

THE LANDINGS

www.eaa75.com

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

April 2011

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Spring has finally arrived and I had the privilege of going around the patch before it arrived on a nice sunny day.

We had a great program last month with our good friends Marvin and Kathy Hoppenworth from Chapter 33 in Cedar Rapids. Marvin showed slides of the homebuilts of the 60's. Thanks Marvin.

This month, the program has been arranged by Richard Morrow. Dale Hendricks will inform us of his experiences in the navy as a pilot. Bio., elsewhere in this newsletter.

May 21 EAA & International Learn to fly day (Take someone flying that day). Chapter 75 is also conducting a (Young Eagle) event that day at Davenport Municipal DVN. Dwight Bender is pulling the details together

Quad City Aviators Association is also conducting a (WannaBe) event that day at Davenport Municipal DVN. Diane Beauchamp is pulling the details to-

gether.

Our Secretary George Bedeian and Newsletter Editor Marty Santic were at a Chapter leader's conference in Oshkosh last month during our regular meeting.

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Last Month's Program - Marv Hoppenworth - EAA and the Repair Barn in the Early Days - the 1960s



Marv came from Chapter 33 in Cedar Rapids to speak about the early days of the EAA annual fly-in and convention. He along with several members of Chapter 75 started the Repair Barn in a tent that was provided by Paul Poberezny due to needs at the early Rockford fly-ins.

He had a carousel of slides of aircraft from the 1950's & 1960's and spoke knowledgeably about each of them and their builder/pilots. Many of the aircraft of the era were one-off creations, some not too successful and others, including early Tailwinds and T-18s much more so. A few of the photos featured some current chapter members, most nearly unrecognizable due to copious amounts of dark colored hair on their heads. Marv is a retired A & P and an active member of the Cedar Rapids chapter and he extended a warm invitation for all to attend the upcoming Chapter 33 50th anniversary party.

Next Meeting - April 9th - 7PM - Dale Hendricks - Naval Aviator
Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois (click for a Map)

April 9th Chapter Meeting

The April Chapter meeting will be held on **Saturday, April 9th 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 Dale Hendricks. This should be a very good presentation. Take a look at Dale's very impressive resume. He will have a PowerPoint presentation and WILL wear his uniform.

RESUME OF DALE HENDRICKS

- Born and raised on a dairy farm in Southeast Iowa, graduate of Bloomfield High School
- Graduated US Naval Academy in 1968, BS Engineering
- Entered flight training September 1968
- Designated Naval Aviator February 1970
- Jet Basic Flight Instructor – Meridian, MS – 1970-72
- Transferred to A-7E attack aircraft training Jacksonville, FL
- Joined VA-66 and made two cruises to the Mediterranean aboard USS Independence, CV-62, from 1972-75 with Air Wing 7. Flew in support of the 1973 Arab-Israeli war and the Greek – Turk confrontation over Cyprus in 74 – 75.
- Assigned to Recruiting District in Des Moines; responsible for all Navy Officer programs for Iowa from 1975-78. Flew a Navy T-34B as part of recruiting assignments for three years from a civilian fixed base operation.
- Transferred to the Naval Reserves and began employment with John Deere in the Quad Cities June 1978
- Retired from the Navy in 1998 at the Naval Academy after 30 total years of Naval service with the rank of Captain. Retiring officer was the Chief of Naval Operations.
- 2400 + hours of flight time
- 260 + carrier landings
- 28+ years with John Deere retiring from Deere December 2006.
- Loaned executive to the Figge Art Museum February 2004 working with the Marketing Committee to bring the Figge online and the public.
- Currently a commissioner on the Davenport Airport Commission
- Secretary of the Quad Cities Astronomical Society

- Married to Alison McCrary, US Naval Academy graduate, currently a Captain in the Naval Reserves – she served five years on active duty as a Surface Warfare Officer on both the West and East Coasts. Currently she is the Commanding Officer of a NAVEUR reserve unit in Pittsburgh, OH providing support to AFRICOM.

My definition of who I am, "...an 18 year old farm kid from southeast Iowa who has done more than he ever thought he would, not as much as he would like to and has had more fun doing it than he thought possible".

Member or non-member, EVERYONE is invited!!

March 12th Board Meeting Minutes

CALL TO ORDER: The board of directors meeting was called to order by chapter president Jim Smith at 6:00 P.M

MEMBERS PRESENT: Members present were Jim Smith, Larry McFarland, Dave Jacobsen, and Ed Leahy,.

OTHERS PRESENT: Steve Beert.

BOARD MEMBERS NOT PRESENT: Mike Nass, George Bedeian (was at the Leader's Academy).

TREASURERS REPORT: Treasurers Report was read by Ed Leahy. A motion to accept by Dave Jacobsen and seconded by Larry McFarland and was approved by the board.

OLD BUSINESS: Minutes were approved from the previous meeting. Was recognized that George Bedeian and Marty Santic are attending the Chapter Leaders Academy in Oshkosh tonight.

NEW BUSINESS: Perhaps we should consider having a Chapter 75 50th Anniversary party, would be two years late.

The QC Aviators, Chapter 75 and the B-17 program will share the same date of Saturday, July 9, 2011. Will have to determine if this is a problem and if we should consider eliminating the party that Saturday.

We are looking for a means to reach more 16 and 17

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March 12th Board Meeting Minutes

(cont.)

(Continued from page 2)

year olds in our Young Eagles program. It is suggested more attention to getting these people in the air, even by appointment with designated pilots of our chapter. Another idea might be to provide them and their parent(s) special invitation to Chapter 75 events, meetings, picnics, Oshkosh etc.

Chapter 75 should be a group that's willing to help them decide if aviation will be their future, hobby, vocation or life experience and provide whatever assist and contacts possible.

We received \$500 from Father Murray for Repair Barn activities. It was considered a good idea to pass the funds along to send 13 year old Bryce Campbell (who is fighting cancer) to the Air Academy.

The board also voted to send \$100 to EAA to match funds for the Pete Burger Chapter Development Fund.

A motion was made to end the board meeting; the motion was seconded. The meeting was adjourned at 6:45 P.M.

These minutes respectfully submitted by Larry McFarland, Board Member EAA Chapter 75.

March 12th General Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter president Jim Smith at 7:10 P.M. There were approximately 42 members present.

TREASURERS REPORT: Ed Leahy read the treasurer's report to the membership. The report was approved at the board meeting.

VISITORS AND NEW MEMBERS: Bob Johnson, Jr., Bob Johnson, Sr. and Matt Bancow. New member, Tim Delf from Blue Grass, IL. Tim obtained the Airworthiness Certificate for his Zenith CH-701 with an 0-200 engine and flew it for a first flight this week. Our congratulations to Tim! Photos elsewhere in this newsletter.

TECH COUNSELOR REPORT: Cy Galley mentioned phosgene gas is deadly and is derived when

brake fluid is mistakenly used as a metal cleaner prior to welding. When the trace amounts of brake fluid is heated during welding, phosgene gas is given off. This must be taken seriously. Only 4 parts per million will kill you quickly.

Terry Crouch made a comment that people are not using flight advisors to transition between plane types.

We lost a T-18 at Davenport Airport today, possibly due to a milk house heater and a leaking fuel system. The fuselage was totaled in the hangar, leaving only the wings and prop on the floor.

Jim Smith told the group that Jerry Coussen's aircraft damaged its landing gear when it left its trailer during transport to Davenport Airport. One gear leg was broken another bent.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Cy Galley reported that this year's registration for chairman and vice chairman's of the emergency aircraft repair barn has been sent in to Oshkosh.

TOOL LIBRARY: Steve Beert said it's time to look at tools again. We have \$4000 for those considerations. Weight and balance scales need to be updated again.

YOUNG EAGLES: Nothing to report.

OLD BUSINESS: Nothing to report.

NEW BUSINESS: Ron Ehrecke is recovering from surgery in Chicago this week.

The chapter is considering what might be done (special) for chapter veterans, like a free flight in the B-17, paid by Chapter funds if necessary. Example cited: Vern Long, B-25 and C-47 helicopter pilot and founding chapter member.

We received \$500 from Father Murray for Repair Barn activities. It was considered a good idea to pass the funds along to Bryce Campbell. Father fly's a Cub with 2000+ hours. Comes to the barn every year.

The board also voted to send \$100 to EAA to match funds for the Pete Burger Chapter Development Fund.

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Chapter Leaders Academy at EAA Hq March 11th, 12th and 13th (from George Bedeian and Marty Santic)

Our weekend started shortly after 5:00 PM in the main Air Academy lodge. Most of us were socializing and getting to know one another, when the President and CEO of EAA, Rod Hightower walked in and sat down at the table I was sitting at. He quickly introduced himself, shook our hands and started a conversation with us. Rod was very enthusiastic about EAA's mission and was also very approachable.

Later Rod stood in front of the fireplace with the rest of us gathered around, (about 25 of us) and proceeded to touch on some of EAA'S priorities, challenges and a variety of other topics such as auto fuel STC and possible elimination of the third Class medicals. After a question and answer session with Rod, we had a very nice dinner. Next was a Get To Know Me / introductions session with the attendees and EAA staffers.

After this we had some free time and some more socializing.

Saturday started out with breakfast at the lodge at 7:15 AM. Then it was off to the EAA headquarters by Shuttle vans. All of our workshops & seminars were held in a large conference room at the museum.

From this point on I'm going to briefly touch on the schedule the speakers, subjects and discussions that were presented to the attendees. Marty & I will be able to explain more and answer your questions at the membership meeting.

Saturday's session started with EAA's Member, chapter relations/ Young Eagles director Steve Buss.

He reviewed EAA agendas, announcements and introduced additional EAA staff and guests. Steve also gave us an EAA status report.

Next was a break out session with some brain storming on ideas to pick the five best ways to keep chapters vibrant and successful? Each group chose a representative and that person presented our choices to the entire group.

After a class photo and a break, Brian O'Lena. EAA'S Youth programs manager explained EAA'S



Rod Hightower and George Bedeian



Our Hosts - Michelle Kunes, Ron Wagner, Steve Buss and Jim Sweeney



Inside the Air Academy Lodge

flight plan. The topics were beyond young eagles, Sporty's online course and first flight lesson and scholarships.

After Brian's presentation, we had a one hour look at
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Chapter Leaders Academy at EAA Hq March 11th, 12th and 13th (cont.)

the new EAA'S chapter website program given to us by Hal Bryan, he is the Online Community director for EAA. He gave us an overview of the new chapter website program which is free to local chapters; also the key features of this program were discussed.

We then went to lunch in the Fergus plaza. During our lunch break Dan Majka gave us an overview on the KidsVenture program during last summers AirVenture. From the media presentation he gave it seemed to be a success with the kids and parents.

Our afternoon session started out with Barry Elk's presentation on the importance of membership growth both locally and nationally. Barry is the director of membership marketing for EAA. Some of the points he touched upon was EAA'S new trial membership program, and family and student memberships.

Next he talked about recruiting new members and keeping current ones. We then broke off into small groups again and came up with ideas during another brainstorming session. These ideas were then presented to the whole group, by the groups designated spokesperson. The information discussed was again interesting informative.

After our sessions on Saturday afternoon, we were treated to a personal tour of the founder's library, by Paul and Audrey Poberezny. Paul and Audrey talked about how EAA got started in the basement of their Milwaukee, Wisconsin home. They sat in the original surroundings that were recreated from the original office furniture and other artifacts, which they saved from the old days. Paul never threw anything away. All the EAA and personal memorabilia was neatly displayed on the walls and in display cabinets.

After the Founder's Library tour, we were shuttled back to the lodge for dinner with Paul & Audrey. This was followed by a fireside chat with Paul & Audrey. They reminisced early EAA milestones, accomplishments and talked about their family.

When our fireside chat was over, we were again taken back to the museum for a behind the ropes tour, given by museum curator Alan Westby. We got to go into the archives and see everything from old aircraft blueprints, newspaper accounts from world war two, old



EAA Museum - In the Founder's Wing



Reproduction of Paul's Original Basement Office



Marty Santic and Paul Poberezny - Founder's Wing

magazines, one of a kind and rare aircraft parts to paintings and models that were donated. Then it was off to the museum floor where we got to climb into some of the aircraft. My favorite was EAA'S B-25; they actually let us sit in the cockpit!! We finally got

Chapter Leaders Academy at EAA Hq March 11th, 12th and 13th (cont.)

back to the lodge sometime after 9:30 PM.

Sunday morning brought us one hour less sleep due to day light savings time. We again had breakfast and then back to the museum for the rest of our conferences. Steve Buss gave details on EAA'S insurance policies. He mentioned some of the chapter's activities that were and were not covered by our insurance. Steve also mentioned the availability of evening programs from the speaker's bureau for local chapters.

Joe Norris from EAA'S Member & Technical Services gave a presentation on safety statistics on home-built aircraft. He gave examples of what, and what not to do, to ensure a safe first test flight and subsequent testing of your aircraft.

The next item on our schedule was public relations. Our presenter was Dick Knapinski; he is EAA's Public relations man. Dick gave us tips on how to build relationships with local media. We also learned how to work with them during a crisis, such as a mishap during an EAA event. This was very good information.

Our day concluded after filling out evaluation forms and final remarks by EAA staffers. We ran about 45 minutes over our schedule, but we felt it was worth the little extra time.

Again as I mentioned earlier in this article, Marty and I will be glad to answer questions about our experiences at the Chapters Leaders Academy at our April meeting. We encourage ALL to attend this marvel-

From The Desk of the President (cont.)

(Continued from page 1)

They have a report in this newsletter and will be available at the April meeting for comments.

The B-17 visit to Davenport DVN, July 7-11, 2011 is not far out. Meetings for that event are getting scheduled. We will need a lot of helpers for all events. Be sure to help out in whatever area you can.

Happy flying,
Jim Smith



George as the Co-Pilot In the EAA Museum's B-25
An Evening Break-Out Session!



Fireside Chat with Paul and Audrey Poberezny



Our housing at the Air Academy Lodge adjacent to
the EAA Museum.

Tim Delf's New Zenith CH-701 (from Tim Delf)

I started building the Zenith CH-701 from plans in 2001. I borrowed all of the form blocks from Carl Ritter EAA Chapter 111 who started building the same model a couple of months ahead of me. Carl really inspired me to build the plane and helped me whenever I had questions. The engine is a Continental O-200 that I removed from a Cessna 150. My brother Steve helped me with the paint. I really enjoyed building the airplane and am looking forward to a fun summer flying it.

The inspection by the Des Moines FSDO occurred at the beginning of March and as of the last week in March have close to 15 flight hours.

“Flies very nice. Already have a couple of improvements in mind.”

A big welcome to EAA Chapter 75's newest member, Tim Delf.



Winter in Oshkosh - OUR Repair Barn and Camp Scholler (from Marty Santic)

Immediately after the Chapter Leader's Conference I took a side trip into the campgrounds and took a photo of the Repair Barn from Knapp Street. I am happy to report that Chapter's 75 Repair Barn is STILL there. Kind of desolate looking in the photograph though, with the snow on the ground as opposed to it being surrounded by bunches of vintage airplanes. The campground looked pretty much the same though many improvements have been mentioned on the EAA website.

And a MAJOR announcement this past week. “After four years and countless of hours of work on behalf of our volunteer-members, the CAF is proud to see *FIFI* return to the skies”. “There is no other event better than AirVenture to celebrate the world's only flyable B-29's new lease on life. While the CAF has participated in AirVenture for many years, it is exciting for *FIFI* to return after more than 15 years away from one of the most popular and well-attended aviation events in the world. “

I, personally CANNOT WAIT any longer for Airventure 2011!



The Repair Barn and the Campground from my usual campsite looking toward the Theater in the Woods

A Rare Winter Day When Terry's Quickie Was Able to Fly (from Terry Crouch)

Terry Crouch submitted the photo to the right. Said it was taken when he was flying down the Mississippi river between Davenport and Muscatine on one of those rare winter days we got to fly during the winter months.

Editor's Note: Terry.....Thanks for the photo!! See guys, it is NOT hard to share a photo or two!!



Coming Up Short of the Runway?

(from Mastery Flight Training)

Coming up short of the runway?...will a little power get you back on glidepath at the proper airspeed in time to clear obstacles and make it to the touchdown zone?

OR will you land long, with insufficient runway remaining to come to a comfortable stop?

OR are you too fast, threatening a bounce that could lead to a pilot-induced oscillation, a hard landing or a runway excursion? Or have you *already bounced* once and are not in a position to recover to regain the flare? *OR too slow*, with too great a sink rate and the likelihood of slamming down hard, possibly damaging the aircraft?

GO AROUND!

Power, pitch, positive rate, then flaps and (as applicable) landing gear to streamline for the climb. Go around, then set up to get it right next time.

But beware the tendency to lose speed on the go-around. This past week has seen several reports of a “stall on the go-around”—loss of control, and descent into the ground, after the angle of attack increases and airspeed decays during the initial part of a balked landing, or go-around.

Why would AoA increase and speed decrease with an increase in power? It's all about trim. A stable airplane (and most airplanes, even amateur-builts, are at least reasonably stable in pitch) will attempt to seek the indicated airspeed for which it is trimmed. On final approach, in landing configuration and slowing

down, the natural tendency is to trim off the pitch pressures as the airplane slows. Although the final tug to flare for landing should be done by hand, it's likely the airplane is trimmed for a speed not too much above stall if you have been trimming all the way to crossing the threshold.

This is especially common in airplanes with electric pitch trim (because it's easy to be nudging the trim switch with your thumb all the way through landing). And it's the norm in an airplane that is flown by autopilot down to the just before landing.

So now you're trimmed for a slow speed. When you advance power for the go-around the airplane will pitch to remain on that speed...except that as air-flow increases over the elevator (from propeller blast) the airplane will “think” it is flying faster than trimmed, so it will pitch up even more to try to slow to the trimmed airspeed.

If you don't resist this pitch up the angle of attack will increase, getting you closer to a stall. Aggravate angle of attack by retracting too much flap too quickly, or add drag by putting retractable landing gear up before you've stabilized on climb speed, and lift generation can drop rapidly, making a “stall on the go-around” a very real hazard.

It may actually take a significant push on the controls to prevent an excessive pitch-up with power application on a go-around. If you've not practiced enough to make this push-to-hold-attitude instinctive you may be tempted to pull even more...after all, you want to go up on a go-around, don't you?

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Coming Up Short of the Runway?

(cont.)

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Practice a couple simulated go-arounds at a safe altitude until you know the control force requirement by heart. Try it at different airplane loadings—don't take passengers, who generally don't like being test ballast during stalls and near-stalls—but carry a qualified flight instructor and secure enough weight in the back of the airplane to simulate the typically aft-c.g. condition (within the envelope) of a full load.

Practice missed approaches from a no-flap or partial-flap configuration and approach speed at the Missed Approach Point don't cut it for practicing this skill. You need to be able to go around from the speed and configuration you'd experience during your flare.

On your next Flight Review or equivalent, brief your instructor you'd like him/her to call for a go-around without warning when over the numbers on one or more of your landings. If you can't power up, pitch up, get a positive rate of climb and transition to go-around climb speed without getting below that speed in the process, then practice again until you can.

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Editors note: *FLYING LESSONS* is an excellent source of information. Give it a try.

Another What is It? (from Dwight Bender)

Dwight Bender was one of the co-winners in our last contest and submitted the photo as shown to the left. The next prize is fantastic! Send your best guess/answer to the editor and WIN!

marty.santic@gmail.com

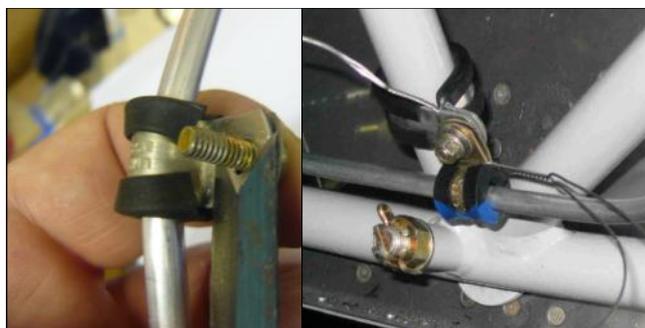
Workshop Tip - Installing Adel Clamps (Loman O'Byrne - Our Member in Ireland)

Adel clamps are invaluable for supporting parts, tubing and wiring in our kind of light aircraft, but they are often used in inaccessible locations and are also very tricky to assemble, even when access is good.

I offer two tips that can help ease installation .

First, make up a tool from a thin strip of steel with a V cut in the end. A hacksaw blade with the teeth ground off is ideal. Sharpen the edges of the V internally to a chisel profile. Now, when you have the clamp in place with a bolt through it and the clamp mouth squeezed closed, you can place the V against the threads of the bolt, where it will hold the clamp closed while you use your other hand to get the nut threaded on.

The second method is to thread safety wire through the holes in the clamp after putting it in place and 'twirl' the wire to close the clamp and hold it closed. After getting the bolt in place, the wire can be snipped off.



Visit the Chapter Website

www.eaa75.com

Making Progress on the Lancair after the Accident

(from Jerry Coussens)

Saturday, March 12th was a big day, I loaded the plane on my flatbed trailer. Pushing it up tight to the wheel fender of the trailer. I then strapped the plane forward so it couldn't roll back. Satisfied it was secure we went to the airport. 1/4 mile from airport is a bad stretch of road (uneven). The trailer got to bouncing the plane got to bouncing and it bounced right off the trailer.

I saw it going so I hit the brakes, the plane rolled over the wheel fender and headed for the truck, so I took my foot off the brake and watched it bounce over the wheel fender onto the shoulder of the road.

When it was over my nose gear was broken off, prop was scratched, nose cone is wore through. Two gear doors are damaged, right main gear is bent, many bruises to the bottom of the plane, even rear stabilizer is cracked on bottom side. Gear door stored in interior of plane flew forward and cracked the front glass of the GPS.

Saturday and Sunday morning I felt defeated.

NOW.... I'm making progress on my plane, (second time around).

New landing gear has been painted, and installed, still need to check operation, and any unforeseen problems. In process of rebuilding lower cowl, and air scoop. Air intake and filter box have been rebuilt this time with alternate air intake tube.

I've already touched up the scratches on the prop, nose cone is repaired but not ready for paint.

All in all I'm feeling pretty good about the crash. The plane is in better shape than I had feared. Some of the cracks I found were in fact surface cracks (filler and paint).

What an awesome plane to take a hit like that and come back in a short time. I'm feeling safer all the time.

I'm thinking I can start painting next week. Be back to the airport (all the way this time) maybe in two or three weeks.



Local Calendar of Events (click on the Links)

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

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

April 9, 2011

EAA Chapter 75 Monthly Meeting - 7pm, [Deere Wiman Carriage House](#), 817 11th Avenue Moline, IL

April 15, 2011

EAA Chapter 33 50th Anniversary Gala - 6pm
Cedar Rapids Marriott, Cedar Rapids, IA
See Flyer on Page 14.

April 16, 2011

Annual Chili Fly-in/Drive-in, Fort Dodge Regional Airport. 11 am - 2 pm. Pilots in command free. 515-955-3434 (Eric Amundson)

April 17, 2011

University of Dubuque Flight Team Drive-In/Fly-In Breakfast, Dubuque Regional Airport. 7:00 a.m. to noon. 630-660-6413 ([Matt Metelak](#))

April 20, 2011

Pilot Safety Meeting at the Iowa Aviation Conference - Recent Iowa aircraft accidents, go-arounds, passenger briefings, safety tips 7:00 pm - 9:00 pm 515-289-4821 (Chris Manthe)
Registration available at www.FAASafety.gov

April 20-21, 2011

Iowa Aviation Conference - Sheraton West Des Moines Hotel, West Des Moines
For more info, visit www.iowadot.gov/aviation

April 30, 2011

Webster City Municipal Airport Fly-in breakfast
7:00 am – 11:00 am 515-832-3723 (Susie Storm)

May 1, 2011

EAA Chapter 22 Fly-in/Drive in Breakfast - Rockford, IL - (RFD) from 0700-1200. Event to be held at Courtesy Aircraft Hanger. Pancakes, sausage, eggs and more. 815-871-6297

May 7, 2011

Pella Municipal Airport - Tulip Time Flight Breakfast 7 am – 10 am Shuttle available to Tulip Festival May 5th, 6th and 7th . Pilots in command

free. 641-628-9393 (Shane Vande Voort)

www.pellatulptime.com

May 14, 2011

EAA Chapter 75 Monthly Meeting - 7pm, [Deere Wiman Carriage House](#), 817 11th Avenue Moline, IL

May 21, 2011 (Save the DATE)

International Learn to Fly Day, Young Eagles Rally and QCAA Wannabe a Pilot - Davenport Airport - 8 am - 1pm. Will need pilots and ground support. Contact [Dwight Bender](#) at 309-752-3584 or [Jim Smith](#) at 563 340-5131 or [Diane Beauchamp](#) at 309-236-8225.

June 18-19, 2011

Quad City Air Show, Davenport Municipal Airport. 25th Anniversary --- Blue Angels
Website: www.quadcityairshow.com

July 7-11, 2011 (Save the DATE)

B-17 Tour - Davenport Airport - Will need extensive ground support personnel and help with publicity. Contact [Jim Smith](#) at 563-340-5131 or [Marty Santic](#) at 564-344-0146 if you can assist in any way. **WE WANT to get all of the area VETERAN's involved. NEED your ideas!!**



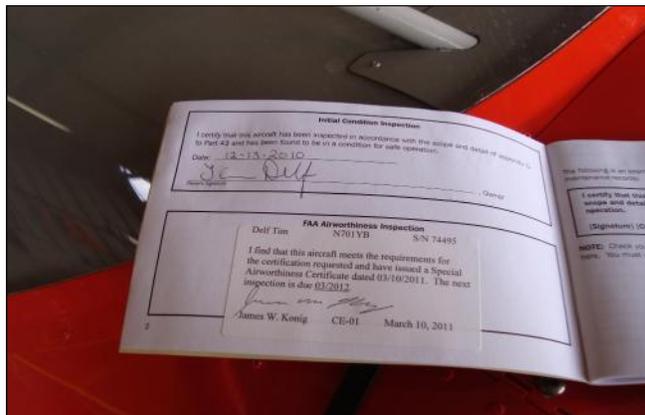
The EAA will be offering a historic flight experience in the beautifully restored B-17G Flying Fortress, Aluminum Overcast. This aircraft is an example of the American heavy bomber that helped turn the tide of battle in World War II. **Fly a mission back in time** and feel the might of this magnificent aircraft, just as those brave young men did more than 50 years ago.

July 25-31, 2011

EAA Airventure - Oshkosh 2011

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

A Few More Photos from Tim Delf's Airworthiness Inspection



Tim Delf, shaking hands with the inspector from the Des Moines FSDO on that special day. Above see the long awaited airframe logbook entry.

Classifieds (Click on the link for e-Mail address)

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

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

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

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

For Sale: 120 VAC Electric Aircraft tow that hooks to the nose wheel. \$300 OBO. Call [Mike Nass](#) at 563-357-6068.

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

For Sale: Have a RV wing rotisserie I picked up from Paul Fisher last year.... free for the taking. Also have a wing stand. Robby Root. robby-root@mchsi.com 309-945-5073

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 Rent: Hangars are available at the Davenport Airport. Contact Jeremy Keating (Airport Manager) 563-326-7783 (Office), 563-529-4595 (Cell) <http://www.cityofdavenportiowa.com/airport>

For Sale: Share for sale in the Cessna 152 based at DVN. \$1000.00 "Learn to FLY!!" Contact Terry Crouch at [563-370-6126](tel:563-370-6126).

Do you have something that has been just sitting in the garage, hangar or basement? Submit your ad to the editor and get some gas money!!

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!!

March 12th General Meeting Minutes (cont.)

(Continued from page 3)

Perhaps we should consider having a Chapter 75 50th Anniversary party on July 9, 2011. The QC Aviators, the July Chapter 75 potluck and the B-17 program will be sharing the same date.

ANNOUNCEMENTS: Chapter 33 in Cedar Rapids, IA will be celebrating their 50th anniversary as an EAA chapter, this year. A banquet will be held April 15th and the keynote speaker will be Rod Hightower. Tickets may still be available. The original deadline was March 15th.

Marty Santic & George Bedeian are attending a Chapters leadership workshop in Oshkosh tonight.

QCAA Banquet will be held on April 2nd, see Diane Beauchamp or another QCAA member for details.

THE EVENING PROGRAM: The program was a slide show and journey into the history of the repair barn and many homebuilt aircraft delivered by the original repair barn founder, Marv Hoppenworth of Chapter 33, Cedar Rapids. The meeting was adjourned for the evening program

at 8:00 P.M.

These minutes respectfully submitted by Larry McFarland, Board Member EAA Chapter 75.

3 Day Ground School for Midwest Sport Pilots Announced (from J. Sweeney)

This comprehensive ground school will prepare you for taking the Sport Pilot Knowledge Test. It will be held at Cushing Field Airport (0C8) April 29 – May 1 and be given by Jim Sweeney of SweeneyCorp. The course will cover Trike, PPC, and Airplane Sport Pilot questions and will offer a practice test option which can be used for endorsement for taking the FAA Sport Pilot Knowledge Test.

The course also serves as a review of regulations & procedures for pilots who have not flown for a while. Price is \$350 per person.

The course is hosted by A&M Airports Ltd. Call 630-664-1892 with questions and to register.

www.Airportster.com, www.sweeneycorp.com

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

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QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

<p>New Member <input type="checkbox"/></p> <p>Renewal <input type="checkbox"/></p> <p>Info Change <input type="checkbox"/></p> <p>Membership dues for EAA Quad Cities Chapter 75 are \$10/year.</p> <p>Make checks payable to EAA Chapter 75</p> <p>Mail application/renewal to: Ed Leahy 3211 South 25th Avenue Eldridge, IA 52748</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 http://www.eaa.org</p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 http://www.eaa.org/membership</p>	<p>Name: _____</p> <p>Copilot (spouse, friend, other): _____</p> <p>Address: _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone (Home): _____ (Work): _____ (Cell): _____</p> <p>Email Address: _____</p> <p>EAA#: _____ Exp Date: _____</p> <p>Pilot/A&P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with:</p> <table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Tool Committee</td> <td><input type="checkbox"/> Tech Advisor</td> <td><input type="checkbox"/> Flight Advisor</td> </tr> <tr> <td><input type="checkbox"/> Repair Barn</td> <td><input type="checkbox"/> Young Eagles</td> <td><input type="checkbox"/> Social/Flying</td> </tr> <tr> <td><input type="checkbox"/> Hospitality</td> <td><input type="checkbox"/> Board Member</td> <td><input type="checkbox"/> Newsletter</td> </tr> </table> <p>What are You Building? _____</p> <p>What are You Flying? _____</p>	<input type="checkbox"/> Tool Committee	<input type="checkbox"/> Tech Advisor	<input type="checkbox"/> Flight Advisor	<input type="checkbox"/> Repair Barn	<input type="checkbox"/> Young Eagles	<input type="checkbox"/> Social/Flying	<input type="checkbox"/> Hospitality	<input type="checkbox"/> Board Member	<input type="checkbox"/> Newsletter
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