

# THE LANDINGS

[www.eaa75.com](http://www.eaa75.com)

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

April 2010

### THE EXPERIMENTAL AIRCRAFT ASSOCIATION



#### From The Desk of the President

Spring has finally arrived, there are water puddles on both sides of the runway at Davenport.

Dave Jacobsen and I have just returned from the Chapter Leaders Conference at Oshkosh, March 26, 27 & 28<sup>th</sup>. We both brought back many things to help our chapter and their activities. We will be doing the program on the conference at this month's chapter meeting.

Mark your calendar now for the International Learn To Fly Day, May 15, 2010. More information to follow on this later.

I asked the EAA staff if there is a site map of all EAA information on the internet. They all said NO, but had it on their list of things to do. We are still looking for someone in the chapter to do this for us.

Also, we need a member profile person to step forward. Will send you a list of questions to compose the 1st article for the newsletter. See Dave Wilson's and Frank Sundram's articles. You can certainly add something that will be an interest to the membership.

If you know of someone or an organization that should be getting our newsletter please bring this information to me or to Marty Santic, the newsletter editor, so a newsletter can be e-mailed to them.

The old administration building at Davenport is history. The Clinton airport is still waiting for better weather for the continuation of their runway improvement project.

It's time to start thinking about good places to fly for breakfast or lunch on the weekends. Would like to add another column to the newsletter. There are many flying opportunities within an hour of Davenport. Need all of you to submit your ideas and photos

Happy Flying - Jim

#### Last Month's Program - Kent Johnson



Kent Johnson hosted a very good program at the March meeting on the Moline Airport Tower Ops. Explained why they are building a NEW runway and also described the use of the Class C airspace. Remember, for the time being, the controllers will ONLY offer runway 09-27. If the wind favors another runway, the PILOT MUST MAKE THE REQUEST.

**Next Meeting - April 10 Program - D. Jacobsen - Chapter Leader's Conference  
Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois**

## April 10th Chapter Meeting

The April Chapter meeting will be held on **Saturday, April 10th at 7PM.** It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

Guests are more than welcome. This newsletter is being sent to all members of the QCAviators. Join us for the EAA Chapter 75 April meeting!!

Jim Smith and Dave Jacobsen will summarize what they have learned in Oshkosh at the EAA Chapter Leader's Conference. Should be interesting.

## March 13 Board Meeting

**CALL TO ORDER:** The meeting was called to order at 5:59PM by Chapter Jim Smith.

**MEMBERS PRESENT:** Mike Nass, George Bedeian, Ed Leahy, Jim Smith, Chris Nitz and Dave Jacobsen.

**OTHERS PRESENT:** John Vahrenwald

**BOARD MEMBERS NOT PRESENT:** Steve Beert

**TREASURERS REPORT:** Treasurer Ed Leahy read the report to the board. A motion to approve the report was made by Mike Nass and was seconded by Dave Jacobsen, approval was unanimous.

**OLD BUSINESS:** Dave Jacobsen made a motion to accept the last two months board meeting minutes as published in the chapter newsletters. Ed Leahy told the board that our CDs have matured and we let them roll over.

### NEW BUSINESS:

- The Putnam Museum's aircraft display is still in the works for this year. It will be in conjunction with the IMAX movie by Boeing Aircraft co. Legends of Flight. Some members of our chapter will meet with the Putnam museum's staff for possible participation in the display.
- Our chapter's HighFlight fund participation was discussed. Mike Nass made a motion to look into making a 501c3 for the chapter and the High-Flight fund. Jim Smith & Mike Nass will look into it. This was seconded by Ed Leahy and approved by the board.

- We need one more email address to complete this years chapter 75 roster, (Dennis Shea).
- We have evening programs scheduled through September of this year.
- There are plans to have more Young Eagles rally's this year. These are not finalized yet.
- The Bettendorf News ran an article and picture about Brandon Gore and his upcoming trip to this years AirVenture and Air Academy in Oshkosh.
- Midwest living magazine ran a story about last years AirVenture and featured Jim smith.
- Dave Jacobsen made a suggestion to start our board meetings at 6:30 PM instead of 6:00 PM. The board agreed to try it and see how it goes.
- This years paid membership is at 75 so far, we still have members that haven't paid their dues yet.
- Geneseo airport will have there fundraiser movies on Thursdays at the Geneseo movie theater. For more information contact chapter member Kent Johnson.
- Mike Nass made a motion to end the board meeting. The motion was seconded by Dave Jacobsen and approved by the board. The board meeting ended at 6:56 PM.

**These minutes respectively submitted by Vahan G. Bedeian, recording secretary.**

## March 13 General Meeting Minutes

**CALL TO ORDER:** The meeting was called to order by Chapter President Jim Smith at 7:08 P.M.

**TRESURERS REPORT:** Ed Leahy read the treasurer's report to the membership. A motion was made to accept the report as read at the board meeting, and was approved.

**VISITORS AND NEW MEMBERS:** Bob Johnson from Chapter 14 in San Diego, CA, also he is a Chapter 75 member, was in town. Quinton Waldorf and His dad from Clinton, IA, Quinton will be going to Air academy and AirVenture 2010 this summer.

**TECH COUNSELOR REPORT:** Cy Galley mentioned to the membership that there was a vast amount of information available on the EAA web site. These include various how to videos and the new Webinars that you can sign up for, on the new Oshkosh 360 section on the EAA web site.

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## Mad Dash: My Lifelong Passion For Airplanes and Other Strange Things

By David L. Wilson - Our Member from Galesburg, IL

I guess it all began about the time I was busted for shoplifting in the second grade. Charlie McKeegan and I each had our own pork and bean can of cigarette butts we collected on the street. We'd hang out near Dr. Baker's office after school. Dr. Baker didn't allow smoking in his office. We'd loiter about like buzzards and swoop on in to collect the longest of the un-smoked butts. One day we needed some matches for our after school smoke in the dilapidated junk filled machine shed on Knight Street. So I swiped a box from the grocery store and got caught.



Navy R-5D on Final Approach at NAS Glenview. Photo by author.

To this day I remember my mother being both angry and really hurt. It was right about this time I was given a small set of tools by my parents. They were real tools, not girly plastic jobs. So I went over to the grocery store and raided the dumpster of wood sided produce crates. Wouldn't you know it? The first thing I made with those tools and crate wood was an airplane. So my mother said to me, "That's such a nice airplane Davey. Why don't you make another one?" So I made more airplanes.

I stopped hanging out with Charlie McKeegan and quit smoking. I kept building planes. I'd build them on top of my red wagon. I could sit in the wagon and look off to each side and see the outstretched wings. It was cool. I sat in my flying machine that I made myself with real tools. I was in control.

After doing stuff like this, along with collecting Massasauga rattlesnakes and shooting coyotes with bows and arrows I made myself, I could never sit still for long. I had access to handguns and rifles, carried a knife everywhere I went, and could outrun and out climb anyone over twenty-five. I wasn't afraid of

anyone or anything. My parents made me try Cub Scouts. This lasted a week or two.

When I was in fourth grade our family moved to within a mile or so of the Glenview Naval Air Station. During the fifties NAS Glenview was very busy.

Every type of airplane in the Navy inventory was present in droves. It was a beehive, especially on weekends. The more flights of four Skyraiders, Trojans, Cougars, Trackers, Skyhawks and FJ-6 Furys that blazed over our house, the happier I was. I was in hog heaven. I loved it. The parents in my crowded Catholic neighborhood despised the whole lot.

One beautiful summer day in 1957 my dad and older brother and I took off from Midway Airport in a classic TWA Super Constellation. We were bound

for Pittsburgh. I was ten years old and it was my first airplane ride. I remember the stewardess [flight attendant] was about five feet tall and probably weighed ninety-five pounds. She was probably a twelve on a scale of one to ten. My brother and I took turns wandering up to flight deck bothering the crew and asking lots questions. I still have a mental picture of my brother slouching against the flight deck entry door.

After we were underway for a while the captain announced that he was going to shut one of the engines down. Ah! More excitement. I remember clearly it was the no. 1 [outboard left] engine. Since I was seated on the right side of the cabin, I had to crawl over people to see the brown oil slick on the wing. This was all exciting. This was flying. This is what we do when we fly. To be continued.....

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## The RV in my Garden

By Loman O'Byrne - Our Member in Ireland

The fact that it was built from a KIT really piqued my imagination. That encounter reignited an obsession which grew over the following four years, despite having been totally dormant since I was a kid.

What finally emerged was a plan to start building the RV-9. I say "start" because I have no idea how I am going to find the money to finish this thing.

Vans Aircraft manufacture a line of kit planes from the RV-3B single place sport plane to the RV-10 fourseat cruiser. As a yet-to-train non-pilot, the RV-9 is more than enough plane for me. Being non-aerobatic, it is recognized as the trainer/cruiser of the fleet. It is designed to take the 0-235 engine used in the C150 series, but my plane will be fitted with the biggest 160hp IO-320 engine permitted, which will allow it to lift 700 lbs, cruise at 189mph for 710 miles and still land at 45 mph.

Before beginning, I had to build a workshop which, despite taking up about quarter of my very tiny, very urban garden, is smaller than a one-car garage. It is only 10 inches longer than the fuselage measured from rudder post to firewall and I can tell you that is less than my own fore-aft measurement!. I always knew it would have to be extended. However, I designed it with that in mind and also incorporated storage space that allows, for instance, the finished wings and empennage to be stored in the attic. The side wall of the work-shop is removable to allow the fuselage to be taken out, but the back wall of the garden will have to be knocked and re-built so that it can be moved down the pedestrian lane beyond, on its way to eventual freedom of the skies.

The kit itself comes in four 'sub-kits; empennage, wings, fuselage and finish kit that you can buy separately. After that you are on your own with the electrics and powerplant. Each sub-kit consists largely of aluminium sheet, either flat or pressed/rolled into channel sections, tray-shaped ribs, etc. There are some steel 'weld-ments' and a variety of hard-ware arranged in different bags. All rivets are supplied.

The process of building involves putting each major assembly together with clecoes, match-drilling all the pre-drilled holes to final size, then disassembling and preparing all edges and holes by deburring, and where necessary, dimpling or countersinking. All exterior rivets are flush-headed, giving a very slippery air



Trying My Best to Make This Perfect!!



How About This for Innovative Parts Storage!

frame. After priming, the parts are re-assembled with clecoes and then riveted together for the final time.

There are no jigs. If the precision pre-drilled holes match up then it must be straight. Plumb lines are used to check for twist in the fuselage and wings but I have never found any. My Inspector Mick Bevan keeps me straight on quality issues and technical advice.

Having started in October 2007, I have now spent over 1300 hours on the project and I may have another 2000 left to go. I have completed the empennage and wings and I am about 250 hours into the fuselage. There is a sort of plan for the project to be finished in 2012 but lots of things could crop up to delay that.

Following what we shall call 'encouragement' from Peter Gorman and Bryan Sheane, I changed my plans

from the tri-gear to the conventional undercarriage version, which I agree is much more suited to Irish conditions. I have also abandoned plans for a constant speed prop in favour of a fixed three-blade model. However, I have stuck with the RV-9 over the high-performance RV-7 and I am happy that I did.

Other plans include the tip-up canopy instead of the 'slider' and a very modern glass panel with twin redundant EFIS units. Currently, I prefer the MGL range. Ignition will be electronic by way of Emag + Pmag and the engine will have fuel injection.

The whole build process is very enjoyable. Okay, detailed edge finishing on 64 wing ribs does get 'old' very quickly but mostly the nature of the work changes regularly so that you never stay bored for very long.

Then there is the research and self-education process. I knew nothing about electrics when I started but I now have a detailed picture of exactly what goes into the system (and why), how it is wired together and how it should be operated. If you want to know, it is based on Bob Nuckolls 'bulletproof' Z-13 design (check [www.aero-electrics.com](http://www.aero-electrics.com))

Next up is the engine. All I know now can be summed up as "Suck, Squeeze, Bang, Blow" but that will also change before very long.

Whether or not I make it as a pilot remains to be seen. I certainly believe I will. However, building is its own justification, to the extent that when this one flies, I may just have to start another.

## The Master Welder-A Big Thank You

By Keith Vassey

On a recent Wednesday morning, I realized I needed to weld a small attachment to the bottom of the rudder assembly on my Bearhawk project. Having never touched a welding torch before, I dialed up Jim Smith and asked if he knew anybody in the chapter that could accomplish a small gas-welding project for me.

To my delight, he said "Bring it on over and we'll take a look at it!" When I arrived at his underground shop Jim introduced me to his Model T "Speedster" which is soon to make its certainly glorious debut as a road-worthy masterpiece. I was amazed at his workmanship! Eventually, we gravitated toward his Ox/Acetylene lair and got down to the mission. I was



Inverted Flight!!



Father & Son

thrilled that Jim would agree to weld this steel plate on my rudder, but I got a whole lot more than I expected. Jim quickly settled into instructor mode and said he could show me everything I ever need to know about gas welding in 20 minutes. All I wanted to do was stay out of his way, but he kept me close to the action. Finally, after we examined the skillful bead he laid down with the simplicity of writing a letter with a fine ink pen, he scrounged for some scrap steel for me to practice upon (i.e., destroy). He told me that I now have all the knowledge needed to be a 1st class aircraft welder. However, he did let on that I'll need to burn up about 2,000 pounds of welding rod before I'm any good at it.

I want to thank Jim for his simple, gracious generosity and a wonderful lesson in aircraft fabrication. What a treasure he is to our chapter and our community.



## The “Last Time Event”, 75th Anniversary of the DC-3 and C-47 A Very Local Connection at KSQI

By Galen Johnson

At the last Chapter 75 meeting, Galen Johnson, who serves as V.P of Chapter 410, provided updates on what is being called “The Last Time Event”. The event has a very local connection as the Whiteside County Airport nearby will host and be the final staging area prior to the massive DC-3 formation flight to Oshkosh.

If you have been watching the latest announcements published on the EAA website for Airventure, you know all about the upcoming celebration of the 75<sup>th</sup> Anniversary of the DC-3 and C-47. For those who don’t know, DC-3’s and C-47’s will gather at Whiteside County Airport (KSQI) the weekend before Oshkosh, and depart en-mass for Oshkosh about 2:30 pm on Monday, July 26. Local events are planned at KSQI. General information and updates are published on EAA’s Airventure website and detailed info can be accessed at [www.thelasttime.org](http://www.thelasttime.org)

Forty airplanes are now registered, and possibly 5 or 6 more are on a waiting list. A most recent addition is a very rare DC-2, one of only two airworthy airframes of this type left in the world. The collection is going to look glorious on the ramp at Oshkosh.

The FAA’s DC-3, N34, will participate in the formation flight to Oshkosh and the FAA Administrator will arrive on plane. Initially, he was not aware of an

FAA regulation prohibiting N34 from flying in formation. Surprisingly, a waiver was composed and approved in record time.

A this time it is planned for Paul Poberezny to lead the DC-3 formation on the trip to OSH in the left seat of the lead ship.

We expect national news coverage by CBS, NBC, ABC and Fox TV crews. It is rumored that some major movie star will be showing up at Whiteside to participate as well. They won’t say who. Take your best guess!!



Four or five C-47’s that logged actual D-Day missions are participating. Some of these will be transporting a contingent of D-Day veterans of the 101<sup>st</sup> Airborne on the trip.

There will be a public display and media event on Sunday July 25. The organizers are preparing for as many as 4000 people. All lodging in the area has been reserved by the organizers.

The logistics are going to be a challenge. EAA has committed and will subsidize the fuel for the trip to OSH. The Goo-ney birds burn 100 GPH.

Factor-in the fact that no warbird guy is bashful about taking free gas. Also factor in, the tanks at Whiteside hold only 8000 gallons. A challenge for sure.

If you want to view the DC-3’s and C-47’s at Whiteside Airport, it is suggested you drive as the ramp area at Whiteside is limited and currently is a concern to the event organizers. So if you have not left for the usual pilgrimage to Airventure by July 25, please join Chapter 410 and lend a hand to this worthy event.

Should be something to remember! If anyone goes take lots of pictures!

## The Flight of the Fox - Circa 2003

By Frank Sundram - Our Member from Rock Island

“One-Echo-Fox ... Fly towards the light ...” The voice in the headset crackled. “ Can you see the Light, One-Echo Fox?”

Hmmm. I had been circling over Darlington raceway in South Carolina watching an ominous buildup of thunderstorms along my flight path pop lightning bolts out every minute or so for a half hour. I was asking myself ... what was I doing here? Was I becoming one of those guys in the flight magazines I read about who wished they were on the ground instead of being up here?

I thought about the day so far. I had left Panama City, Florida on my first serious solo cross country since getting my license three months ago. Since getting my license, I had acquired something of a reputation as, um, being too cautious. On the field, I was known for not even getting in the air if a single cloud was present in the sky. Or much of a cross-wind ... or a stray mosquito, for that matter.

Two years before, after a visit to Oshkosh I had bought a Cessna 150 to learn how to fly. I had hired and fired three flight instructors before finding one I could work with and finally a year and a half later, finally gotten my license. But I still rarely flew, having serious misgivings about my abilities, and instead found excuses not to fly.

But here I was 78 hours of flight experience in my logbook, circling Darlington Raceway at 5500 feet, doing lazy circles, sipping on a much coveted bottle of water I had obtained in Columbia, where the buildup had previously forced me down for 3 hours. When I left Florida, the one thing that I did not have in the airplane was water ... and within a half hour, I was thirsty. I landed first in Bainbridge, Georgia, to establish some fuel consumption numbers and get some water. Not a good move. The pump would not work and there was absolutely no bottled water to be found anywhere on the airport grounds. None. The lack of amenities were more than made up for by a welcoming committee of no-see-um's ... who generously welcomed me with open mouths and teeth, feasting on any exposed flesh they could find. I made a mental note to add insect repellent to the must have list.

The airport attendant finally got the fuel pump working and I got in the air, losing an hour and a half on



this misadventure, but knowing that I was burning 7 gallons per hour with the new re-built carburetor under the cowling. In the air, the summer cloud buildup had begun and I was forced down from the cool air at 7500 feet, progressively lower until I was bouncing and rocking along at 1500 feet AGL, sweat pouring off me as the thermals rocked N651EF. Macon, Augusta Daniel Field, Aiken rolled under my wings. I could see and feel the rain to my west, the coolness of the air a relief to the nearly 95 degree cockpit temps. I began to hear the distant thunder, and Columbia, came into radio range.

By then, I was hungry and even more thirsty ... tired .. and put down in Columbia, SC. Tied down just in time for a vicious line of rain to sweep the flight line. I found the pilots lounge and a recliner and took a well deserved nap. An hour later, a sandwich in me and a bottle of water in hand, I took off again, cleared for Fayetteville, NC, where my old pilot friend, John Lewis, would meet me.

Waited on the taxiway as a series of Air Force trans-

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## The Flight of the Fox (cont.)

*(Continued from page 7)*

port planes took off, a bit cautious of the wake turbulence warnings. Their prop wash rocked the wings of the little Cessna as they zoomed off. Finally, got the clearance to launch and got up to 3500 feet and established course for Darlington. And as I got within sight of Darlington, The radio crackled again...

“1-Echo Fox ... Columbia radar showing a line of level 3 thunderstorms in your flight path ... what is your fuel situation?”

I had maybe three hours of fuel and an airport below me ... I told the controller. They advised me to find the racetrack and circle at 3500 feet. Below me, I could see a couple of racecars doing laps. Hmm. Might be a nice place to watch a race, I mused. So I did laps with them, trying to match their pace. Unsuccessfully.

And thought about things. Like Flight Examiner Arne Odegard, who signed off my certificate, handing it to me say, “You know, this is your license to learn. Go fly!” Among Arne’s claims to fame was being an instructor for the Israeli Air Force when he was barely out of his teens as well as kicking Mohammed Atta and his group off his field when they came, asking for flight instruction.

Like my flight instructor Al Helms, who would see me at the airport, sipping coffee and ask, “Been Flying?” and listen patiently as I came up with some excuse why I had not flown recently. And smile a knowing smile. I would shake my head and make some excuse.

“You gotta fly, if you’re a pilot ...” he’d say as he walked towards his plane. Slow circles became figure 8’s ... Black skies in all directions and Darlington Airport just a few miles away began to become a pretty good option. In my headphones, I began hearing commercial flights to Columbia and Charlotte ask to course deviations. Landing seemed a pretty good option. I could always continue the next day, after all. I was kind of tired, having been in the air for about 5 hours at this point, the longest I had ever flown solo. And now I could feel the first sensation of chapped lips coming ... no doubt by the lack of water. I occasionally scratched the bumps on my arms, from the no-see-ums. Each had become red, about the size of a dime. In knew I was in for an uncomfortable night.



I called Center again ... asking how the weather looked to the east. They said there was still some heavy shower activity but it was breaking up. Keep circling, they advised. Below me, I saw airplanes begin to enter the pattern, line up on final and land at Darlington. My Radio Crackled again. “One Echo-Fox .. you with me?” I replied in the affirmative. “One Echo Fox ... Look to your east .. is it brighter there?”

It did look brighter, now that he mentioned it. “One Echo-Fox- Fly towards the light. Fayetteville Grannis is expecting you.” And I turned on the wing and throttled up, as much as a Continental-200 could and flew towards a seeming shaft of light opening up amidst a tunnel of darkness ... and then turned northeast as the VOR needle began picking up Fayetteville. It got brighter and brighter and I was in full sunshine. I could see the rain on the roads and the fields ..but I was in full sunshine, flying over Maxton airfield, above half stripped hulks of airplanes flown there, never to fly again except as parts of other planes, over Laurinberg Field, that saw so many airmen and airplanes train in World War II, and then there it was, Grannis Field. The controller told me to go to tower and I had my clearance to land and entered the pattern. soon my wheels kissed the ground, six flying hours after leaving Florida.

My old friend, Col. John Lewis, who had inspired and encouraged me to fly was waiting in the FBO, giving me a big bear hug. If we weren’t such tough guys, I would swear both our eyes were a bit wet. Maybe it was just the dust the wind had kicked up.

I continued my first cross country flight, flying to the Canadian Border and then back over the Appalachian Mountains a week later home to Florida. He has been flying since 200 and just crossed 800 hours last December.



## What Was It? - Last Month's Contest

In last month's newsletter a plane photo was posted and three of our members were able to name the make and model of the airplane. Congratulations!!

The winner was Mel Sorton, he was the first to respond. The others were Eric Dienst and Tom Henry.

The airplane was an Emigh Trojan A-2.

The airplane was developed by Harold Emigh (pronounced "Amy") in 1946. It went into production in 1948 with 58 airplanes ultimately built. Like a number of aircraft of the time, further production was not possible because of the economy and the availability of surplus military aircraft. This airplane was unique because it featured the unusual arrangement of external ribs for the wings. The design was for an "affordable" airplane that anyone could own, as were many other aircraft of the time (Ercoupe, T-Craft, etc.).

This airplane had a 31'7" wingspan, a 20'5" length, and a height of 6'5". The empty weight was about 875 lbs. with a gross weight of 1450 lbs. The Trojan cruised at 115 MPH and stalled at 48 MPH. The range was about 550 miles burning 5.4 GPH.



## March 13 General Meeting Minutes

*(Continued from page 2)*

**FLIGHT ADVISOR:** Nothing to report.

**REPAIR BARN:** Cy Galley will turn in the paperwork to Oshkosh for our repair barn status and participation in this year's AirVenture.

**TOOL LIBRARY:** Nothing to report.

**YOUNG EAGLES:** We will try to have at least two Young Eagles rally's this year. One maybe in May and one in Clinton this fall.

**OLD BUSINESS:** Nothing to report

### NEW BUSINESS:

- Our chapter's HighFlight fund participation was discussed. We are going to look into making a 501c3 for the chapter and the HighFlight fund. Jim Smith & Mike Nass will look into it.
- Galen Johnson gave a report on chapter 410 in Sterling, Rock Falls. He talked about their partici-

ation in this year's mass arrival of DC-3s at Oshkosh. This coincides with the 75th anniversary celebration of the DC-3 to be held at AirVenture 2010. Chapter 410 will help stage the departure. Galen gave some of the details of the procedures involved in this event. Paul Poberezny will fly the lead aircraft. Five of the C-47s ( the military version of the DC-3 ) took part in the D-day invasion over Normandy during WW II.

- Galen also discussed 501c3 corporations as it applies to our chapter.
- John Vahrenwald and Bob Thomas gave us an update on the status of our involvement in the aviation display at the Putnam Museum, this June through September. They will meet with their staff and report back to us at the next meeting.

**ANNOUNCEMENTS:** Jim Smith and Dave Jacobsen will be attending a chapter leadership workshop this year on the weekend of March 26th in Oshkosh. Next months board meeting will start at 6:30PM instead of 6:00 PM.

**THE EVENING PROGRAM:** Kent Johnson gave a

*(Continued on page 11)*

## Let's Get an IFR Club Started!!

By Keith Williams

This morning I listened to an AVWEB podcast on "IFR Clubs". Based on the podcast and a look at the web site my impression is that this is worth doing in the Quad Cities. For sure, it is worth a followup. The format seems to be:

Select 10 IFR missions in the local area. The "missions" are IFR approaches with increasing difficulty, starting with approaches flown VFR/simulated IFR with a safety pilot and progressing to approaches flown IMC with high ceilings and to approaches flown IMC to near minimums. At whatever point they wish, the members hire a CFII to fly with them.

Members meet each two weeks to discuss the missions they flew the preceding two weeks - what they did, what they learned, etc.

Membership is open to anyone interested in the subject.

One or more CFIIs need to be involved - to fly with members and I think a CFII needs to be designated as a point of contact for local pilots.

Dan Murphy and I tried to set up an IFR users group years ago. We had a few sessions that winter but it did not "take off". I think this one has a better chance. Please look this over and let me know what you think. I would be glad to be involved and get this started, but we need a CFII. Will start to look. Contact Keith Williams if interested at [kandjwilliams@mchsi.com](mailto:kandjwilliams@mchsi.com)

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## The Putnam Museum - Need Your Ideas - Our Chapter CAN Do This!!!

from Bob Thomas

The upcoming Aviation Exhibit at the Putnam Museum is an unique opportunity for us to promote not just aviation in general but homebuilt aviation in particular. Who knows how many potential homebuilders are out there waiting for us to push them 'over the edge'. John Vahrenwald is considering bringing his Airbike project to the museum as a demonstration of homebuilding and George Bedian had a good idea about people bringing in parts and working on them for a week or two. Perhaps you are working on a tail section or control surface. We plan to have a complete shop set up at the Putnam for this purpose.

How about a first kit like an RV or similar. The 1st kit would be perfect!! Maybe we can get some support from the OEM or a donor.

Also we are looking for for ideas on hands on projects we might be able to do for kids. How about the wooden wing ribs that the kids build at KidVenture? This would require EAA members to donate some time on weekends to be present and demonstrate various homebuilding skills to kids.

Finally static displays; aviation related articles that reflect local aviation history, homebuilding opportunities, aviation careers, anything that might both be of interest and promote aviation. Ideas can be forwarded to either John Vahrenwald or Bob Thomas.

This project would fit in very well with the Learn to Fly Day on May 15th.

As Jim Smith and Dave Jacobsen will tell us during the program at the April EAA Chapter 75 Meeting, we really have to get more of the general population involved with GA. This a unique opportunity for all of us to do our part.

## Thanks for the Great Chapter 75 Meeting

from Bob Johnson

I enjoyed my visit with all of you Chapter 75 folks. If interested, our Chapter 14 website is [www.eaa14.org](http://www.eaa14.org) where you can see many past newsletters. Warm Regards! Bob Johnson, Bonita, CA

Editor's Note: Bob is a Chapter 75 member and was visiting the Quad Cities area and wanted to meet and greet all.

## Calendar of Events (Click on the Links)

**April 10, 2010**

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

Fly In-Drive In Breakfast - Ames Regional Airport

**April 11, 2010**

Fly In-Drive In Breakfast - Dubuque Regional Airport

**April 13-18 2010**

[Sun N Fun](#)-Lakeland, FL

**April 15, 2010**

Gen-Air Aviation Movie Night-Firefox-6:30 PM  
Central Theater—Geneseo, IL

**April 21-22, 2010**

[Iowa Aviation Conference](#) - Des Moines, IA

**May 8, 2010**

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

20th Anniversary Celebration-Hawaiian Fly-In  
100th Anniversary of Iowa's First Powered Flight  
Iowa Aviation Museum-Greenfield Municipal Airport

[Tulip Time Flight Breakfast](#) - Pella Municipal Airport  
Pilots in Command FREE

**May 15, 2010**

[Learn to Fly Day](#) - Details are forthcoming!! More discussion at the April Chapter 75 monthly meeting.

**May 16, 2010**

EAA 1315 Young Eagles/ Fly In Drive In Breakfast—  
Taylorville, IL

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](mailto:marty.santic@gmail.com)

EAA 431 Broadhead, WI Fly In Pancake Breakfast, 7am-Noon, [www.eaa431.org](http://www.eaa431.org)

**June 2-6, 2010**

Americam Biplane and Classic Fly-in and Fly-In Pancake Breakfast- Dekalb, IL

**June 6, 2010**

Fly In Pancake Breakfast - Dekalb, IL

**June 12, 2010**

[EAA Chapter 75 Fly In Drive In Potluck](#) - Steve & Jess Rahlf's Place

Fly-In Breakfast - Chariton Municipal Airport  
Fly-In pilots eat FREE

**June 13, 2010**

Joliet Airport Festival—Joliet, IL

**June 15-16, 2010** American Barnstormers Tour, Iowa City Airport

**June 19, 2010**

Fly-In Breakfast - Fly Van Buren - Keosauqua Municipal Airport - Fly-In pilots eat FREE

**June 20, 2010**

Optimists' Fly-In Breakfast - Maquoketa Municipal Airport - FREE to all Fly-In pilots

**June 26-27, 2010**

24th Annual [Quad Cities Airshow](#)-Davenport, IA

**July 26-Aug 1, 2010**

[Airventure 2010](#)-Oshkosh, WI

## Aircraft Spruce Live Tech Support

(From Ron Franck)

Marty, I copied this from an email group list. I didn't go to the Aircraft Spruce website myself to check it out. Thought it might make an interesting blurb for the newsletter.

“Just received an email from Aircraft Spruce announcing a new support method: [Live Chat](#). Whether or not you do business with Spruce, their live chat help and support sure is a nifty feature... just go to their website and click on the new 'live chat' tab at the top and a chat window will open up, showing which support features are 'hot' at the moment. Customer support was online when I opened the box so after just a few minutes, I'm done. Highly recommended.”

tommer support was online when I opened the box so after just a few minutes, I'm done. Highly recommended.”

## March 13 General Meeting Minutes

(Continued from page 9)

program on the changes occurring at the Quad City Airport. Items covered were the construction time lines, Physical changes to the runway & taxiways and tower procedures affecting both VFR & IFR operations.

The meeting was adjourned at 9:17 P.M. **These minutes respectively submitted by Vahan G. Bedeian.**



## Classifieds

**For Sale:** 10 Shares in the Quad Cities Flying Country Club at \$50 per share. Also may have an additional 10 shares. If interested contact Cheryle Johnson at 563-503-0755 or [cherylejohnson@msn.com](mailto:cherylejohnson@msn.com)

**For Sale:** Garmin 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 [radiohound@aol.com](mailto:radiohound@aol.com) 850-819-1666.

**For Sale:** Drive to the airport in style. 1923 Dodge Touring Car. This car was owned by my dad and I inherited it. Selling it will get me a little closer to buying a towplane for the glider. Pretty much original (body, interior, etc). The top has been replaced. Asking \$9,500. E-Mail Kent Johnson. [airport1@geneseo.net](mailto:airport1@geneseo.net)



**For Sale:** Garmin GPSMAP 196 for sale. \$350. Like new condition. WAAS capable. Software version 4.40. Americas Aviation Data Cycle 0912; 11-

19-09 to 12-17-09. US Obstacle 09B6; 10-22-09 to 12-17-09. Original box all original equipment included, additional low profile remote antenna (new in package) and portable friction mount (bean bag). Also extra Pilot's Guide and Reference and Quick Start Guide. Contact Ron Ehrecke. 309-762-3210.

**For Sale:** Phantom Ultra light. Kawasaki Motor with about 100 hours on it since new. Fabric in perfect shape and always been in a hangar. Manuals and Instructions included. Ground adjustable Propeller. Located Village Oaks Air Park. Blue Grass, Iowa. \$3500. Steve Beert. 563-505-9989.

**For Sale:** 1929 Velie Monocoupe. These aeroplanes were built in Moline. The aeroplane is a good project is not busted and the Velie is reported to be in good condition. E-Mail Ron Johnson . [RONALD.JOHNSON@hs.utc.com](mailto:RONALD.JOHNSON@hs.utc.com)

**For Sale:** O-320 engine 150 horsepower. Hartzell 70" CS Prop for Lycoming 320 engine. Jerry Cousens, 563-445-1904.

**Wanted:** Your junk gas BBQ grill for my hangar. I'll refurbish it. [Marty.Santic@gmail.com](mailto:Marty.Santic@gmail.com)

**To place an ad:** Submit requests for aviation related For Sale or Want ads to the newsletter editor. Ads are free to Chapter 75 members. Ads from nonmembers will be run on a space available basis. Ads will be run at the newsletter Editor discretion.

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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*



**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 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 <a href="http://www.eaa.org">http://www.eaa.org</a></p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 <a href="http://www.eaa.org/membership">http://www.eaa.org/membership</a></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: _____ <small>(Chapter 75 membership requires national EAA membership)</small></p> <p>Pilot/A&amp;P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with:</p> <table border="0"><tr><td><input type="checkbox"/> Tool Committee</td><td><input type="checkbox"/> Tech Advisor</td><td><input type="checkbox"/> Flight Advisor</td></tr><tr><td><input type="checkbox"/> Repair Barn</td><td><input type="checkbox"/> Young Eagles</td><td><input type="checkbox"/> Social/Flying</td></tr><tr><td><input type="checkbox"/> Hospitality</td><td><input type="checkbox"/> Board Member</td><td><input type="checkbox"/> Newsletter</td></tr></table> <p>What are You Building? _____ _____</p> <p>What are You Flying? _____ _____</p>	<input type="checkbox"/> Tool Committee	<input type="checkbox"/> Tech Advisor	<input type="checkbox"/> Flight Advisor	<input type="checkbox"/> Repair Barn	<input type="checkbox"/> Young Eagles	<input type="checkbox"/> Social/Flying	<input type="checkbox"/> Hospitality	<input type="checkbox"/> Board Member	<input type="checkbox"/> Newsletter
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