

THE LANDINGS

Newsletter of Chapter 75

Quad-Cities of Illinois and Iowa, USA

October 2007

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

President's Notes



We are now back to our normal meeting schedule at the Deere-Wiman Carriage House and I hope to see as many members as possible there each second Saturday evening at 1900.

There is a lot of progress going on in the homebuilding area, and the reports from the builders are getting more interesting. The North Central Fly-In was a success last month. There were not as many planes in attendance on Saturday, but lots of them for the Sunday breakfast. I don't have the figures yet as the board meets later in October. Thanks to all who helped out.

We are planning a Young Eagles event at Davenport on 13 Oct in the morning. Hope to see as many as possible there to help out. We don't do a lot of the YE events, so we want to fly as many kids as possible when we do.

If there is a Ford in your future, see me. I have the new EAA discount documents you need to do battle with the dealers.

Roy Fisher gave a superb presentation on his Air Academy experience at the last meeting. I think we got a lot of bang for the buck this year. We want to keep an eye on this young man as he seems to have a real future in aviation.

In November, we will elect a president and vice-president. Give some thought to experiencing a chapter leadership position. It is most rewarding. Changing personnel in leadership positions is a means of injecting new ideas into the chapter operations. We don't want our chapter to go stagnant.

Hope to see everyone at Davenport on Saturday morning and at the meeting on Saturday evening. *Richard Lowe, President.*

October Program

John Vahrenwald has arranged for a guest speaker, Mike Perkins to address the faithful during this month's meeting. Mike is a member of EAA's Speaker Bureau and his program is titled "*Fly By Wire.*"

A design engineer for 33 years, a pilot for 25, and an aircraft-builder, Mike Perkins is now chief engineer for Millennium Flight Systems, the first company in the US actively developing a fly-by-wire system exclusively for General Aviation aircraft. Through triple-redundancy, the goal is to improve safety in 21st century aircraft.

Millennium's FBW system is being designed by engineer-pilots for pilots. It enhances aircraft flight characteristics, lowers pilot workload, increases flight safety margins, augments stability and control, tames marginal or undesirable flight characteristics, performs all autopilot functions from existing and future NAV systems, and allows for variable flight characteristics based on the mission, pilot experience, etc. There are even fuel-efficiency gains to be made from the use of FBW systems. Mike will attempt to explain to you the problems, the goals, and the future of FBW in General Aviation aircraft.

Please mark you calendar for the 13th to meet and greet Mr. Perkins. This promises to be a very interesting program.

Don't forget to download the current calendar for you computer desktop at:

http://www.eaa.org/desktop_wallpaper.html



Next Meeting • Sat, Oct. 13th, 7:00 pm • *Fly By Wire Program*

Minutes of EAA Members' Meeting, Chapter 75, 8 September 2007

1. The meeting was called to order by President Richard Lowe at 1900 hours.
2. New members introduced included Spence and Amanda Gray. Both are EAA members relocated from Kansas. Spence is a Maintenance Tech for Elliot Aviation and Amanda is a pilot for Deere Aviation. Amanda attended the EAA Air Academy and then took training at Minnesota State University at Mankato. Spence is a pilot and a graduate of the Aviation Tech program at Indian Hills College in Ottumwa. Both are CFII's. Welcome to our Chapter.
3. Treasurers Report was presented by Ed Leahy.
4. Mike Nightingale reported on the first flight of their RV 9A. Thanks to Bernie Nitz, Chapter Flight Advisor, for the detailed test plan assistance.
5. Jim Smith suggested it be Chapter policy that at least half of the revenue generated at the Emergency Aircraft Repair Facility each year be spent on tools not only needed to support the EARF but also tools needed by chapter members in building and maintaining their airplanes. There is a lot of building going on right now, and having duplicates should not be a problem in some cases. The tool committee will try to meet prior to the November meeting and look into additional purchases that can be made to support this policy. A report will be made to the members at the November meeting.
6. It was decided to plan to hold a Young Eagle event at the Davenport Airport on 13 October if the airport commission approves use of the facility.
7. Members were asked to help with the NC Fly In at Rock Falls on 14-16 September. Help is needed to set up, take down, judge aircraft and serve breakfast.
8. The members were informed we will hold election for a new president and vice-president at the November meeting. Persons interested in serving as a chapter officer can get more information by contacting the President or Vice President.
9. We will try to schedule a program by an Aviation Medical Examiner for the October meeting.
10. The program for this meeting was an excellent presentation by Roy Fisher regarding his experience attending the Advance EAA Air Academy this summer. He stated the value of the academy is not only the subjects presented to the attendees but also the personal interfacing between the attendees from all parts of the country. Networking is already underway for them to meet each other again during the next AirVenture. A second part of the program was presented by Richard Lowe. The story of Janey, an L-4 and its pilot Lt Dutch Schultz was summarized. The plane and pilot flew with 3rd Infantry Division Artillery from November 1942 until May 1945 in the invasion of North Africa, Sicily, Italy, Southern France and Southern Germany Campaigns. One famous passenger on several flights was General Patton. Army Aviation was in its infancy at the time, learning as they went, but the will of the few pilots and mechanics kept it going and growing until it became what it is today. Richard Lowe President

Minutes of Board Meeting, Chapter 75, 8 September 07:

1. The meeting was called to order by President Richard Lowe at 1805 hours. The following were present: Richard Lowe, Jim Smith, Ed Leahy, Dave Jacobsen. The following were absent: George Bedeian, Chris Nitz, Steve Beert, and Ron Franck.
2. The minutes of the meeting of 12 May were approved.
3. The Treasurer's Report was read and approved. A summary of the summer's activity was done by the Treasurer. The income consisted of money taken in by the chapter during Airventure. The expenses were mainly the cost of printing the new roster. A detailed set of monthly summary sheets for June, July and August were provided to the board by the Treasurer. The order forms for the 2008 EAA Calendars were received from headquarters and will be completed by the Treasurer.
4. There was no old business as all pending items were resolved prior to the summer break.
5. New Business. The 2008 meeting dates for the chapter have been approved by the Deere-Wiman House manager and we are set for our meetings next year. Thanks to Dick Morrow for coordinating this approval. The President reported the North Central Fly In will go as scheduled 15-16 September. The members will be requested to help during the meeting this night. We will elect a President and Vice-President at the November meeting. Persons interested in the position should make the fact know to the officers by next meeting.
6. A discussion of new IRS tax reporting requirements revealed the chapter may have to comply, but no action is needed until after 1 January. All personnel should have a new chapter roster by now. Thanks to Ron Franck for his efforts to update the roster.
7. Meeting adjourned at 1830

Richard A Lowe
Chapter President



Remember:
Amateurs...built the ark.
Professionals...built the Titanic

North Central Fly In

The North Central Fly In at Whiteside County Airport in Rock Falls was held on 15-16 September. Chapter 75 along with Chapter 410 in Rock Falls, Chapter 101 in Addison and Chapter 153 in Schaumburg sponsor the event each year.

In recent years, the event has been down sized a bit due to shortage of volunteers. This year, the weather cooperated, and a lot of pilots and drive in persons were able to attend. On Saturday, the count was down from some prior years, but a lot of quality RV's, antiques, classics, Ezees, and others showed up at the field. A presentation was made by a person who is in a restoration process of a B-17 he found in New England. Also, a presentation on the use of auto engines in home built aircraft was interesting. If you wanted to know how to build an RV, Lyle Hefel was available to answer questions. Radio Ranch held an open house with all their new Garmin stuff on display. The fly market was popular and the usual suspects were seen hauling off all of their new treasures. Food on Saturday was provided in the form of barbeque which you could eat at the covered flight line tables while you watched aircraft come and go. Several activities were conducted for kids including a model r/c flight simulator. Lots of prizes were awarded in the



drawings and an on field poker run was held. You went to each station on the field and drew a card as you visited that station.

On Sunday, the breakfast was well attended as always with the locals coming out in force. A highlight was the arrival of two L-39 jets from the QC and with their formation departure take off and fly by when they left. Also, a jet powered car was demonstrated on the taxiway. A people mover pulled by a brand new New Holland tractor was used to provide flight line tours for those who could not make the trip on foot. The ramp was again professionally handled by the CAP cadets from Rock Falls and Moline. They do a great job each year.

Aircraft judging awards were given to a pair of RV's, a Sonari II, a PT 23, a Cessna 180 and a Tiger Moth. Many photos of the event were taken and will be available on CD later this year. By 1530 on Sunday, KSQI was back to normal and the silence had returned to this great airport.

Thanks to all who helped with the event. It is a lot of work, but it is also a lot of fun meeting and working with members of the three other chapters. Richard Lowe



Chapter 75 Young Eagle Event slated for October 13th., Davenport Airport

Everything is in place for another YE event on the 13th at Davenport. We will stage from the terminal. Everyone participating should arrive about 0800. We plan to start registration at 0830, close registration at 0900 and then start flying right after the briefing. Excellent weather is forecast. The insurance is confirmed with EAA HQ. News releases have been sent to the Times, The Leader and the North Scott Press. Rick Lowe will also try to get a call through to Jim Fisher on Friday and get word out via his radio show.

Chapter Roster Update

Please add the following member information to your roster:

Spence Gray Spouse - Amanda (H) 319-931-8489
5001 Sheridan St. #3 (C) 319-931-0657
Davenport, Ia 52806
Spence_G@hotmail.com
EAA# 673210 A+P Mechanic.

Amanda Gray Spouse - Spence (H) 319-931-8489
5001 Sheridan St. #3 (C) 319-716-6017
Davenport, Ia 52806 Flying: Citation X
grayamanda@johndeere.com and C680
EAA# 575044 Corporate Pilot

New E-mail address:

Dwight Bender called to say that he has a new e-mail account. His new address is: mcnavion@att.net

Also, Ed Leahy advised he has a secondary email account at: EdLeahy@petersenplumbing.com

Bettendorf man inducted into aviation museum's Hall of Fame

By Mary Louise Speer

The late Frank C. Wallace of Bettendorf was inducted into the Iowa Aviation Hall of Fame Saturday. The Hall of Fame is part of the Iowa Aviation Museum in Greenfield, Iowa.

His legacy to flying includes creation of the first airport in the Quad-Cities and playing a role in the invention of the small Monocoupe. People can view the plane at the Quad-City International Airport, Moline.

Today airplanes are an integral part of daily travel. But the world Frank lived in mainly saw flying as a pastime for crazy young fools.

Conventional wisdom said chances were those fellows were going to crash their bamboo and canvas airplanes and kill themselves. However, that did not stop people from going to air shows at fairs and gawking at the aerial acrobats from the safety of the ground.

Back in 1919, Wallace had had enough of towing bi-winged airplanes out to a rough track at Credit Island, lacing on the wings and going for a Saturday afternoon hop. He used his experience as an employment clerk for Bettendorf Car Company and aviator to draw up a blue print for the airfield.

"That was before you even had to have a license to fly. The federal government did not start to license pilots until 1927," Wallace said in an interview with Times-Democrat reporter John Dickins.

The guidelines were sketchy in those days following World War I. The aviation world was split between individuals who thought the future directions meant barnstorming and exhibition flying and others who envisioned a more commercial focus, said historian Roald Tweet of Rock Island. Carrying mail

was a potential use for aircraft. The two-seaters allowed the pilot to offer aerial taxi service, provided the passenger didn't mind a little wind and chill.

"Establishing an airfield rather than using a (farm) field meant aviation was here to stay," Tweet said.

Wallace Airfield occupied a leased 117 acre site along the Mississippi River and State Street in eastern Bettendorf. The field was ideally situated for a landing strip, aviation school and it offered 24-hour-a-day service for planes, according to a Dec. 22, 1919, article in the Daily Times (a predecessor of the Quad-City Times).

A number of airplanes were flown there including the Blackhawk biplanes designed by Glenn Curtiss and the Monocoupes, wrote Dickins.

Eventually Wallace Airfield faced competition from Cram Field in Davenport and Moline Airport for the growing demands for aviation services.

Ironically, the invention of the Monocoupe at Wallace Airfield came about as a result of a downed aircraft. Wallace

taught a young man named Don Luscombe how to fly but Luscombe proved to have bad luck when it came to bi-wing airplanes. He ditched an open cockpit biplane in the Mississippi River and began dreaming about an enclosed cabin airplane.

Today a few Monocoupes still exist and the Monocoupe Club offers a forum for people interested in America's first enclosed cabin monoplane. About 870 Monocoupes were built from 1926-50, but only about 155 remain today.

"The Monocoupe was built with a more streamlined design and a very strong wing. They won a lot of races (back in the 1930's). They were a pretty advanced design for those days," said Monocoupe Club member Carol Kerner of St. Charles, Mo.



Remaining 2007 Chapter 75 Programs

Month	Primary	Alternate
November	Mike Nass	
December	Santa Clause and his Rooftop Reindeer	

The topic should be aviation related or something that would be of interest to members. Topics include technical methods useful to aircraft builders, aviation history, trips you may have made to a fly in, museum or aviation historic site. Guest speakers you know and can arrange are great programs. This is your chance to blow your own horn to a captive audience.

WWII Veteran Fulfills A Dream

Saturday was a perfect day to fly. The sun was out, there were only a few, wispy clouds and the wind was almost nonexistent, but you wouldn't know it in the forward cockpit of Don Grundstrom's Stearman.

"Having fun yet?" pilot Dean Maupin said over the intercom from the rear cockpit. Mr. Maupin turned the plane to the left toward a farm where he knew some people were flying radio controlled planes. He flipped a switch to inject corvix oil into the plane's exhaust, producing a trail of sweet-smelling smoke. As the farm whipped past, Mr. Maupin turned the plane around sharply for another pass. This time he came in low enough to see people on the ground waving up at him. "They liked that," he said, his voice crackling over the intercom.

Don Grundstrom's Stearman doesn't look very solid on the ground. The skin is lightweight and flimsy. The cockpit is just a metal bucket with some instruments and a wooden control stick. But a Stearman in the air is a different beast. In the forward cockpit, you're sitting right behind the 220-horsepower engine and it whips air into your face. The smell of gasoline surrounds you. You can feel every shudder and vibration of the plane. Simply put, it's real flying.

Don Grundstrom was not an ace fighter pilot during World War II. "I was going to be a pilot, a hotshot cadet," said Mr. Grundstrom. Now 84 and living in East Moline, he was in the Air Force from 1943 to 1946, but never got to be a pilot because his mother was terminally ill. "I dreamed for 63 years for a Stearman," he said.

Mr. Grundstrom's Stearman dream came true in May 2004 when he bought one — a yellow, white, red and blue model with the identifier N556DM on the tail. It was originally built in 1943 and restored in 2000.

The Stearman was originally designed as a training aircraft for World War II pilots. "But it wasn't designed to be a real easy trainer," said Mr. Maupin. Mr. Maupin is Mr. Grundstrom's flying partner, handling takeoff and landing duties while Mr. Grundstrom flies once the plane is airborne.

"Biplanes — that's what Orville and Wilbur [Wright] started with," Mr. Maupin said, adding that, to him, a Stearman defines real flying. But a Stearman is not just an airplane to Mr. Grundstrom and Mr. Maupin. It's a piece of history. "I think for Don it really defines World War II," Mr. Maupin said. "Our World War II veterans are getting fewer and fewer every day."

Mr. Grundstrom shares that history with other World War II veterans, many of whom trained in Stearmans more than 60 years ago. Mr. Maupin takes World War II pilots — including his uncle, a bomber pilot shot down while flying a B-24 Liberator — for rides in the Stearman. "My uncle hadn't been in a Stearman since 1943," Mr. Maupin said.

That history is why both men think Stearmans will be around for many years, even as the number of World War II veterans dwindles. "My generation, that's World War II, there's only a few of us left that can fly," Mr. Grundstrom said. "What's picking up the load is Dean's generation."

During the summer, the men fly the Stearman whenever possible. They have taken it as far as Bartlesville, Okla. — about five hours from the plane's base at the Davenport Municipal Airport — for a biplane fly-in.

Mr. Grundstrom says that even after a five-hour flight, he doesn't want it to end.

"I'm pumped up. I don't want to come down," he said. But he admits that once the adrenaline wears off, he might feel tired. "You sleep real good that night."



A Red, White and Blue '6

Pictured below is a recent photo of Warren Brecheisen's RV-6. Warren, a Chapter 75 member lives in Cedar Falls, IA.



Not Your Average Engine Test Stand

Not everyone has the same thoughts when it comes to fabricating a suitable test stand for your aircraft engine. And if you live in a neighborhood that has an ordinance against building airplanes in your back yard, the owner of this device seems to have found a loophole!



Internet Link You Might Find Interesting....

This takes a while to download, but very well done coverage of the Antique Airman Association get-together.

Requires Windows media player

[http://www.aaa-apm.org/
images/BTBPhotoStory.wmv](http://www.aaa-apm.org/images/BTBPhotoStory.wmv)

The program for September was rather unique. Roy Fisher made an excellent presentation on his experience attending the EAA Advanced Air Academy this past summer. He described the daily activity of the attendees, showed photos of his classmates at various activities and passed around some of the items he made using aircraft builders skills he learned at the academy. These included a metal spark plug tray, a wooden wing rib, a foam cross section of a flight control and a clip board made of composite material. He said the real value of the academy is that it allows accomplished young people to meet and spend time together sharing a common interest in aviation. Roy is a student at the Illinois Math and Science Academy during the school year, so group dorm living was not new to him, but having a lot of aviation friends all around him was a great experience. Roy is leaning toward becoming an aeronautical engineer, but he is not sure where he will attend college. Congratulations and thanks to Roy for a job well done.

The second part of the program was presented by Richard Lowe. He spoke about a unique airman he met at the L Bird Fly in a few years ago. Alfred "Dutch" Schultz from St Joseph, MO, flew an L-4 Cub in the 3rd Infantry Division Artillery Air Section from Nov 1942 until the war ended in May 1945. He wrote a book called "Janey" which was the name of the plane. They were the only pilot/airplane team that made it all the way through the war together. Richard had been in the 3 ID in the mid-60's, and he had studied the history of the division, so it was great to meet Dutch and read his book. Dutch carried General Patton on several occasions when he was commanding Seventh Army during

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the campaign in Sicily. All flight operations were conducted from make shift airfields which they found as they advanced with the division. Auto Fuel was the rule and warming the oil on a mess hall stove was common in winter. The Germans hated the small planes since they could not fire their artillery at the allies without getting counter battery fire when the cubs were in the air. The book may be in some libraries in the area.



President Richard Lowe
2317 E 48th Street
Davenport, IA 52807
vicriclowe@aol.com
563 355 3424

Vice-President Jim Smith
#1 Temple Lane
Davenport, IA 52803
387js@mchsi.com
563 322 5485

Treasurer Edward Leahy
3211 S. 25th Avenue
Eldridge, IA 52748
me24nas@mchsi.com
563 285 4352

Secretary V. George Bedeian
13085 61st Avenue
Blue Grass, IA 52726
vgbedeian@revealed.net
563 381 3113

Director Chris Nitz
307 West 18th Avenue
Milan, IL 61238
cnitz@visioncrest.com
309 787 0813

Director David Jacobsen
3637 Cleveland Street
Clinton, IA 52732
563 243 5966

Flight Advisor Bernie Nitz
307 West 18th Avenue
Milan, IL 61264
bernien@qcoline.com
309 787 0813

Tech Counselor Terry Crouch
1321 19th Street
Bettendorf, IA 52722
Q1terrymdt@aol.com
563 359 4127

Tech Counselor Jim Smith
#1 Temple Lane
Davenport, IA 52803
387js@mchsi.com
563 322 5485

Tool Librarian Steve Beert
6005 114th Street
Blue Grass, IA 52807
srbeert@mchsi.com
563 381 4702

Young Eagles Keith Vasey
2245 32nd. Ave. Ct.
Moline, IL 61265
kvsey@elliottaviation.com
309-230-9532

Newsletter Editor Ron Franck
8843 E 1200th Street
Cambridge, IL 61238
franck@geneseo.net
309 937 2751



World War Two Figures to Consider

Ever wonder how 19 year olds mastered high performance fighters with little training during WWII? Here are some rather interesting figures. This same question came up after the Oshkosh P-51 Torque Roll accident. The short answer is, they did what they needed to do and accepted the losses. The information below sheds some light on the accident losses. The info is from the Army Air Force Statistical Digest WWII published in Dec 45. According to it, thousands of aircraft were lost due to accidents. Unfortunately, it looks as if combat and accidents losses are usually combined when overseas.

In the Continental US between 1942 and Aug 1945 there were 824 P-51 accidents, 131 of those fatal resulting in 137 fatalities and 358 aircraft wrecked. The P-47 was much worse with 3049 accidents, 404 of those fatal with 455 fatalities and a staggering 1125 airplanes wrecked. This is just the beginning. If you add up all the accident losses you get 47,462 accidents, 5533 of which were fatal resulting in 13,624 fatalities and 12,506 aircraft wrecked. Keep in mind this was just in the Continental US. Also, in the US looking at all AAF accidents from Dec 41 to Aug 45 there were 52,651 accidents, 6039 of those fatal resulting in 14,903 deaths and 13,873 aircraft wrecked. Branching out overseas gets difficult. As mentioned previously, one can not find combat losses verses accidents. One also can not find specific type losses. But if you look at Airplane Losses in US and Overseas you will see that there were a total of 43,581 losses overseas and 21,583 losses in the US. Keep in mind this includes combat losses but one can almost guarantee nearly all the 21,583 Continental US losses were accidents. The Continental US does not include AK and HI, the only places in North America that had direct combat with the Axis. While en route from the US to the theater, 909 planes were lost. Airplane losses on combat mission by theater states a total of 22,948 aircraft were lost during combat. If we subtract this from the 43,581 total overseas losses figure above, we get 20,633 aircraft lost not during combat. One finds these figures absolutely overwhelming and much more than one ever would have thought. Total losses due to accidents for WWII may never be know, but it must have been in the thousands. These figures give you even greater appreciation for the sacrifices of that generation.

On a lighter note, here are some other figures just for fun....

9,707,109,000 gallons of gas used from Jan 42 to Aug 45
459,750,000 round of ammo expended overseas from Jan 42 to Aug 45
107,886,000 hours of flying time from Jan 43 to Aug 45
7,952,020 bombs dropped overseas from 43 to 45
2,057,244 tons of bombs dropped overseas from Dec 41 to Aug 45
2,362,800 combat sorties from Dec 41 to Aug 45
299,230 aircraft accepted from Jan 1940 to Aug 45
808,471 aircraft engines delivered from Jan 40 to Aug 45
799,972 propellers delivered from Jan 40 to Aug 45
40,259 enemy aircraft destroyed Feb 42 to Aug 45



NEWSLETTER EDITOR
EAA CHAPTER 75
8843 E 1200 ST.
CAMBRIDGE, ILLINOIS 61238



The Leader In Recreational Aviation

