

THE LANDINGS

www.eaa75.com

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

July 2011

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

The June Fly in/Drive in potluck at Steve & Jessica Rahlfs went by in a flash. Those who attended enjoyed fellowship and good food. Thanks to Steve, Jessica, Henry and Phyllis for again hosting a successful potluck. We were in Creve Coeur at the annual Waco gathering, so were unable to attend.

We had a successful Young Eagle event on Father's Day in Geneseo. It was the same weekend as the Davenport Airshow, so no pilots from Davenport could participate. All pilots giving rides were from Geneseo. There were 49 rides given. Thanks to all who helped to make this a great experience for the new Young Eagles.

Just around the corner, July 7-10 the B-17 will be at Davenport. We will be contacting those who have signed up or expressed an interest in helping. We are still in need of lots more volunteers. On Thursday, the 7th we'll be having an open house to honor Veterans. Be sure to come out, this is a great experience to take part in America's history "Live".

We have been advised that when the B-17 leaves for Lincoln, Nebraska Monday morning July 11th, there will be seven seats available for any members who want to ride to Lincoln. The return will need to be arranged by those participating. To be eligible for the ride, for each two hours you work while the B-17 is here your name will be placed in a drawing, so the more hours you work the better chance you have for a ride to Lincoln.

More on the preparations for the B-17 visit can be found on later pages in this newsletter. Has taken a lot of preparation work thus far.

The July meeting Fly-in/Drive-In Potluck will be Saturday; the 9th hosted by Chapter 75 and Quad City Aviators at the new hangars - #2 and #3.

You can enter the gate on Harrison Street address is (9230) or the usual gate which is close to runway (0321). Bring your favorite dishes to share. We need lot of extra food this year as we will be feeding the B-17 pilots and ground crew. The brats and hotdogs will be furnished by Chapter 75 and the beverages by Quad City Aviators.

If you have never been to this event it is an excellent year to attend, spouses also. Bring a lawn chair. This is an excellent time to see the B-17 up close.

We are also looking for a YOUNG EAGLES Coordinator as Dwight Bender has stepped down. Please call me if you can help here.

All for now, see many of you at the B-17 event, the July potluck or at Oshkosh. Also, If you have any DVD movies bring them to Oshkosh for viewing after hours at the repair barn.

Happy Flying – Jim

**Next Meeting - July 9th at NOON - Potluck at the Davenport Airport
(At New T-Hangars #2 & #3 - Far Northeast Corner of the T-Hangar Area)**

June 11th Potluck Lunch at Steve and Jessica Rahlf's

The ceilings were low in the morning which prevented many from flying in, but, a bunch turned out from the Quad Cities and Muscatine chapters for the June 11th lunch. Steve did get his machine in the air for a short flight. If you missed the June potluck, put the July potluck on your schedule. A nice chance for a bit of hangar flying and good food. A BIG thanks to the Rahlf's!!

And it is TRUE! If Henry does not have the airplane part in the hangar, he does know where to get it and knows the value of it.



More from the June 11th Potluck Lunch at Steve and Jessica Rahlf's

As mentioned on the previous page, if Henry and Steve Rahlf does not have the airplane part you are looking for, they know where to get the part. Take a look at some of the photos that Cy Galley took just roaming around the Rahlf hangar.



Planning is Just About Complete for the Davenport B-17 Visit (from Marty Santic)

Planning thus far for the Davenport B-17 visit has taken a bit of time, but preparations are close to being complete. Volunteers are still needed July 7th starting at 11AM for the veterans pre-event, and then July 8, 9, and 10th. The B-17 will depart on July 11th for Lincoln NE.

Jim Smith is the Tour Chairman, Marty Santic is the Publicity Chairman, Tom Shelton is the Merchandise Chairman, and John Vahrenwald is the Ground Support Chairman. Here is a list of the work tasks.....

95 letters were mailed to the American Legion and VFW posts within 50 miles of the Quad Cities inviting the veterans to greet the B-17 upon its arrival between 11AM and noon on July 7th. We are hoping for a reasonable turnout of veterans, as press has been invited. Press flights will follow and then free ground tours of the B-17 will be made available to the veterans. Chapter 75 will provide refreshments.

The B-17 will then be open for public ground tours and flights, July 8-10th. Flights will be conducted from 10AM to 2PM (provided we have the bookings) and then the B-17 will be open for ground tours, the remainder of the day.

The EAA-Oshkosh has mailed press kits consisting of a press release, historical information on the B-17 and a DVD containing photos and video of the B-17 to the major newspapers, TV and radio outlets. We have invited the major news outlets to participate in the press flights on July 7th.

We have requested interviews on Paula Sands Live, WOC Radio and WVIK Radio. Hope to have a B-17 crew member and our B-17 historian (Cy Galley) participate in the interviews. Have not heard back yet.

We have produced a TV ad which will air on WQAD-Channel 8. And have produced a radio ad which will air on WOC-1420 AM radio the week prior.

Hoping that all Chapter 75 members are putting up the posters. The EAA has told us that the best advertising we can do is by placing the posters in any public venue we can find. Another copy of the poster is attached to this newsletter!!

The EAA has assisted Chapter 75 by picking up the



50 Signs will be placed on the Major Roads in the Quad Cities

cost of a newspaper ad in the Quad City Times.

The EAA has provided a nice banner which is on display on Brady Street in front of Jim Smith's house.

Have posted the event in a number of aviation related and local calendars. QC Times (Newspaper), QConline.com (Dispatch/Argus Newspaper), QC Convention & Visitors Bureau, IA Dept of Aviation Calendar, AOPA Calendar of Events, EAA Calendar of Events, Flyins.com, Fun Places to Fly.com, Midwest Flyer. Will also try to use FACEBOOK!

Have produced a PowerPoint slideshow for the local area cable TV public access channel. The slideshow is running on Mediacom in the Quad Cities.

Hope to have a small WW-II display consisting of a couple of jeeps, and a few warbirds on the ramp.

Have asked selected companies to help us with publicity, John Deere, Alcoa, the Arsenal, Exelon, Cobham and the City of Davenport.

A number of logistical items are also being pursued. Parking area arrangements, parking marshals, transportation for the elderly, signs to direct the drivers, washroom facilities, refreshments for July 7th, tables, chairs, shaded areas (canopies), ramp control (stanchions and ropes), and cleaning the old Carver hangar prior to the event are just some of the items we have had to consider. And the Met-Life BLIMP may be there. Lots done, lots to do!!

The B-17 visit will be successful with your help!

Mention "Mentone" and You're Talking Rotorcraft

(from Ron Franck)

2009 was a busy year for me, busy enough that I couldn't tear away from my duties at home to devote a week away at Oshkosh. That didn't stop me from keeping a watchful eye on the skyways overhead and feeling a tinge of jealousy as I watched each airplane on an obvious heading, flinging toward that Mecca of aviation we call AirVenture.

By week's end my good wife could see the effects of denying myself the annual pilgrimage. She even suggested I take just a few days and make what good I could of the tail-end of the convention. But, I had another scheme brewing. The good folks of the Popular Rotorcraft Association, or PRA, hold their International Convention about the same time that our EAA convention comes to a close. Having an interest in Ron Herron's Little Wing autogiro I called PRA Headquarters and spoke to their receptionist. She thought that one or even perhaps two Little Wings might be on hand during their convention. This cemented my resolve and by that weekend I had my Chevrolet Cavalier packed with a sleeping bag, a tent and a few pair of clean socks.

The PRA Convention is held each year in Mentone, Indiana. Yea, I hadn't heard of Mentone either. A quick search on Google Maps and I had a map in hand with turn by turn instructions. Unfortunately, Mentone lies due East of home which means a dreaded trip around the Southern tip of Chicagoland with no good way around all that traffic.

I left early Saturday morning and other than the single lane traffic in construction zones I found traffic on I-80 to move fairly well. Within a few hours I was in Indiana and driving on US30 toward Mentone. Not a fast trip by any means, the first several miles of US30 are governed by a forest of traffic lights. Oh well, at least I had the excitement of visiting my first PRA convention to temper my attitude toward all those red lights. I swear there is a hidden device under the hood of my Cavalier that triggers traffic devices as I near them.

An hour later I'm moving through Indiana farm land and nearing my destination. I'd guess that driving time is a bit less than the trip to Oshkosh. Google says 250 miles/4.5 hours. Pretty close. As I get to within ten miles of the conventions site I start training my

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Parked in the static display area, this machine was a total write-off after it was struck by a single seat machine after it's pilot lost control on roll-out after touchdown.



Along the flightline, bottom photo is Dick DeGraw's Subaru powered jump gyro, the "Gyrhino." .

Mention "Mentone" and You're Talking Rotorcraft (cont)

(Continued from page 5)

attention to the blue skies overhead. As most EAAers can tell you, the skies get busy around Oshkosh as you approach and I expected nothing less at Mentone. O.K., now I'm 5 miles away. Where are all the gyros? Two miles? Oh, there's one.....and another.....O.K., this is the right place.

Making my last turn, I drive another quarter mile and to my left I spy a lone airstrip, a few low building and a farm house. At the Southern end of the airstrip I see a handful of aircraft, all gyroplanes and several people. I turn into a gravel drive and stop at Convention Headquarters, a low, single story frame structure about the size of a four car garage. Let me say it now, "this sure ain't no Oshkosh." I was in for a bit of culture shock.

The first thing you notice is the complete lack of having to wait in linefor anything! Within a few minutes I had my camping permit and just as quickly I was on my way to the campground.....which is a large ten acre field that also encompasses the hangars, forum building, museum, shower rooms, lunch stand and vendor display area. In fact, just about everything at Mentone is confined within those ten acres. The camp site I chose was front row, middle of the flight line, my nearest neighbor no closer than fifty feet from my site. Well enough, I won't have to worry about being kept awake at night by a slumbering lumberjack sawing logs.

After pitching the tent it was time to go exploring and to see what this PRA convention was all about. Over to my left, behind the hangars was where most of the luxury campsites were located, about twenty or so motor homes. The primitive campsites, like mine, were directly along the flight line. No mopeds with orange vested riders were to be seen anywhere. Ah, the pleasures of a small, laid-back fly-in.

Inspecting further, I next came upon the PRA museum. Small, informal and with a handful of hellios and gyros and their associated artifacts all gathering dust and a few cobwebs. The museum is worthy of about a half hour inspection by a casual observer. One end of the museum also housed the shower facilities and locker room. Six stalls were perfectly adequate on the men's side. I assume the ladies locker room

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A look inside the hangars and a group of machines attending the Convention.



A Monarch "Butterfly" with it's high G landing gear. You gotta' see the video of this gear in action.



The Zenon, a factory built machine, Italian I believe with a price tag to match it's Italian heritage.

Mention “Mentone” and You’re Talking Rotorcraft (cont)

(Continued from page 6)

and showers were as equally adequate.

Next was the single row of hangars, all ten of them and similar in structure to the hangars at Geneseo’s Gen-Air facility. Each hangar was filled with all manner of gyrocopters and not a single fixed winged craft in sight. I doubt there were any fixed winged aircraft based at this field although at least one RV-6 did fly in during the convention. Those pesky RVs pop up everywhere these days.

Built into the far end of the hangar was a fully enclosed workshop that had been pressed into service as their forum area. It provided seating for about fifty people and standing room for another twenty or so. Again, it was more than adequate for the task.

Parallel to the hangars stood their breakfast and lunch pavilion. The food was good and prices reasonable. Because it was staffed with volunteers the hours were limited. It made for a good gathering spot for hangar flying or as a retreat when the weather drove you under it’s roof. Unique to the event was a large tent set up in an open area not far from the lunch pavilion. This was a commercial venture undertaken and staffed by a local Amish church group. They served the most delicious sweet treats with their centerpiece being fresh-made ice cream made by a small, diesel powered ice cream churn. Rumor was that the diesel engine originally powered a small sailboat as it’s auxiliary motor. Neat.

As you get closer to the busy end of the flight line you can see the vendor booths, about a dozen or so, and an equal number of gyros along the flight line giving demo rides and doing fly-bys. It’s operation reminded me a lot of the ultralight area at Oshkosh.

One incident that I missed earlier that morning was a crash between a single seat gyro that had just touched down and an unattended two seater that was parked along the runway with the other static gyros. Both machines were a total loss with most of the damage done by the spinning rotor of the single seater. The pilot of the single seater had been transported to the local hospital but later released after the good doctors patched him up and set a few bones. I never verified if he had insurance or not. We can only hope.

All in all, I had a very relaxed two days at the event. I met a variety of interesting folks that ranged from an aerodynamics engineer who once worked for Scaled Composites to a Canadian fellow who had a dog as a companion and admitted to being on permanent disability and squatting in Northwood cabins in the off season. An interesting lot, those rotor-heads.

If I could offer one work of advise to the staff of the convention it would be to relocate the DJ’s loud speaker system away from the community camp fire. The music was great to dance to but a real nuisance if you were trying to chat with friends gathered around the fire.

If you should some day decide that you would like a change from the fast paced hustle and bustle of the mega fly-in, I recommend a visit the PRA convention. The facilities are not what you may come to expect at Oshkosh but the people are just as dedicated to their sport as any other aviation group and if you attend all three days you will have had the opportunity to meet and make friends with every person attending the show. Try that at Air Venture! Oh, by the way..... Ron Herron didn’t make the trip to the convention that year, he waited until 2010. Just my luck. The next PRA convention is August 2-6th, 2011.

Some interesting links:

An excellent video of Mentone 2010, about 10 minutes in length, showing the entire show grounds and many flying scenes:

<http://www.youtube.com/watch?v=TVB96th4bLU>

Ron Herron’s Rotec powered Little Wings:

http://www.youtube.com/watch?v=jtztQjhs_0Q&feature=related

Dick DeGraw and his wife in their jump gyros:

<http://www.youtube.com/watch?v=1ciWqHna-Ho&feature=related>

Andy Keech in his record setting “Woodstock” gyroplane:

<http://www.youtube.com/watch?v=6GohV8Okqi0&feature=related>

Special landing gear for those “hard” landings:

<http://www.youtube.com/watch?v=GlyR-aSEuig>

Volunteering Has Its Perks!!

(from Gina Gore, Air Academy Advisor)

June 17, 2011 became a once in a life time experience for Brandon and myself. We had been invited with the rest of his Davenport Civil Air Patrol (CAP) Squadron to meet the United States Navy Blue Angels crew and their FA-18 Blue Angel number 7 up close and personal. This meeting was pre arranged by the CAP squadron commander as we were set to volunteer at the Quad City Air Show (QCAS) and a last minute e-mail fanned out to the squadron with less than 24 hours to commit the night before to meet the US Blue Angels. Every year CAP has helped at the QCAS but we have never been able to have this exclusive opportunity before.

Receiving the e-mail took me by surprise as anyone who knows my personality, I'm pretty exuberant. I just kept reading the email saying out loud, "No way! Are you kidding me? Are you kidding me?! I cannot wait to tell Brandon!" At first my thoughts took me to it being a prank and then it sank in, it was legit and come hell or high water my son and I were not going to miss this opportunity.

Knowing this was a huge "bucket list" for my son never in my life time though obtainable and having limited paid time off (PTO) which I have been saving for the upcoming Oshkosh Air Show, I knew I really had to make this happen for him. I honestly think I was more excited then he as I danced around him with the news. My own employer knew my son's passions for flying and how much it would mean to him to attend and after all I wasn't going to take no for an answer to take the time off to attend especially when it came to my son. He knows me better than that.

I went into work at 5:00AM that day to use up less time of my PTO and still be able to meet Brandon's bucket list. We all met at the old John Deere hanger in Moline at 1:35PM the CAP cadets and senior members were escorted to the FA-18 Blue Angel number 7. We were finally behind the fence, a reality for very few. We were allowed to view this monstrosity of sheer awesomeness but never allowed to touch it for obvious reasons. I honestly don't know who was more excited, the kids or myself as I took photos of each kid and adult along with group photos by the jet.

We took the opportunity to snap a few photo ops with the crew of course, as the pilots were being de briefed



Volunteering Has Its Perks!!

(cont.)

for their practice flight and were behind due to poor weather rolling in so we never really were able to meet the pilots. We were okay with that and honestly were just happy for this limited opportunity. One thing I was impressed with was the crew's humble and appreciative attitude to have been invited to the Quad Cities to perform and have the opportunity to meet the kids. Every Blue Angel we met thanked us for our hospitality and volunteer work we were doing for the show that weekend. They were extremely outgoing, professional and not a single one of the denied a photo request, even with their busy and tight schedule demands.

Volunteering at the air show has it's privileges I have come to learn. In addition to free admission, access to prime show and photo op areas you also get to meet the pilots, crew and volunteers up close and personal. The other advantages besides front line access to the planes, pilots and crew is the VIP dinner too. Of course you have some hard work to do throughout the day but there is still plenty of time to enjoy the demonstrations and snap some great photos.

Post show highlights were meeting pilots, crews and planes up close and personal with great photo ops because the crowds are gone. But favorite my QCAS volunteer experience, besides the US Blue Angel encounter, was the dancing at the end of the show by volunteers, crews and pilots after the crowds left on the last day while taxing planes to the run ways to leave and yes that included the US Navy Blue Angels Fat Albert C130 crew getting their grove on too.

With the music still pumping loud through out the grounds, crowds are gone, it's pretty funny to watch and participate in the after party glow with all these folks in a different light. The laughing, smiles and hilarious moves displayed made the sweat, exhaustion, sun burn and volunteering all worth while.

Watching the Blue Angels perform at both practice and show days made the experience of meeting the crew that maintain the jets had me and others respect them even more. If you ever have the chance to catch one of their performances at an air show near you, run, don't walk, straight to the ticket line or in my case-volunteer.



Pancake Breakfast and Young Eagle Event - Geneseo Airport - June 19

Flew a total of 49 Young Eagles at the Geneseo Pancake Breakfast on June 19. Pilots from Davenport were in short supply due to the Quad Cities Airshow and the Davenport TFR. But, Dwight Bender and Kent Johnson still made it happen!!



National Aviation Day - At Davenport on August 20th

(from Jeremy Keating)

Just beginning trying to plan a celebration of National Aviation Day, August 20. If you'd like to join our committee in trying to plan this event, please call me, Jeremy at [563-326-7783](tel:563-326-7783). Nothing is set in stone, but we are brainstorming at the moment.

Deere Says Proposal Interferes with GPS Use in Agriculture and Construction

(from Mike Nightengale)

Deere & Company said today that a proposal under consideration by the U.S. Federal Communications Commission (FCC) jeopardizes use of the Global Positioning System (GPS) in agriculture and construction equipment.

Deere is a member of the Coalition to Save Our GPS, which today released a study reporting the potential of a direct negative impact on the U.S. economy of \$96 billion if the proposal before the FCC gains final approval. The FCC had required that the GPS industry be part of a working group to evaluate the proposal for possible interference to existing GPS systems.

"The use of GPS technology is vital to thousands of people who make their living with agricultural and construction equipment. It is not acceptable to allow interference to these important industries when there is no practical solution to mitigate the problem of interference," said Barry Schaffter, senior vice president and chief information officer at Deere.

Schaffter said John Deere objects to the proposal on behalf of agricultural and construction equipment customers who depend on GPS systems to deliver increased productivity, lower overall cost, and reduce their operation's environmental impact.

"Degradation of GPS signals could significantly erode the strong competitive position of U.S. farmers in the global agriculture economy," said Schaffter. "The estimates of the negative impact for U.S. farmers range from \$14 to \$30 billion annually. GPS technology is also very important to many construction

contractors. Ensuring continued use of an accurate Global Positioning System is vital for these industries."

Schaffter said it is important to note that John Deere is in favor of additional broadband services for rural America, which could be one of the outcomes of the current proposal before the FCC. However, he added, allowing a plan to interfere with existing GPS usage is not an acceptable way to meet the broadband needs.

The use of GPS technology in agriculture helps farmers improve their accuracy in the use of seed, fertilizer, and fuel. In addition, the use of GPS technology allows farmers to collect data that leads to increased crop yields.

Interfering with GPS signals in large agricultural areas could increase food costs for the general public and decrease the likelihood that U.S. farmers can contribute significantly to meeting the demand for increased food production to feed a growing world population.

In construction, GPS technologies assist owners in maintaining equipment, lowering fuel costs and providing a means to better design and manage large construction projects such as buildings, highways and shopping centers.

The proposal in question sets out to create a new, integrated wireless broadband and satellite network that would deploy 40,000 ground stations in the U.S. and proposes to use a portion of the satellite spectrum that already has been in use for other purposes.

Deere is among many companies in several industries that say the proposal interferes with the GPS signals vital to their customers. Research studies have supported that assertion. Deere believes there is no practical solution to avoid or substantially mitigate the interference caused by the proposed new system.

Deere notes that the National Executive Committee for Space-Based Positioning, Navigation, and Timing, which is a U.S. government organization, has recently released a technical study, concluding that the FCC should rescind its conditional approval for the proposal because of the significant detrimental impacts to all government and commercial GPS applications assessed as part of the study.

The B-17 is Coming to the Davenport Airport - July 8-10th

MISSION COST: (Pre-Stop Booking Prices)

\$399

\$439

per person (EAA Members)

per person (non-EAA Members)

E-Z Pay (EAA Members)
4 payments of \$99.75*

E-Z Pay (non-EAA Members)
4 payments of \$109.75*

WALK-UP PRICES:

EAA Members: \$425 | **E-Z Pay: 4 payments of \$106.25**

Non-EAA Members: \$465 | **E-Z Pay: 4 payments of \$116.25**

DAILY GROUND TOURS:

Held after flight operations have stopped for the day.

Families: \$15 per family (adults & children under 18)

Adults: \$5 (FREE to ALL Veterans & EAA Members who join or renew on site that day)

Children under 8: FREE (accompanied by a paying adult)

Special group rates are made available for schools and large tours. Limited availability. Please call for group reservations.

Fly the Fortress!



EAA's B-17 Bomber "Aluminum Overcast" is an example of the American heavy bomber that helped turn the tide of World War II. You can see and tour this historic airplane - and actually fly a mission!



Mission:

Davenport, IA

Target:

Davenport Municipal Airport

Mission Date:

July 8-10, 2011

Mission Times:

10:15 a.m., 11 a.m., 11:45 a.m., 12:30 p.m. & 1:15 p.m.

Special Instructions:

Become a fan of Aluminum Overcast at www.facebook.com/EAA.B17

For reservations & inquiries call 800-359-6217

Visit www.b17.org or send an email to b17@eaa.org for more mission details

Photo taken by: Mitch Bowers ★ [imagerwx](http://www.imagerwx.us) ★ www.imagerwx.us

All dates and times are tentative and subject to change due to weather or other causes. *These prices are for advance bookings only. Once the B-17 is on location at the current tour stop, advance ticket sales are no longer available for that stop.

Local Calendar of Events (click on the Links)

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

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

Friday's in July

Clinton Airport Friday Night Supper 5pm-7pm

July 3, 2011

Dubuque Airshow and Fireworks, DBQ

July 4, 2011

Iowa Falls Fly In Breakfast, 7 am – 11am, Pilots in command free, 641-648-3191 (Jane Knutson)

Mount Morris, IL Fly-In Breakfast

July 7-11, 2011

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.**



PLEASE PUT UP THE POSTERS!!

July 9, 2011

EAA Chapter 75 Monthly Meeting - 12 noon. 2nd Potluck of the Summer

July 10, 2011

Platteville, WI Fly In Breakfast 7am-1pm

July 10, 2011

Monticello, IA Fly In Breakfast 7am-1230pm, Pilots in Command Free, 319-465-5488 (Teresa Bader)

July 16, 2011

Hampton Municipal Airport Firefighters Fly-in breakfast, 7:30am - 1:00pm, Free shuttle rides to the Franklin county fair static displays, 515-971-8110 (Doug Pralle)

July 21-24, 2011

Keokuk Municipal Airport L-Bird Fly-In and Convention, 319-524-6203 (Donna Farrell)

July 27-29, 2011

Clinton Airport Cessna 150/152 Fly-In, Clinton, IA

July 25-31, 2011

EAA AirVenture -Oshkosh, WI

August 11, 2011

FAAST Seminar in the Terminal Building at the Quad City Airport, 6:30p. "Approach and Landing", Register at www.faasafety.gov. Contact Tim Leinbach at 309-781-9585.

August 13, 2011

EAA Chapter 75 Monthly Meeting - 12 noon. 3rd Potluck of the Summer

August 27, 2011

11th Annual Abel Island Fly-in, Float-in, Potluck and BBQ - Abel Island Airpark - Guttenberg, Iowa - Noon to 3:00 PM - www.abelisland.com

Experience the fun of landing on a well maintained 2600 turf airstrip on an Island in the Mississippi River or land your floatplane and pull up on our sandy beach. What to bring? Your own meat to grill, a covered dish to share, and tableware. We will have smoked chicken legs, extra tableware and drinks for those not able to bring their own.

September 5-10, 2011

Annual Stearman Fly-In, Galesburg, IL. Chapter 75 will participate by manning an EAA booth with other local chapters at the convention.

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

Movie Night at the Repair Barn - Looking for Your Aviation DVDs

(form Mindy Leahy)

Many enjoyed various aviation movies each night at the repair barn last year. If you have any great aviation movies (in DVD format) bring them with you to OSH. We will have the chapter projector and a large screen for our own "Fly-in Theater".

A Neat Video Produced by Sheldon Wellman on YouTube

A very good video on the Young Eagles program produced by our very own Sheldon Wellman. Go to the following YouTube link and take a look at it. Sheldon even promotes Chapter 75 in the video. Go to the following link to view the video. WELL DONE SHELDON!

<http://www.youtube.com/watch?v=iC1TX1IPKBU>



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](mailto:Ross.Carbiener@A&P.com) (A&P) at 309-738-9391.

For Sale: [High reach floor crane](#), (click for photo) 1-1/2-ton capacity on casters. Great for a hangar and lifting an engine from 0 to 8 feet. Can be hung on the wall in 3 parts. Come-along included.. Call Larry McFarland 309-792-0472

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 Airwor-

thiness Certification Inspections, Ferry Permits (Certified and Experimental), Replace lost/damaged Airworthiness Certificates (Certified and Experimental). Call [Ross Carbiener](mailto:Ross.Carbiener@A&P.com) (A&P) at 309-738-9391.

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

Wanted: Short Scrap Piece of UHMW tape. 9 inch piece of tape needed for the canopy latch handle of a Vans RV-9 tip-up. This is the stuff normally used to prevent scratching on the upper surface of flaps where they rub under the top skin of the wing. If you have some left over, please email Loman O'Byrne (Our Member in IRELAND) at loman@o2.ie

Oshkosh HELP: Deb Jacobsen needs a ride to Oshkosh on either July 28th or 29th (Thursday or Friday). Call me (Dave Jacobsen) at 563-243-5966 if you have a seat and can help Deb.

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!!

Keith William's RV-12 Progress

(from Keith Williams)

The first kit arrived at the end of April. It is the empennage and tail cone forward to the back of the cockpit. As I write this at the end of June I have worked on it about six weeks and 120 hours. I have it finished except for wiring the electric trim and doing the tips of the rudder and vertical stabilizer. I have knocked off the last two weeks to go to the national Volvo Club meet in Kansas and do the condition inspection on the RV6. I plan to get back to the RV12 in early July.

So far, I am happy with the project. Of course, the kit is a huge improvement over the RV6 I built 1989-99. The RV12 is built from step by step instructions using parts that come virtually all pre-made. The holes are in place, requiring mostly de-burring and clean-up. The RV6 was built from drawings of the parts and assemblies. Many parts had to be fabricated and all of the holes required measuring and drilling. With the RV12 the riveting is much simpler with either squeezed conventional rivets or pop rivets instead of rivets driven with an air hammer and bucking bar. So the RV12 is easier with fewer opportunities for mistakes and rework. I think the result is going to be a more accurate and better built airplane.

Other impressions.

I have a new appreciation for the "light" in light sport aviation. Jean and I easily picked up the entire back part of the airplane and set it aside to make room for the wings. For me, one of the most exciting parts of homebuilding is seeing those flimsy parts come together into a structure that is so strong and so light.

To my eye, the quality of the parts and other kit materials is just excellent. Also, the kit is complete. With the RV6 I was forever sending orders off to Aircraft Spruce or visiting some hardware store for bits and pieces. Has not happened with the RV12 kit.

Another huge improvement over the RV6 days (20 years ago, remember) is the level of support available over the internet. Many excellent blogs describe in detail the trials and tribulations of different builders as they go through the process. Whenever I have come up with a question or what appeared to be an error in the instructions (and there are some) it was easy to check a few blogs and see how other builders dealt with the problem. And, each day I look forward to checking out the Vans Air Force "discussion boards" which are just full of good information about the RV world. The wing kit arrived last week and I inventoried it over the weekend. No backorders or missing parts!!

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