

THE LANDINGS

www.eaa75.com

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

November 2010

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Cool weather flying is upon us, get out the engine preheater. The new taxi area at Davenport is usable and the new hangars are under construction. Carver-Aero is scheduled to move into their new facilities any time soon.

We have a Young Eagle event scheduled for Saturday, November 6th at Davenport. We need HELPERS for the event and lots of pilots. Dwight Bender is our Young Eagle co-coordinator, so please give him a call and volunteer to help in any way and for as much time as you can. We'll be flying from 8:00 until Noon that day.

November is election month for Secretary, Treasurer and a Class II Director. We now have three air academy participants for the 2011 sessions, Matt DeRosa, Coal Valley, IL, Bryce Campbell, Silvis, IL and Sheldon Wellman, Davenport, IA. All are in the advanced camp. Sheldon was our participant in the basic camp last year. All three will be 100% sponsored through the High Flight Education Fund.

The program for this month has been arranged by Marty Santic. Jim Sweeney will make a presentation

on [Airspace and the Sectional](#). Jim is well known in the aviation world and is a weekly guest on the [Powered Sport Flying Radio Show](#) on the internet. (Click on the link for the past radio segments.)

We are inviting Quad City Aviators and posting the meeting on SPANS. Wings credit is available for this at the meeting.

The December meeting will be our Christmas potluck, and Santa has informed me he has us on his calendar for 7:00P.M.

See you on the November 13th. Note that Jim Sweeney's presentation will be at 7PM with the normal chapter meeting to follow at around 8PM.

Happy flying. - Jim

Last Month's Program - Our EAA Air Academy Graduates!!



Was given by three of five Air Academy attendees Sheldon Wellman, Brandon Gore and Steve Bulta. They shared their experiences during their week at AirVenture and the Air Academy this last summer.

**Next Meeting - November 13th Program - Jim Sweeney - Airspace & Sectionals
Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois**

November 13th Chapter Meeting

The November Chapter meeting will be held on **Saturday, November 13th 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 Jim Sweeney on **Airspace and the Sectional Chart**. FAA Safety Team WINGS credit will be available to all that attend this seminar. Member or non-member, **EVERYONE** is invited!! His presentation will start at 7PM, the chapter general meeting will follow.

Register on-line for WINGS credit here. Click on Courses, Seminars and Activities. Or you can register for credit during the seminar.

October 9th Board Meeting Minutes

CALL TO ORDER: The board of directors meeting was called to order by chapter president Jim Smith at 6:45 P.M. The following board members were present, George Bedeian & Jim Smith.

MEMBERS PRESENT: Members present were Jim Smith, and George Bedeian.

OTHERS PRESENT: Dwight Bender.

BOARD MEMBERS NOT PRESENT: Steve Beert Ed Leahy, Dave Jacobsen and Mike Nass.

TREASURERS REPORT: The treasurer's report for September was read by Jim Smith. A motion was made by Dwight Bender to accept the report, and was seconded by George Bedeian and approved by those present.

OLD BUSINESS: A motion to accept the September board meeting minutes as published in the newsletter was made by Dwight Bender and seconded by George Bedeian and then was approved by those present.

Dwight Bender will continue to work towards having a Young Eagles rally for November.

The board discussed the election of a new board member.

A High Flight fund meeting was attended by Jim Smith and Mike Nightingale. Spence Gray & Diane Beauchamp are also on the High Flight board. It was decided to put 50% of the funds in a 60 – 40% account such as stocks & bonds account. Comments from chapter members are welcome.

NEW BUSINESS: We will be having an election for Recording Secretary, Treasurer and a class two Board member.

Jim Smith made motion to adjourn the board meeting; it was seconded by Dwight Bender, and approved by the board.

The meeting was adjourned at 6:57 P.M.

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

October 9th General Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter president Jim Smith at 7:05 P.M.

TREASURERS REPORT: Jim Smith read the treasurers report to the membership and was approved.

VISITORS AND NEW MEMBERS: Three of five air academy attendees, Steve Builta, Brandon Gore & Sheldon Wellman and their parents were in attendance.

TECH COUNSELOR REPORT: Cy Galley got a letter from the FAA on how to renew his N number for a previous aircraft. Cy shared this information with the membership.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Cy Galley made a motion to donate \$200.00 to Operation Thirst for this year's AirVenture. Nick Anagnos seconded the motion and then was approved by the membership.

TOOL LIBRARY: Nothing to report.

YOUNG EAGLES: Our Young Eagles coordinator

(Continued on page 3)

Young Eagles Event Scheduled at the Davenport Airport on November 6

We are planning a Young Eagles event at Davenport (KDVN) on November 6. Will most likely be the last of the year before the very cold weather sets in.

Please send Dwight Bender an e-mail or call him if you can be counted on as being one of the pilots. The event will start at 8AM. Dwight's e-mail is mcnavion@att.net and his phone number is 309-752-3584.

Dwight plans on making this his premiere event as the new Chapter 75 Young Eagles Coordinator and one of the best, and he will be publicizing it via the local news organizations and knows this event will expose a bunch of the young folks to the virtues of aviation!

He has enough applications to fulfill 100+ young aviators.

Call Dwight or e-mail him if you will be able to assist. Are expecting a large turnout, weather permitting.

The attached PowerPoint presentation is airing on the local cable TV public access channel.

October 9th General Meeting Minutes (cont.)

(Continued from page 2)

Dwight Bender is working with Carver Aero at the Davenport Airport to have a Young Eagles rally at their FBO in November.

OLD BUSINESS: Elections will be held next month for Recording Secretary, Treasurer & a class two Board Member.

NEW BUSINESS:: After the High Flight board meeting, it was decided that half of the money in the High Flight fund will be put in a 60 – 40% fund, Stocks & Bonds. This will help with the cost of the maintenance expense the fund incurs.



From the Last Young Eagles Event!!

There will be a chapter leader's workshop in January at EAA headquarters Oshkosh we are looking for attendees to participate from our chapter.

ANNOUNCEMENTS: There will be a safety seminar on October 28th at the Civil Air Patrol building in Moline.

THE EVENING PROGRAM: Was given by all three Air Academy attendees Brandon Gore, Steve Builta & Sheldon Wellman. They shared their experiences during their week at AirVenture and Air Academy this last summer.

The evening presentation concluded at 9:15 pm

These minutes respectfully submitted by Vahan G. Bedeian Recording Secretary EAA chapter 75.

EAA Air Academy - Summer 2010

The evening presentation was given by three of our Air Academy attendees; Sheldon Wellman, Brandon Gore and Steve Builta. They shared their experiences during their week at AirVenture and the EAA Air Academy this last summer.

Their enthusiasm and presentation proved to all present that they had a wonderful time and learned quite a bit at the EAA Air Academy. They were very gracious and grateful to all present during the meeting. Chapter 75 picked up all Air Academy costs!

Each of the attendees were afforded the chance to fly in the EAA Young Eagles new Cessna Skycatcher and Bell helicopter, were given the chance to participate in a number of hands on projects in woodworking, sheet metal, welding and composites. Designed and built model rockets. They were able to go behind the scenes at the Airventure Museum and of course were able to meet and interact with a number of future aviators in their age group.



The Air Academy Lodge



One of our Air Academy Classes



Cessna Skycatcher and Bell Helicopter



Sheet Metal Class - Built a Spark Plug Holder!

EAA Air Academy - Summer 2010



Composite Class



Aviation Technology Class



Chow Time in the Lodge



Welding



Meeting with Tom Poberezny



Designing, Testing and Flying the Water Rocket, the egg was to stay safe during the parachute landing

Jerry Coussen's Lancair 320 Renovation

from Jerry Coussens

Last time I wrote an update I finished with the statement I should be done before the next meeting. Things haven't gone like I had planned. I had to quit working on my plane because I've been working on ways to make money. Somebody has to pay for this stuff you know.

Enough about the real world.

My engine is ready to run if I had a prop. The prop manufacture sent me an invoice for the second draw. After I pay it they'll assemble the prop. I decided to go with a carbon fiber prop from Aero Composite Props. My reasons are simple. A prop from Hartzell needed to be placarded when running 2200 to 2350 RPM. I just can't stand to spend big money and have to placard the airplane. Carbon fiber props don't have the harmonic problems that a metal one does.

My tuned exhaust is installed, air filter and housing are built and installed, all linkages have been installed. Like I said, if I had a prop I could start the engine. My cowling is built and fits great. I wanted to install quick locks but ended up keeping screws because of cost. I had to extend the lower cowl bottom forward to the air filter. At this time I'm not excited about this long tube forward but I didn't have much choice. I've looked at many different intakes which all seem to roll up towards the spinner and I just don't like the look. My concern is that I'll make the plane look to boxy, hard to tell without a prop and spinner. Also hard to tell without paint, this will be remedied soon.

I'm very happy with my plenum and have high hopes in its cooling capacity.

I moved my landing lights out of the cowl and onto my wings. The goal, save bulbs by cutting down on the vibration. I cut into the wing and built the landing light pockets in the wings. In hindsight I would have built modules on the bench then bonded them into the wing. The reason is for continuity the plastic covers are different for each. No one will notice the difference but I do and the modules would have been easier.

I've learned some things about my heat muff. My exhaust came with a 4" heat muff which I used to



feed my cabin. If it was a sunny winter day it gave me enough heat. But at night or cold days I had to dress for winter. In the process of building my new tuned exhaust I learned the cabin heat needed to be about 8 to 9 inches long. Turned out I was using my carb heat muff to heat my cabin. My new system is using two 8" muffs one for each side. I'm getting older and don't like putting up with the cold.

The Garden Ornament Sprouts Wings

from Loman O'Byrne (Our Chapter Member in Ireland)

Long before I started this project, I wondered how I could ever test-fit the wings when the time came. For 'diplomatic reasons' the workshop had to be built only ten inches longer than the fuselage itself and only 10ft 4in wide, so the job was always going to be done outside, but even my 'outside' is not much bigger than the 'inside' of many two-car garages.

After pacing and measuring repeatedly, I finally figured out a scheme and realised that my house, despite being built in 1902, was obviously designed by an RV enthusiast! The fuselage itself would just fit across the yard with one wing extending up beside what we call the "return" of the house and the other going down beside the workshop.

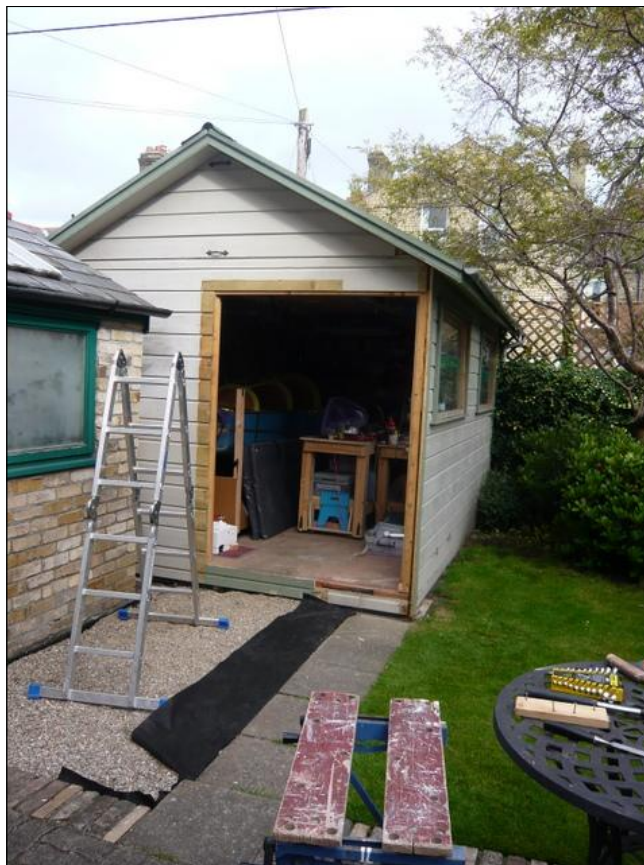


Looks Like It Crashed Into That Wall!

The job was to be done in summer but in Ireland, that still means plenty of rain. So, I put up a cheap 'party tent', which had to be shortened to fit over the working area.

I got everything set up to start on a Friday evening, when my son was due home on a visit. As soon as he had eaten, I put him to work helping me to take the fuselage, on its wheeled trolley, out through the specially enlarged door of the workshop and getting the wings down from the workshop attic.

What I had forgotten was that the trolley has a pivoting feature that adds about 6 inches to the length of the fuselage itself, so it no longer fitted across the yard! Luckily, there is a door into a boiler house right where the tail was to go and removing this door al-



Enlarged The Door of the Workshop.

lowed the tail to protrude into the boiler house. Actually, this was a plus (no, really) because I had planned to cross the fuselage using a step ladder and now I could squeeze through the boiler house door on one side and out again on the other side.

Next morning, my wife joined in and the three of us began to actually fit the wings. Just as we started, that party tent began to earn its keep – it started to rain. No, let's be totally objective here – IT WAS A THUNDERSTORM! In total, we had 1½ inches of rain that day. Luckily, the actual job of attaching the wings was a doddle, especially with the help of drift pins/temp bolts donated by Mike and Rog Nightingale. 30 minutes later the wings were ON and only an hour or two after that, my hands finally stopped shaking. The party tent (some party!) only kept the fuselage dry but I had plenty of plastic to cover the wings.

By mid morning, the rest of the family had left on a trip to visit Granny, which had been the reason for my son's trip home. I was left to carry out the three major adjustments required before the critical drilling of the aft wing spars; getting the wings in a straight line,

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The Garden Ornament Sprouts Wings (cont)

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getting them square to the fuselage and getting the incidence set correctly. I was happy to be alone for this:- easier to concentrate and take my time.

I had no particular problems until it came to setting incidence. This is done by putting a block of a particular height over the aft spar and resting one end of a level on that block with the other end resting directly on the main spar. When the level reads zero the incidence is correct, but my aft spar needed to be raised more than half an inch! This left no edge dis-



Father and Son with Two Wings On

tance for the aft spar attachment hole. Also, I had to put a frightening amount of twist into the wing to get the incidence correct. I can tell you this caught my attention. How could I have built the wings so badly? I was scared to death at the consequences of such a monumental mistake.

It is Sunday at this stage so the good folks at Vans can't be reached (there should be an emergency number that rings in their church!). I am about to confess my sins and pray for deliverance to the thousands of builders on Vans Airforce website forums when I measure everything one last time, including the block that I had carefully cut out of 3 1/2 inch lumber.....the solution flowed into my mind like morphine into a mortally wounded man:- I had the block the wrong way up, so that the level was resting on its stock width of 3 1/2 inches instead of the length-wise dimension of 4 5/64ths that I needed!



First Time Sitting in the Fuselage!!

Throughout the following week, I fitted the flaps and their actuator rods as well as the ailerons and various items in the gap between fuselage and wing such as the wing root fairings, brackets and fuel vent lines. I also installed the linkages and adjusted them to get the control columns vertical with the control surfaces in trail.

It rained regularly but it caused no problem as long as there was wind to flap the roof canvas and shake the water off. I did have to use bungees around the plastic covers and the wings to hold those covers on. However, without wind, rain would lodge on the roof canvas of the tent and threaten to bring the whole thing down. I found myself getting up in the middle of the night to make sure this wasn't happening.



Fuselage on Trolley Under the Tent

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The Garden Ornament Sprouts Wings (cont)

(Continued from page 8)

By the following weekend, I was ready to take the tent down and, with the help of my daughter (21) and wife, I took the wings back off and stowed everything away.

There are a few lessons to be learned from this epic:

1. Build somewhere sensible, unlike me
2. No matter what your circumstances ,build any way. You WILL find a way.
3. Happiness is experienced mostly in retrospect.
4. Even if you don't think you are enjoying t h e moment, the memories are golden.

Diagnosing Engine Problems

from Dick Koehler, Technical Counselor #3023, EAA
Member #161427

I had an interesting call a couple of weeks ago from a fellow EAA Chapter 186 member concerning a mag drop problem he was having. What follows is the troubleshooting process we went through to isolate the problem.

He was experiencing a drop of 225 to 250 rpm on both magnetos during the run-up at 2000 rpm. The normal limit for this engine is a 175 rpm drop. The engine also showed signs of having a rich fuel/air mixture, and the EGT probes on each cylinder had burned off! The problem showed up after about 100 hours of operation on a Lycoming IO-320 engine installed in a Lancair. If the owner tried to fly the plane, on the take-off roll the engine would sputter and run rough until about 50 to 60 knots when it would smooth out and perform normally. A respected mechanic said the engine was "normal" and safe to fly, but a pilot with a lot of Lancair experience refused to fly the plane, claiming it was unsafe!

Thinking the apparent rich fuel/air mixture was pointing to a mis-adjusted fuel injection unit, the owner had removed the metering unit, and sent it to a repair facility for a complete check. They said it was working normally. He had an A&P mechanic check the timing of the magnetos. They were found to be about 3 degrees early, but correcting the timing did not solve the mag drop problem. (Note that initial break-



Job Done - Proud Future Navigators!!

in wear of this amount on magnetos is fairly normal.) Thinking that the problem could be not enough air instead of too much fuel, the owner first cleaned the air filter and then removed it completely, but there was no change in the mag drop.

At this point the owner called me, and I suggested a Coke bottle test on the injectors. I'll explain the test in a bit, but first some background on how the injection system on the Lycoming engine works.

The fuel injection system on a Lycoming is the Bendix RSA unit. The fuel metering unit measures the incoming static and dynamic air pressure and uses this data to calculate the amount of fuel needed. It then adjusts the fuel pressure output accordingly. The pressurized fuel is sent to a flow-divider on the top of the engine, then through small diameter tubes to fuel injector bodies at each cylinder. The fuel injector bodies have a fixed orifice size that does not change, so more pressure produces more fuel flow, and less pressure results in less fuel flow. The fuel control unit varies the pressure into the fixed orifice size of, in this case, the four injectors. (This is why a fuel injected Lycoming can have a cockpit gauge that reads in fuel flow but is really a pressure gauge.)

The fuel control unit sends the required amount of fuel for the four cylinders, but if one of the injectors is partially or fully clogged less fuel will go to that cylinder and the excess will go to the other three cylinders. The result is three rich cylinders and one lean,

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Diagnosing Engine Problems (cont)

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but because the fuel control unit is set to be somewhat rich at take-off power, the three rich cylinders end up being very rich, and the lean cylinder may not be too bad, depending on how restricted the injector is. An overly rich cylinder will tend to show high EGT because the mixture is still burning when it comes out the exhaust valve and down the exhaust pipe. Also, the excessive richness can cause the high mag drop.

The easiest way to trouble-shoot for this problem is to measure the flow of all the injectors at once. We do this by removing the injectors from the cylinders and reattaching them to the fuel lines. Find four equal sized bottles (name of the test comes from using old 6 ounce Coke bottles), and put them under the injectors. Set the mixture to rich, throttle about where it is for a run-up, and the boost pump on. Let the fuel flow until the bottles are about half full. After shutting everything down, place the bottles in line on a level spot and compare the level of the fuel in each. A partially blocked injector will be obvious. But on our problem engine the injectors were all putting out equal amounts, so a clogged injector body was not the problem.

At this point the owner was quite frustrated. I agreed to do some more diagnosis. I very carefully went over the engine and discussed its operating characteristics with the owner. I then performed all the operations normal to an annual inspection, including compression check, timing and run-up. We did another Coke bottle test. No Joy! The problem was still there. I was beginning to get a bit frustrated also at this point, so I just sat down and relaxed for a few moments. As I gazed absent-mindedly at the engine I began to admire the beautiful three-bladed MT propeller. I commented to the owner about the little bit of grease it was throwing from the blade shanks, and he stated that he had had it resealed at Sensenich last fall, but it was still leaking a little bit. He then idly commented that he had not been able to fly very much since the resealing because that was when the mag drop problem began!

All of a sudden the light-bulb came on. I asked more about the prop. The owner then commented that since he got it back the plane taxied faster. He thought this meant he was getting more power and it was good. I began to suspect that when the propeller was resealed,

they reset the low angle pitch stops on the variable pitch blades to a higher angle than before, and at this high blade angle the propeller was providing so much drag that it was lugging the engine down and causing it to appear to be rich. The effect is somewhat like trying to go up hill from a slow start in third gear in the family car. Next day the owner called Lycoming and Sensenich. Lycoming agreed that the prop could definitely be the problem. Sensenich found their records of the reseal, which showed they had worked on a 170 propeller, but the owner has a 165!

The prop was returned to Sensenich, and they found a bad internal spring that was not allowing the prop to go to low pitch. After repairs the prop was reinstalled on the airplane and a run-up was performed. PRESTO! No more excessive mag drop, and no more symptoms of over-rich mixture. Problem solved.

The moral of the story is this: sometimes you have to look beyond the "usual suspects" to find the true cause of the problems. There can sometimes be more than one cause to a particular symptom. Don't get fixated on one possible fix and overlook other possibilities.

Old and Abandoned Airfields-KDVN

from Spence Gray

Go to the following link, http://members.tripod.com/airfields_freeman/ to read about some of the old and abandoned airfields throughout the US. Included is the ORIGINAL Davenport Airport, Angoair Airfield, formerly located at Spruce Hills/Avalon Drive in Bettendorf. Was closed in 1963 but one of the hangars is still there!! Are quite a few photos and history on the website. Thanks Spence!



Davenport Airport News

from Jeremy Keating

The taxiway rehab. & box hangar construction is preceding along with the opening of the new taxiway between the hangars slated for Sat. Oct. 30. The new taxiway is concrete from hangar to hangar, check it out!!!

The footings and foundation are almost completed for the new hangars with arrival of steel slated for early November. The newly rehabilitated Airport Entrance Road is almost completed; we are just waiting on the installation of the new lights. The new Carver Aero facility is almost ready for business, talk to Carver personnel for more details.

Also, there is a new hangar waiting list policy approved by the Airport Commission and I will be sending this new policy in the next mailing and posting it online. If anyone would like to see the new policy, please contact me at 563-326-7783



New T-Hangars

Calendar of Events (Click on the Links)

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

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

November 6, 2010

Young Eagles Day at the Davenport Airport

See Page 3 of this Newsletter and please mark your calendar for this event. Call Dwight Bender if you can help in any way. 8AM-Noon.

November 10, 2010 - 6:30 pm

Iowa City Municipal Airport, Iowa Aviation System Plan Public Input Meeting - Includes KDVN

515-239-1048 (Kay Thede)

E-mail: kay.thede@dot.iowa.gov

Web site: www.iowadot.gov/aviation/studiesreports/home.html

Info -- The FAA mandates states and airports con-

duct 20 year planning cycles every five to six years. The last Iowa Aviation System Plan, [covering 2004-2024](#), was completed five years ago. Thus making it time to review the comprehensive plan that outlines the current state of Iowa airports and the specific goals these airports should meet.

Iowa EAA members now have an opportunity to participate in the direction Iowa aviation will take over the next 20 years (2010-2030). Please attend the public meeting to express your views on the 2010-2030 Iowa Aviation System Plan.

See the EAA website for more info. [If attending ask the plan include requiring ethanol free MOGAS at Iowa's airports.](#)

November 13, 2010

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

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

Classified (Click on the link for e-Mail)

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: Whelen Nav/Strobe System (Van's System 6), Green & Red & Tail light position/strobe. Power supply, installation package, connector and socket. Never installed. Make offer. Call [Chad Pobanz](#) at 309-238-3062.

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 Rent: Hangar at the Geneseo airport. \$100 per month. Contact Kent Johnson at airport1@geneseo.net

For Sale: 120 VAC Electric Aircraft tow that hooks to the nose wheel. \$300 OBO. Lycoming starter from Kelly Aerospace, MZ-4222, brand new in the box. \$349 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: Possible Shares of Cessna 172 available. Seeking interested parties in shares of 1969 172K Skyhawk, 4000TT, 180HP, Constant Speed Prop, Robertson STOL, Float kit, King 135A GPS/Com, Garmin GTX327 and Narco 122 LOC/GS/MB. If you would be interested in owning part of this aircraft please contact Spence Gray at 319-931-0657.

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.

Planning is Underway for Airventure 2011 - Less than 270 Days Away

from an EAA News Release

Centennial of Naval Aviation, return of Night Air Show are among the highlights.

The countdown has started for EAA AirVenture Oshkosh 2011, which will be held July 25-31 at Wittman Regional Airport in Oshkosh, Wis., as planning is now underway for the 59th annual edition of "The World's Greatest Aviation Celebration."

Among the highlighted activities next summer at Oshkosh will be the Centennial of Naval Aviation. AirVenture has already been named as one of the U.S. Navy's top tier events for support throughout the service's year-long recognition of 100 years of naval aviation.

In addition, the centennial of air mail service is being recognized in 2011, and events at Oshkosh will include that notable anniversary. Progress is also continuing on a number of other top-level attractions and programs for 2011.

After a widely popular debut in 2010, the AirVenture

night air show is also scheduled to return and be held in conjunction with fireworks on Saturday, July 30. Other family orientated entertainment options will be scheduled both on the ground and in the air throughout the week.

"The planning for events at AirVenture never really stops. We just catch our breath for a few days after the end of each year's fly-in," said EAA chairman Tom Poberezny, who continues to serve as AirVenture chairman. "Expectations are always high for what's going to be at Oshkosh each year, and we're making sure that those expectations for excitement, innovation and value are met and exceeded."

On the grounds, site improvements that began in 2009 will continue over the coming months. Some points of emphasis include improving drainage in areas that were submerged during record-setting rains last July prior to AirVenture 2010. Exhibit areas, aircraft parking, and the drive-in Camp Scholler are among those areas receiving priority attention.

Additional information and details will be announced and posted at www.airventure.org as they are finalized.

ARE YOUR RESERVATIONS FINALIZED??

EAA CHAPTER 75 OFFICERS		Board of Directors (cont.)		
President	Jim Smith 387js@mchsi.com 563-322-5485	Jim Smith 387js@mchsi.com 563-322-5485		Tool Librarian
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Chapter Website
www.eaa75.com

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The Leader In Recreational Aviation



**Always Remember.....
 The Time Spent Flying is NOT Deducted
 from Your Lifespan**

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