

President's Notes



As I write the president's message, it is the last morning of Air Venture, 2009. I am sitting at the table under the shade tent at the repair building, with my thoughts interrupted by the departure of three P-51's with the unique purr that only they have.

The sun is rising up over the shade tent as I reflect on the many memories of the last seven days activities. The people we haven't seen for a year, all the airplanes, some new and some from many years past.

The repair barn activities went well this year with all the helpers assisting as needed. Thanks to all who were a part of making it a success once again.

A writer from Midwest Living Magazine was referred to Chapter 75 by EAA headquarters as an active chapter. He wanted to do an article on why people keep coming back to Air Venture year after year. He spent Monday with us. I took him around in the morning, he rode the Ford Tri-Motor, and Tom Shelton took him in the afternoon to the sea-plane base. He went to dinner with us before going back to Madison, WI. We should be looking for the article sometime in the spring.

Our three Air Academy candidates all seemed

to be doing good and had a smile on their faces when we saw them.

This month's meeting is this Saturday, August 8th at the Clinton Airport. It is a potluck at 12:00 NOON. Mike Nass and Dave Jacobsen are making arrangements at the large hangar near the Clinton Aero Club Building. So no need to bring tables or chairs. Mike and Dave are providing pulled pork for the meat. Please bring a dish to share and your own table service and drinks. Let's make this last potluck of the 2009 season a big success. Parking will be inside the gate on the grass by the beacon or near the hangers on the grass.

With Fond Memories of Airventure, 2009 – My airplane is calling me.

Happy Flying-Jim

August Potluck

A message from Dave Jacobsen about the August potluck (as always, bring a dish to share and your own tableware):

Mike Nass and I are going to have some pulled pork for the Chapter 75 August 'meeting' on the 8th. We will also have cold pop and bottled water to drink. Tables and chairs will be in the hanger. Mike is planning to have the gate to the ramp open, but if it is not, 1432 on the keypad will get you in. Aircraft parking will be on the East ramp South of the gas pump and if necessary in the grass on the East side of the North-South taxiway. It is freshly rolled for parking for the Cessna 150 Flyin the last half of Oshkosh week. We will eat either in the Maintenance Hanger (faces East left of the gate) or the 'Corporate' Hanger (faces East to the right of the gate). Autos can park in the grass to the left inside the gate wherever we eat. Questions? See me at OSH or call Mike at 563 357 6068. Dave

Shipping Carton

Message number two from Dave:

FREE TO GOOD HOME: I have a Lycoming engine shipping carton I want to get rid of. It is complete with a pallet with a pedestal to support the engine during shipment. It is in used but still servicable condition and can be had by being the first one in the driveway with a pickup to haul it away.

Dave Jacobsen
563 243 5966

Chapter Publicity

Chapter 75 member Dave Wilson is mentioned in Van's Aircraft's newsletter. On page 13, there is a small article about Dave's third RV-8. Van's had some very nice things to say about it. Good work Dave!

The newsletter can be found at:
<http://www.vansaircraft.com/RVator/2009/3-2009-RVator.pdf>

Newsletter Editor

Does anyone want to take over this thing? I'm heading off to school in a couple weeks and would be glad to hand it over to someone that wants it. Some of the various perks are...well....I'll think of something. :)

Paul's RV Status

So it looks like this is going to be the last time I get to make fun of my dad in the newsletter (about this anyway, I'm sure I can think of something else). Paul's RV-7A got inspected a week and a half ago and he now has a pretty pink piece of paper. He has done numerous taxi tests without any problems. He is going to try and fly it sometime this week so make sure to bug him about it at Clinton. He also plans to bring it to Oshkosh next year so make sure he doesn't chicken out of that. Congrats Paul!

Engine

As long as we're on the subject of engines, here is a message from Jerry Coussens:

Lycoming O-320-A, 150 HP, Dynafocal Mount, \$13,000 or best offer.

700 hrs since overhaul of bottom end and 545 hrs since top end overhaul. Carburetor 630 hrs since new and has a temp probe in it. Exhaust is ceramic coated and included. 8" prop extension and new ignition wires for mag included. Starter was new last year and is included, Sump heater is included.

Electronic ignition is NOT included. Prop governor is NOT included. Vacuum pump NOT included.

I'm repainting my Lancair 235 this winter and in the process I'm installing a larger engine. I've got some trips planned in September and plan on removing the engine on October 1st, at which time you may take possession of it. You may listen to it run anytime you wish. This is a great engine that has served me well; I just want more horse power. Fuel grade is 80/87, so car gas will work in it. Oil usage is low, I will guess it burns a quart every 10 hrs. Because it is low I don't really keep track of the oil burn rate. The engine does have a small oil leak; I haven't been able to find the location. The lower front of the engine is wet with oil which migrates to the bottom of the sump, this leads me to believe it's the front seal. I'll send pictures if you email me at jdcoussens@hotmail.com or call 563-445-1904.

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Member Project Update

Yes, I'm fully aware that it makes references to OSH in the future. It was sent to me awhile ago and I'm too lazy to make all the changes.

CHESTER SPECIAL RACER "Jeep" – N12930

Arthur Chester designed and built the Chester Special in his garage in the early 1930s. The racer was completed in 1932, but was not fully tested by the time of the 1932 National Air Races.



The Special, later called the "Jeep," was tested on August 14, 1932. Flight tests proved the aircraft was unsatisfactory for competition and major changes were made before entry in the 1933 races. The 1932 version had a semi-open cockpit with a rather flat windscreen. The airframe was stripped for extensive modifications, including shortening the wings by two feet and chopping the length by 23 inches. The bay behind the cockpit was eliminated and 18 pounds of lead were required to correct the balance. A hatch was installed over the cockpit and the cowling was changed. The fuselage was constructed of welded steel tubing with plywood fairing aft of the cockpit and covered in fabric. The wings were made of birch spars and plywood ribs with spruce cap strips. The leading edges were plywood covered and the rest of the wing was covered with fabric. The Chester Special was powered by a 185 hp Menasco C4S engine.

Art first competed with his Special in the 1933 National Air Races, where he won one first and four fourths, with his best speed reaching 155 miles per hour. At the 1936 National Air Races the Chester Special appeared under the new name "Jeep," taken from a character in the famous Popeye comic strip. Chester raced his Special until 1937, reaching an overall best speed of 235 miles per hour and always taking home at least a little prize money.

It runs we just fired it up for the first time sat. Trying to get it finished for Oskosh

<http://www.youtube.com/watch?v=-VsFBhtxx5M>

<http://www.youtube.com/watch?v=5xhDs62G6r4>

<http://www.youtube.com/watch?v=X47YMd90HYE>

Eric Dienst
and yes thats me in the plane

Young Eagles Pictures

Here are some pictures from the Young Eagles and Wannabe event awhile back. Thank to Chris Dufour for the great pictures! I'm not sure what else to say about them...so....enjoy!



Oshkosh Pictures

'nuff said



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The Leader In Recreational Aviation


