman House](#)

FAAST Safety Seminar - Kewanee (See Page 15)

September 12, 2010

[EAA Chapter 327 21st annual Flyin/ Drive in Breakfast](#), Dubuque, IA, 7:00am to Noon. Dubuque Regional Airport - KDBQ. Pancakes, eggs, sausage, hash browns. PIC free.

[EAA Chapter 682 Fly-In Breakfast](#). Ogle County Airport, Mt. Morris, IL. Best Breakfast in the Midwest. 7am-Noon.

September 18-19, 2010

[FLY IOWA 2010](#) - Celebrating 100 years of Iowa powered flight. Southeast Iowa Regional Airport, Burlington, IA. Pancake breakfast, Static displays, Aerobatic displays, etc....

September 18, 2010

Southeast Iowa Regional Airport (Burlington). Accident review and WINGS Pilot Proficiency Safety Seminar

September 19, 2010

[EAA Chapter 241 Grassroots Flying Pancake Breakfast](#) at Hinckley Airport, Hinckley, IL. We have the best pancakes for miles. \$6/person for fluffy pancakes, cooked to order eggs, sausage, coffee, milk, juice!

September 25, 2010

Grinnell Regional Airport. Fly-in / drive-in breakfast. 7 a.m. to 11 a.m. Pilots in command eat free.

September 26, 2010

Annual Fly-In / Drive-In Breakfast, Boscobel Municipal Airport, Boscobel, WI (OVS) 8:30 a.m. to 12:00 p.m. Airplane rides; Breakfast of sausage, bacon, regular scrambles or supreme Tennessee taters, pancakes, fruit, coffee, milk and juice. Children 6 and under are free. Pilot in command free.

October 2010

Each FRIDAY in October - The Clinton, IA (CWI) Aeroclub will have a cook out Friday afternoons, from 5-7 PM.

October 2, 2010

Fy-In/Drive-In Lunch. Cottonwood Airport, Rockford, IL, EAA Chapter 22. For info contact Jeff at 815-871-6297 or fbonaguro@comcast.net

October 9, 2010

[EAA Chapter 75 General Meeting - Deere Wiman House](#)

October 10, 2010

11:00 a.m. - 4:00 p.m. Pork 'n' Pie Feast. Ogle County Airport, Mt. Morris, IL. Old Fashioned Pig Roast . . . with all the trimmings and finished off with homemade pie !! Contact: Glen Orr. Phone: 815 732-7268

334 Days to Go --> Oshkosh 2011

If you missed the night airshow at Oshkosh 2010, shame on you. The wall of fire at night was nothing short of impressive!



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

Classified (Click on the link for e-Mail)

For Sale: GPS90 w/ America's database. Complete with power cord, yoke mount and antenna. No manual but is available on line. \$50 Also have 8 feet of 3" scat tubing. Never used. [Frank Sundram](#) at 850-819-1666.

For Sale: O-320 engine 150 horsepower. [Jerry Coussens](#), 563-445-1904.

For Sale: 1976 Cessna 172M . Always hangared, total time engine and airframe 1670. Asking \$35,000. Call [Diane Beauchamp](#) at 309-764-4210 for details.

For Sale: 1948 PA-15/17 Vagabond in Kewanee. A-65, bungee gear, dual controls. I owned this aircraft. The current owner says it is time to quit flying. LSA eligible. While I owned it, I put Cleveland wheels and brakes, remote spin on oil filter, new sealed wing struts, and new Maule tail wheel on it to name a few items. Call [Ross Carbiener](#) (A&P) at 309-738-9391.

For Sale: Whelen Nav/Strobe System (Van's System 6), Green &. Red & Tail light position/strobe. Power supply, installation package, connector and socket. Never installed. Make offer. Call [Chad Pobanz](#) at 309-238-3062.

For Sale: Complete gas welding set. Torch, tank heads, etc. Practically new. \$200 or best offer. Call [Jim Haynes](#) at 309-772-2067.

For Sale: Spare Subaru engine. An EA-81 w/ adapter plate for a Rotax re-drive. Rebuilt. Lots of spare parts. Best offer. All the wood forms needed for the Zenith 601HDS fuselage, wings, rudder, etc. Best offer. Call [Larry McFarland](#) at 309-792-0472.

For Sale: 1993 Chrysler Town & Country minivan with "all glass panel". Meticulously maintained. 176,000 miles. \$2,300 firm. e-mail [Dave Wilson](#). for maintenance history and details.

For Sale: From my '46 Cessna-140, O-200 days. 50% Off or best offer. 8 New Champion RHM40E Spark Plugs, \$13 each. Also Mag Timing Light, Call [Marty Santic](#) at 563-344-0146.

For Rent: Hangar at the Geneseo airport. \$100 per month. Contact Kent Johnson at airport1@geneseo.net

For Sale: Continental O-200 with 0 since bottom overhaul. No records other than a data plate, and one logbook entry. \$5,000 OBO. 120 VAC Electric Aircraft tow that hooks to the nose wheel. \$300 OBO. Call [Mike Nass](#) at 563-357-6068.

For Sale: Cherokee wing tips for sale \$35. Contact John Vahrenwald at airbike5@yahoo.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.

Tom Shelton on AVWEB!!

[Click to See the Photo on the AvWeb Page](#)



Happens at the Repair Barn after the Operation Thirst Wagon Stops By with Food and Drink

I will not divulge who sent me the attached photos. What you see here happens each day and is well deserved just after the Operation Thirst wagon stops by the repair barn with food and drink. You never know who has the camera!



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FAA FAASTeam Safety Seminar

Saturday, September 11, 2010 , starting at 10:00 am

Jim Sweeney, Ross Carbiener, Tim Sokol

This will be a 4 hour event will take place for 10:00 AM to 2:00 PM. Lunch will be from 12:00 to 12:45 PM. The following presentations and topics will be covered:

- 1) Recent ATC Phraseology**
- 2) Airworthiness Responsibilities for Pilot/Owner/Mechanic**
- 3) Aircraft Weight and Balance, Back to the basics.**

**Kewanee Municipal Airport (EZI)
3671 Midland Road
Kewanee, IL 61443**

At the Airport "In the hangar" Oshkosh style seminar.

This is a Fly-in or Drive-In Seminar

200 seats at the facility, 150 remaining for online registration.

[CLICK Here for On-Line Registration](#)

Illinois FAASTeam

Contact Information:

Ross Carbiener

Phone: (309) 738-9391

CarbienerRossE@JohnDeere.com

Invitational Speakers Include:

Jim Sweeney - FAASTeam Representative and Subject Mater Expert in E-LSA

Ross Carbiener - FAASTeam Representative

Tim Sokol - FAA Safety Team Program



Public Works Airport Division
1200 E 46th Street
Davenport IA 52807

City of Davenport

August 14, 2010

Dear Davenport Municipal Airport pilot:

I want to take this opportunity to keep you updated and informed on a few things happening at the Davenport Municipal Airport. This summer continues to be very busy with airport improvement projects. Please remember to use the airport website for up-to-date information. I will try my best to post pertinent airport information as I receive it.

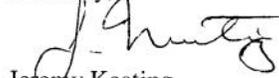
Construction on the new Carver FBO facility continues to develop quite nicely and quickly. On August 9th, we started construction on an improved airport entrance road, so keep your eyes out for construction personnel and only one lane of traffic. We will also be starting construction on six new aircraft storage hangars and a new taxiway between T-hangars E and G and T-hangars F and H hopefully sometime in late August to early September. If you have any questions about any of the airport construction projects, please let me know.

As you know, airport security continues to be a hot topic and I would just like to remind all of you to keep your eyes out for suspicious activity, "See something, Say something". If you have any suggestions that would improve airport security, please don't hesitate to bring those ideas to my attention.

Please make sure that we have a copy of your aircraft insurance certificate if you have an aircraft in a City T-hangar. Unfortunately, we are missing many insurance certificates and the City is required to keep those on file each year. You are more than welcome to call or email me and I can tell you if we have your certificate on file. Also, if you would like to be added to my email notification list; please contact me either by email, jkeating@ci.davenport.ia.us, or phone, 563-326-7783. This list will be used for disseminating airport information only.

Once again, I will try and keep you as informed as I can through the airport website and these letters. Please call me or email me anytime if you have questions.

Sincerely,



Jeremy Keating
Airport Manager
City of Davenport
1200 E. 46th Street
Davenport, IA 52807
563-326-7783
jkeating@ci.davenport.ia.us

Marty Santic
 Chapter 75
 3920 East 59th Street
 Davenport, IA 52807-2968



The Leader In Recreational Aviation



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

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 style="width: 100%; border: none;"> <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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