

THE LANDINGS

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

May 2012

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Days on the calendar are going by fast. It is now flying season. Hope all of you take the time to take a flight.

Mike Nass's presentation at the April meeting was well received. Good information. Thanks Mike.

The Young Eagle event at Davenport on April 21st went very well. We have 46 new Young Eagles, lots of happy faces and positive comments. Cinda Beert did a great job of putting everything together. She brought in dual chapter members Ron & Connie White from Cedar Rapids as well as two airplanes from there. Connie is the Young Eagle Coordinator for Chapter 33 in Cedar Rapids. Dean Beranek, the Young Eagle Coordinator at Chapter 111 in Muscatine also helped out. There were several airplanes and pilots from Davenport, as well as many chapter members to help with the ground details. The weather was perfect, overall a wonderful day.

Thanks to anyone who helped in any way. The next Young Eagle event is scheduled for May 19th at Davenport. Mark your calendar and get the word out to young people and their parents.

The Board of Directors is working on the bylaw review and will have a report when they have the up-to-date changes ready for the membership to approve.

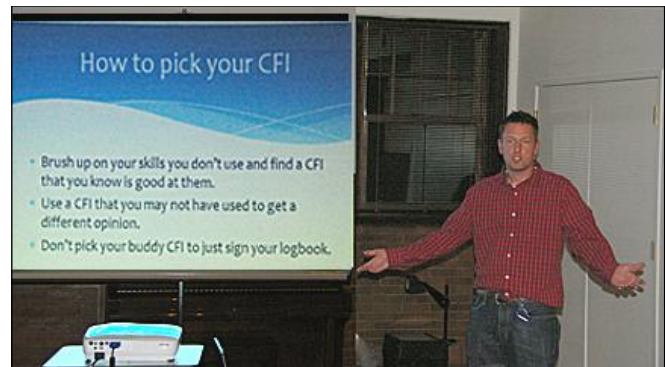
Cinda Beert has some name tag information. We are still looking for input on a new Chapter logo.

There is a pancake breakfast at the Clinton Airport on Saturday, May 12th, from 7:00A.M. to 9:00A.M. This is the same day as our May meeting. Let's support the Clinton Airport and Mike Nass.

Happy Flying - Jim

Last Month's Program

Mike Nass - Biannual Flight Reviews



Mike Nass, the Clinton airport manager and a CFI, gave a very well received presentation on the Biannual Flight Review process.

Mike started at the beginning, picking a CFI for the process, described what the CFI is looking for and then continued by describing how the pilot can get the most out of the entire process.

Next Meeting - May 12th - 7 PM - Dan Stone - Davenport Civil Air Patrol

[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

May 12th Chapter Meeting

The May Chapter meeting will be held on **Saturday, May 12th 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 the Davenport Civil Air Patrol. Dan Stone of the Davenport CAP will discuss how CAP exposes the cadets to aviation and how they help them obtain their Private Pilot License. Hope to see you at the meeting!! All are invited. **Bring a friend!!**

April 14th Board Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter president Jim Smith at 6:04 pm.

MEMBERS PRESENT: Mike Nass, Dave Jacobsen, Larry McFarland, George Bedeian, Ed Leahy & Jim Smith

THOSE NOT PRESENT: Steve Beert

OTHERS PRESENT: Cy Galley

TREASURERS REPORT: The treasurer's report was read by Ed Leahy. A motion to accept the treasurer's report was made by Mike Nass and was seconded by Larry McFarland, Board approval was unanimous.

OLD BUSINESS: Mike Nass made a motion to accept the board meeting minutes & membership minutes as published in last months chapter newsletter. Jim Smith seconded the motion, and it was approved by the board.

We have all but nine chapter members that have paid 2012 membership dues as of this month.

Marty Santic will make up the new 2012 roster book with only paid up members; also the cost of printing the books was discussed.

Mike Nass proposed that Cy Galley assist Marty Santic in printing the new roster book. Ed Leahy seconded the proposal; it then was approved by the board. And Cy Galley agreed to assist Marty.

We have three chapter members that have made donations for our 50th repair barn anniversary. They were

Mark Ohlinger \$50.00, James Kirkland \$50.00 & Kent Johnson \$20.00.

The board discussed future young eagle rallies.

Air Academy update, we have all the paperwork in for this summer's air academy, also discussed was the selection process, timeline and what age groups to focus on.

Chapter by laws and operations manual was discussed, and copies were handed out to the board by Jim Smith.

Our chapter survey results are still being reviewed.

NEW BUSINESS: Fran Riley from KWQC approached Keith Williams to do a human interest story on the RV-12 he is building. Keith would like to include the chapter and maybe our young eagle's rallies.

Jim Smith recommended more board members for the high flight fund. Cy Galley made a motion to appoint Jerry Coussens, Ed Leahy seconded the motion, and the motion was approved by the board.

We are having a young eagles rally on May 21st at the Davenport airport.

Chapter awards, Jim Smith nominated Marty Santic for a major achievement award that is given at AirVenture each year.

Jim Smith talked about EAA webinars.

We are still working on name tags for our members.

Comp dues were discussed by the board to include non members, such as local airport, & FBO managers, also maybe some CAP personnel.

A motion was made by Jim Smith to only accept cash or checks for membership dues. This motion was accepted and approved by the board.

A motion to adjourn the meeting was made by David Jacobsen and was seconded by Ed Leahy. The meeting was adjourned at 7:00 PM

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

April 14th General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:09 pm by Chapter president Jim Smith at the Deere Wiman Carriage House, Moline, Illinois

VISITORS AND NEW MEMBERS: John Bullers of West Branch, IA & Tucker Hallan of Milan, IL

TREASURERS REPORT: The report was read to the membership by Ed Leahy. The report was approved by those in attendance.

TOOL LIBRARY: Nothing to report.

TECH COUNSELOR REPORT: Cy Galley mentioned the FAA notice of rule making, regarding the elimination of the third class medical. Cy told us we can go to the FAA web site for more information and also make comments.

Jim Smith made a tech counselor visit at Robbie Roots project.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Cy Galley has the equipment needs forms for this years AirVenture. Besides the paperwork he is lining up the truck, gators and other equipment we will need.

YOUNG EAGLES: Future Young eagle rallies were discussed.

OLD BUSINESS: Name tags for members were discussed.

We already have one entry submitted for our chapter 75 logo contest; we are looking for more entries.

NEW BUSNIESS: We received more Chapter 75 donations; Mark Ohlinger \$50.00, Jim Kirkland \$50.00 & Kent Johnson \$20.00.

Jerry Coussens was appointed to the high flight board of directors. And the QC aviators name from the organization will be dropped.

Chapter roster listings for non members were discussed.

We will evaluate the process on how we send kids to air academy. This includes age groups, and timeline

for applications.

We may be adding two board members to the chapter. This will be after checking into our bylaws.

Jim Smith reported that we had a good turnout of chapter members at the AOPA safety seminar, held at the new John Deere aviation facility.

ANNOUNCEMENTS: The Clinton Aero Club will be having a fly in Breakfast on May 12th at the Clinton airport from 7:00 AM till 9: AM. At approximately 9:00 AM weatherman Greg Dutra will give a weather seminar.

EVENING PRESENTATION: Mike Nass gave a nice program on bi annual flight reviews along with a media presentation on the requirements and what to expect from your instructor.

The meeting and evening presentation ended at around 8:50 P.M.

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

A Thank You for the Nice Chapter Donations (from Ed Leahy)

I would like to thank the three members in the newsletter.

James Kirkland donated \$50 and specified that it would go for the repair barn or 50th anniversary. Kent Johnson also donated \$20 to the chapter last month. And finally, Mark Ohlinger made a \$50 donation to the chapter for the 50th anniversary of Chapter 75.

\$100 Hamburger Suggestion (from Paul Fisher)

A \$100 burger suggestion: Lone Rock WI (KLNR) - A long east-west runway and nice little restaurant you can taxi right up to. Oh, and the food isn't bad either! Some, but not all may know about it.



George Bedeian Fly's His 300th Young Eagle at Muscatine!

On March 25th, Paul Fisher and George Bedeian flew a number of Young Eagles at the Muscatine Airport, lending their assistance to Chapter 111.

An 11 year old girl became George's 300th Young Eagle. The expression on the girl's face says it all and is one of the many reasons George, Paul and many others in Chapter 111 and Chapter 75 fly Young Eagles.

There was a very nice article on George in the Muscatine Journal. Take a look at the article via this link. ["Young Fliers were on Cloud 9"](#).

George's first Young Eagles flight was on May 12th 2001. This was during the Quad City Aviators WannaBe event, held at the Quad City Airport. Was at Elliot's Aviation.

George flies Young Eagles in the Flying Country Clubs Cessna 172, 150 or Piper Archer II.

Some memorable flights include Young Eagle # 100, he was a young boy named Collin. Was September 19th 2005 at the Rock Falls airport during a Ford Tri Motor event. Next was on May 5th 2009 at a Young Eagles event held by our chapter at the Davenport airport, Josh Vanderwall was his 200th kid. And the 300th, Alexia Fulcher an 11 year old from Fruitland.

Young Eagles Corner (from Cinda Beert)

With this being the 20th anniversary for the Young Eagle program at EAA we want to make it the best year we have had so far. THANK YOU ALL in making a powerful positive impact in the lives of our youth.

On April 21st we had our first Young Eagles Rally.

Thanks to all of our pilots and planes we were able to fly 46 students. Of those forty six students twenty were first time flights. The kids seemed excited about all the different planes on the field. We had a nice variety of aircraft consisting of a WACO, RV's, Cessna 152 & Cessna 172's and Long EZ's. I hope you got to say Hi to our "guest" pilots. Tim Swift from Muscatine and Terry Scherman from Cedar Rapids flew LongEZ's. Bob Powers from Cedar Rap-



ids came with his Cessna 172. The weather turned out to be a perfect day for flying. Our ground crew was exceptional! A special thank you goes out to our "guest" Young Eagle Coordinators. Dean Beranek came from Muscatine and Ron and Connie White joined us from Cedar Rapids. With there 20 years of experience I think it was smoothly ran. Jane Marsh a pilot who flew formally in Michigan helped with explaining safety and general aviation before the kids took to the air. Jan Dorgan and June Olds worked the registration table. It was so nice to see Jan again. Summertime still doesn't seem the same without Larry.

Safety First! By having a responsible crew in the air & on the ground crew we accomplish just that. Everyone of us represent Chapter 75. Experience definitely helps!

Please take a moment to congratulate George Bedeian. He gave his 300th ride helping with a Muscatine YE event. Jim Smith has flown over 100 students after the numbers are added in from our April event. Terry Crouch only needs two more rides to make him a member of the 100 rides club.

The next Young Eagle Event is MAY 19th in Davenport.

Young Eagle Event at the Davenport Airport - April 21st

The note on the right was sent to Jim Smith shortly after the Young Eagle event that occurred on April 21st. The note was too good NOT to share with all in Chapter 75. It certainly says it ALL!

Emily was a little girl that was very apprehensive about going for a Young Eagle flight but Cinda calmed her fears and she came back with a big smile on her face.

The event went very well. We have 46 new Young Eagles, lots of happy faces and positive comments. Cinda Beert did a great job of putting everything together. Pilots were initially hard to come by but Cinda coordinated with other nearby chapters to make the event a success.

A couple of photos from the event appear below.



Dear Mr. Jim Smith
and EAA members,
Thank you for
Letting me ride
the airplane, The
~~certificate~~ certificate,
and the Log book.
I really
appreciate ~~of~~
your time and
hard effort.
~~for~~
I really enjoyed
The flight that
I wanted to
go again.
from
Emily
Waggoner.
Young Eagles Event Apr. 21, 2012
Davenport Airport.



Jerry Coussen's Lancair 320 Exhaust System

(from Jerry Coussens)

There is a reason the FAA calls it Experimental. We build these airplanes, using the best materials we can find. We read everything we can to build it the best it can be. In the end we don't know for sure how great the product is until we test it. We can test the performance within weeks of its first flight. Having said that, the only way to test for reliability is to keep flying the aircraft.

I've flown over a hundred hrs since I solved the hot engine problem. In January I had a plugged fuel injector, I asked Terry for advise for the repairs. As he helped with the injectors he made a list of future problems. They weren't a problem now, but they would eventually fail and I'd have reliability problems.

Here are the items I remember.

I used safety wire to hold the bottom of the cylinder baffling together. One wire had fatigued, so I replaced all with heavier wire.

My throttle cable was secured to engine with a homemade clamp, held in place with one bolt. The problem, the cable could move, in time the vibration would cause problems. I now have a clamp that is held down with 2 AN3 Bolts instead of one. I also rerouted my mixture cable so it was straighter and less chance of fatigue.

When I built the bracket that held my alternator I only tightened the slide clamp not the hinge. This allowed movement, the slide bracket was cracked and the hinge was worn. I drilled the hole larger, inserted a steel pipe that would accommodate a new bolt. This time I tightened both slot and hinge, this solved that problem.

With all these problems solved I took the plane up several times for testing. Okay let's take the plane to Denver and go skiing. I took off at 9:00 am on Friday, weather in western Iowa wasn't great but passable. Took off "21" headed west climbing to 8,500, everything was working great. Leveled off for cruise. I then heard what sounded like a machine gun (not as loud). First thought was now what's wrong with my ear phones, I adjusted squawk no change. I removed

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Jerry Coussen's Lancair 320 Exhaust System (cont.)

(Continued from page 6)

my earphones and it was obviously coming from the engine. I pulled the throttle the noise went away, gave it throttle, the noise came back. I have an exhaust leak. I throttled back and turned back to the airport.

Put the plane away and removed the cowl. Looked and couldn't find the problem. I did find a broken hose clamp on the exhaust pipe, it could rattle and make noise. Don't remember when I noticed, but I found a crack on the outside loop of #4 cylinder.

I designed my exhaust with a header in mind. All pipes must be the same length, so number 4 had to have a couple of loops to use up some length. What I didn't think of was the fact that a loop wants to open up when it gets hot. Two loops back to back can't open up so every time I went flying I was stressing the pipe.

Problem, where do I put the ball joint? I soon found the supplier wanted to help but it was my call as they didn't really know. After days of contemplation and asking for advice I opted to offset the loops and install two ball joints at one of the loops.

My hope is this will allow the elbow to pivot as needed. I just came back from California with no problems.

As I said before, we must put hrs on the plane to test the reliability. BUMMER!!

Send Your Comments to the FAA on the 3rd Class Medical Proposal NOW

Read about the EAA/AOPA proposal here. http://www.eaa.org/news/2012/2012-03-20_exemption.asp

"Currently, FAA regulations require all pilots to hold at least a third-class medical certificate to exercise the privileges of a private or recreational certificate. EAA and AOPA are asking the FAA for an exemption to that rule, which would give pilots who fly recreationally the option of participating in a recurrent online education program that will teach them how to self-assess their fitness to fly or pursuing the normal 3rd class medical via a physician."



Read the proposal via the link and take a moment, form your words of support and send your comments to the FAA via one of the following methods:

1. By US mail:

U.S. Department of Transportation
Docket Management System
Attn: Comments to FAA-2012-0350
400 7th Street, S.W., Room PL 401
Washington, D.C. 20590-0001

2. By the worldwide web:

www.regulations.gov, then enter "FAA-2012-0350-0001" in the search block, then follow the "submit a comment" icon on the right side of the page.

3. By fax:

Send to [202-493-2251](tel:202-493-2251) Put Reference: **FAA-2012-0350-0001 – Comments** in your FAX.

4. Send your comments directly to EAA by e-mail and specifically state that you wish EAA to submit your comments on your behalf. If you prefer this option send your comments to Catherine Lute, EAA Member Services, clute@eaa.org

Know Your Limitations

By Mel Asberry - DAR and member of EAA Chapter 168, Dallas, TX - Printed with his Permission



OK, we're getting pretty deep into the operating limitations for our experimental aircraft. But what about required inspections? How of-

ten must they be done and how?

(22) No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of appendix D to part 43, or other FAA-approved programs, and was found to be in a condition for safe operation. As part of the condition inspection, cockpit instruments must be appropriately marked and needed placards installed in accordance with 91.9. In addition, system essential controls must be in good condition, securely mounted, clearly marked, and provide for ease of operation. This inspection will be recorded in the aircraft logbook and maintenance records.

So now we know that we must perform an inspection every 12 calendar months. Sounds a lot like an-annual inspection doesn't it? It must happen annually, it must be done in accordance with part 43. So why isn't it called an annual? Well for one thing the sign-off for an annual states that the aircraft was found to be in an airworthy condition. Can our experimental aircraft be in an airworthy condition? To be in an airworthy condition, it must meet its Type Certificate. Do we have a Type Certificate for our aircraft? I don't think so. If we did, it wouldn't be experimental. We can only find our aircraft to be in a condition for safe operation. Notice also that any of those placards you installed to pass your initial airworthiness inspection that fell off must be replaced.

(23) Condition inspections must be recorded in the aircraft logbook and maintenance records showing the following, or a similarly worded statement. "I certify that this aircraft has been inspected on [insert date] in accordance with the scope and detail of appendix D to part 43, and was found to be

in a condition for safe operation." The entry will include the aircraft's total time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

Paragraph 23 tells us how to sign off the condition inspection. It also tells us that certain information about the inspector must be included. The next 2 paragraphs, limitations 24 and 25 will be issued in lieu of limitations 22 and 23 for turbine-powered amateur-built aircraft.

(24) This aircraft must not be operated unless it is inspected and maintained in accordance with an inspection program selected, established, identified, and used as set forth in 91.409(e) through (h). This inspection must be recorded in the aircraft logbook and maintenance records.

We see here that turbine-powered aircraft are treated a little differently. In this case, we must have a specific inspection program. This program is typically provided by the engine manufacturer or possibly an airframe manufacturer who uses this particular engine. This inspection program must be approved by the local FSDO.

(25) Inspections must be recorded in the aircraft logbook and maintenance records showing the following, or a similarly worded statement. "I certify that this aircraft has been inspected on [insert date] in accordance with the scope and detail of the [identify program title] FSDO-approved program dated _____, and found to be in a condition for safe operation." The entry will include the aircraft's total time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

It looks like paragraph 25 contains basically the same information as paragraph 23 except that it changes the wording to fit the specific inspection.

Now let's see who can do this all important inspection.

(26) An experimental aircraft builder certificated as a repairman for this aircraft under 65.104 or an appropriately rated FAA-certificated mechanic may perform the condition inspection required by these operating limitations.

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Know Your Limitations

(By Mel Asberry - cont.)

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So, if we have applied for and received the repairman certificate for this aircraft, we may perform and sign off the condition inspection. But what if we bought the aircraft and don't qualify for the repairman certificate? Well, then we must find an appropriately rated FAA-certificated mechanic. Notice that nothing was said about an inspection authorization being required. The IA is not required at any time when inspecting an experimental amateur-built aircraft. Any A&P can do it. Reason being that one of the primary duties of the IA is to confirm that the aircraft meets its type certificate, and as we have discussed previously, our aircraft do not have a type certificate.

One thing we haven't talked about, and it isn't even mentioned in our operating limitations, is the requirement to inspect and test the Emergency Locator Beacon. Even though it's not part of the annual condition inspection, it must be done annually. So we probably should include it with our condition inspection. It's a convenient time, and the aircraft is already opened up.

There has been some question about whether or not you, as the repairman for your aircraft, can do this inspection. I have discussed this with the guys in Oklahoma City, and they have assured me that the holder of the repairman certificate can perform the inspection and testing required by 91.207(d). Now if you find a problem with the ELT, you are not authorized to make repairs unless the problem is limited to the installation of the unit.

(27) Application must be made to the geographically responsible FSDO or MIDO for any revisions to the operating limitations.

This rule was originally written back when DARs were not authorized to amend operating limitations. It was discussed at length over several years that the DAR can issue the operating limitations, why can't he/she amend them? Eventually the rules did change authorizing DARs who hold function code 33 to make these revisions. However, since the normal channel is to contact a FSDO or MIDO initially, then the wording wasn't changed.

(28) The pilot in command of this aircraft must notify air traffic control of the experimental nature of this aircraft when operating into or out of

airports with an operational control tower. When filing IFR, the experimental nature of this aircraft must be listed in the remarks section of the flight plan.

This rule is what causes us to use the term experimental N12345 when calling the tower. When you start your transmission with experimental, this does nothing to tell the tower operator what kind of aircraft you are flying except that it is NOT a Cessna, Piper, or other certified aircraft. Often the controller will immediately ask what kind of experimental you are operating. Mostly he's looking for something that will tell him what kind of speeds to expect. There are experimental aircraft that cruise at 55 kts, and there are those that can do 250 kts.

Typically I recommend that pilots add a little to that initial call up. Such as experimental RV N12345. Now he is probably familiar with RV speeds and you have answered his unasked question. After initial contact, you may drop the experimental. You have already notified ATC of the experimental nature of your aircraft.

Also, you'll note that this is only required when operating into or out of airports with an operational control tower. It is not required when transitioning airspace or operating at non-towered airports. Listing the experimental nature of the aircraft in the remarks section of the IFR flight plan is pretty much self-explanatory.

Well, this pretty much completes our operating limitations. What do you think? Thoroughly confused?

I get a lot of questions about amateur-built and light-sport aircraft. You'd be surprised how many times the answer is simply,

Read your operating limitations. Just about everything is in there!!!

Editors Note: I would like to thank Mel Asberry one more time for the very informative article that was originally published in the Dallas, TX Chapter 168 newsletter. Mel contributes regularly via the Chapter 168 newsletter and via the Van's Air Force forums (VAF) on the internet. Mel is always generous to answer questions regarding the inspection process for the experimental amateur category and the light sport category. Mel is a DAR in the Dallas, Texas area

Thanks Mel!

Did You Know This Guy Grew Up Just South of the QUAD CITIES?

Subject: 1929, Lookout Point High above the Mississippi River town of Quincy, IL

Seems like cars have always had radios, but they didn't. Here's the true story. One evening, in 1929, two young men named William Lear and Elmer, wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

SIGNING ON

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work -- Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the



WILLIAM P. LEAR WITH TURBINE ENGINE



radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names -- Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was

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Did You Know This Guy Grew Up Just South of the QUAD CITIES?

(Continued from page 10)

sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression -- Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores.

By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio -- The Handie-Talkie -- for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell



phone manufacturers in the world -- And it all started with the car radio.

WHATEVER HAPPENED TO

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning. Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that.

But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, **and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet.**

(Not bad for a guy who dropped out of school after the eighth grade.)

Internet Links from our Readers

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

- Ron Franck** - [Rare Color Film - Iwo Jima](#)
Mike Nightingale - [An Entire Lost Spitfire Squadron Has been Found!](#)
Marty Santic - [Flight Monkeys - An Aviation Website with a Different Twist](#)
Cy Galley - [New Aviation Museum in the U.K](#)
Loman O'Byrne - [PAL - V Flying Car](#)
Cy Galley - [To Soar With the Birds - Archaeopteryx Foot Launch](#)
Dennis Crispin - [Lockheed Martin's Website Celebrating 100 Years of Aviation](#)
Marty Santic - [Dynon Avionics Newsletters](#)
Marty Santic - [Sporty's iPad Pilot News](#)
Marty Santic - [Upcoming EAA Webinars](#)
Marty Santic - [A Pilot FAQ for Journalist's - 1st Installment - Stalls](#)
Mike Nightingale - [Angel Flight Video \(Very Cool\)](#)
 This video is about a song called "Angel Flight"... It is very good! Listen to the words of the pilot and the tower, and make sure you sit quietly and listen to the very end... You will understand why one of the singers said he would be glad to help with the song... if he could stop crying. This is beautiful. God bless our Veterans!
Keith Williams - [A Wonderful Idea for Chapter 75 - Coffee and Donuts](#) - Free coffee and donuts would not exactly drain the treasury per Keith. Why not try something different. Looking for your input? Let us try something different? Send your input to Jim Smith or myself!
Cy Galley - [Pilot Describes Amazing Talk Down Landing](#)

First EAA 'EAGLE Flights' To Take Off at AIRVENTURE

EAA's upcoming Eagle Flights program, the new aviation orientation program for adults, will have its official kickoff this summer with inaugural flights at EAA AirVenture Oshkosh, July 23-29, 2012 at OSH..

The Eagle Flights program, which is based on the enormously successful EAA Young Eagles flights for youth, will focus on one-to-one flight experiences and pathways that help adults toward discovering more about flying and eventual pilot certification.

Calling ALL CFIs, CFIs, and A&Ps

Darryl Durossette suggested that Chapter 75 try to assemble a list of CFI's / CFII's that are available to chapter members for flight instruction and/or BFRs.

Darryl also thought a list of A&P's/IA's that would be available to chapter members for annual/condition inspections would also be nice. Mentioned knowing if owner assisted inspections were acceptable would be a plus.

Sounds like a great idea!! We could put the list on the chapter website. Send your information to me and I will put together a list for Cy to add to the chapter website. Send to marty.santic@gmail.com

Chapter 75 2012 Program Schedule

Remember to put the dates on your calendar!!

- May 12th** - Davenport Civil Air Patrol
June 9th - Fly-in Pot Luck---Steve and Jess Rahlf Muscatine IA.
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

John Deere Aviation From Years Past

(from Mike Nightingale) Compare it to their Gulfstream's!



A Maintenance Safety Tip - Cool It!

A maintenance tip from the FAASTeam newsletter, April 2012.

We all have heard the saying, “Cool It.” It is slang for relax, calm down, take it easy. And, in this sense, it is safe to say we all need to do this from time to time - to avoid making mistakes – especially when feeling the pressure and stress from our work environment. But to you folks who maintain and operate aircraft engines, it takes on a whole different meaning.

Many engines may require you to “Cool it” down before shutting it down. Improper cool down could lead

to sudden damage or even latent damage resulting in future failure.

Whether you operate engines frequently and have tremendous knowledge about them or you only operate engines infrequently, always use the engine run checklist. Whether you operate turbine and/or piston-powered engines, and especially if you operate a variety of make and model engines, the bottom line is to understand and comply with the manufacturer’s current operating procedures. And always heed the “Notes, Cautions, and Warnings” for the engine you are working on.

As a result, when you “Cool It” properly, you will be able to relax, calm down, and take it easy!

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: GBY Look Alike, on gear, 2 engines---0290D & 0290G. Lots of parts, instruments, gauges, most to finish except cover---\$5,000. Contact Bob Olds at 563-326-2430.

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: Two Lightspeed 25XL noise cancelling, ANR, headphones with carrying cases, \$1007 value

when new, \$135 each; and 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: Zenith 601HDS for Sale 100-HP Stratus Subaru with Ram Performance valve guides, 9 gal header, 7 gal wing tanks & storage, strobes, flying lights, iCom 200 radio, adjustable instrument lighting, transponder, E IS, VFR panel, Mac trims. Wing pumps feed 9-1/2 gal header. Push to talk on grips. Ground-adjust prop is Warp Drive 3-blade 70-inch. All includes spares, belts and tools. N601EZ has 180 hours total. Also have aircraft tilt-trailer/winch and ramps for \$1000.00. The plane can be seen at <http://www.macsmachine.com/html/completion.htm> Price is \$ 32,000 firm. Contact Larry at larrycmcfarland@gmail.com or Home 309-792-0472

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

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!!

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.

May 3-5, 2012

Pella Municipal Airport - Tulip Time Flight Breakfast. 7 a.m. – 10 a.m. Shuttle available to Tulip Festival May 3rd, 4th, and 5th. Pilots in command free. 641-628-9393 (Shane Vande Voort) Email: shane@flyclassicaviation.com Website: www.pellatuliptime.com

May 6, 2012

Fly-in/Drive-in Pancake Breakfast, Rockford, IL. Chapter 22's annual fly-in/drive-in pancake breakfast. 0700-1200 at Courtesy Aircraft Hanger, KRFD. Contact: Jeff Bonaguro at 815-871-6297

May 12, 2012

[EAA Chapter 75 Monthly Meeting](#)

Fly-in/Drive In Airport Breakfast and Weather Presentation, Clinton, IA - Breakfast 7-9am at KCWI, Presentation by KWQC's Weather Guy Greg Dutra - 9-10am. The Clinton Friday night BBQs will start in June.

EAA Warbirds of America Squadron 4 sponsors "A Day on the Western Front", Rock Falls, IL. Info: brian.churchill@warbirdsquadron4.org

Open House/Fly-in, Morris Municipal Airport, Morris, IL. C09. Chapter 95 annual Fly-in Open House. Will be serving lunch starting at 11:00. <http://95.eaachapter.org/> Contact: Pete DeCrane, Phone: 815-210-5840

Illinois Pilots Assoc. Safety Seminar. FAA Wings Safety Seminar, Urbana, IL. Frasca Field (C16). Registration 8:00 AM, Seminar Starts 9:00AM-1:00 PM Speakers: Victor Veltze of Frasca Simulators Brian Stirm, Swift Enterprises on Aviation Alternative Fuel Keynote Speaker: Dr. Susan Shea, Director

IL Div. of Aeronautics. Flying competition in afternoon. Contact Wayne Babiak, 708.989.6214. [Email Website](#)

May 19, 2012

Chapter 75 Young Eagle Rally at Davenport -DVN

7th Annual Spring Fling Pancake Breakfast, Auto Show, and Fly-In Beloit Airport, Beloit, WI. <http://web.me.com/chapter60/ea/Home.html>

May 20, 2012

EAA 431 Fly-in/Drive-in Pancake Breakfast EAA 431 Hangar, Brodhead, WI, 7am-12 noon. <http://eaa431.org> Contact: Benjamin at 608-214-9595

Fly-In Breakfast Ogle County Airport, Mt. Morris, IL. Best Breakfast in the Midwest. 7am-12 noon. Contact: Glen Orr at 815 732-7268.

May 25-27, 2012

Southern Wisconsin AirFEST. Janesville, WI. Southern Wisconsin Regional Airport (KJVL). Features the Black Diamond Jet Team, the Sea Harrier, U.S. Army Golden Knights, Skip Stewart, Pyro Jet Truck, ARC Racing, and more! AirFEST is a patriotic, family-friendly event. Kid's Zone, Static Displays, Easy Access in an out. FREE PARKING. Contact Tom Morgan , 815.420.7923. [Email Website](#)

June 9, 2012

[EAA Chapter 75 Monthly Meeting](#) - 1st SUMMER POTLUCK at the Rahlf's.

June 10, 2012

Whiteside County Airport (KSQI) Annual Fly-in Drive-In Pancake Breakfast. Rock Falls, IL. EAA Chapter 410 Annual Fly-In Drive-In Breakfast, rain or shine from 7am to Noon. Pancakes, ham or sausage, coffee, juice or milk Donations: Adults \$6.00 13 and over Kids \$3.00 12 and under. Contact Dion Carr, 306-441-6106.

June 17, 2012

Gen-Air Park Annual Father's Day Fly-in/Drive-In Pancake Breakfast, Geneseo, IL. Annual Father's Day Fly-in / Drive-in Pancake Breakfast. Serving rain or shine, 7am-11am. Collector car display and skydiver demonstrations weather permitting. Free breakfast to the PIC of fly ins. <http://www.gen-air.net/> Contact: Kent Johnson Phone: 309-944-8126

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

Get HOT! Use Your Creative Talents!

At the March meeting the membership decided we should re-design our chapter logo as it is quite outdated. **Only ONE submission so far!!** Send your ideas TODAY!

As such, we are soliciting your creative talent to come up with a NEW logo for Chapter 75. As with all of our contests, there will be a rewarding prize. If you Google the 3 words EAA chapter logo you will see about 300 logos from the chapters throughout the US. We have a few architect's as members and are expecting a bunch of suggestions.

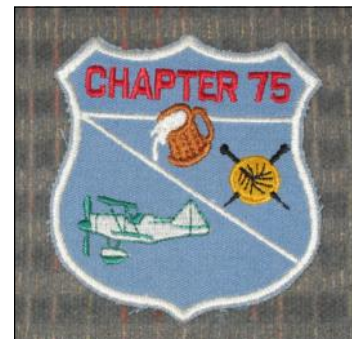
Per Jim Smith... "The logo Chapter 75 really needs to be updated and does not have much relevance to today's world. Blackhawk Chapter 75 is how we were identified in the beginning. The large logo is an eagle in flight, with EAA on top and 75 in the claws. We also had a patch, biplane on bottom 1/2, yarn and needle to signify our significant other on the right and beer mug at the top!"

Send your rough sketches and/or suggestions to Jim Smith via e-mail. Jim's e-mail is 387js@mchsi.com



Old Logo from the 60's and 70's

The patch with the bi-plane, yarn and needle and beer mug



And Jim Smith's T-shirt which is about 5 sizes too small today!

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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.

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



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>

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 (Cell): _____
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 Occupation: _____ Hobbies: _____

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What are You Building? _____

What are You Flying? _____
