

# THE LANDINGS

Newsletter of Chapter 75

Quad-Cities of Illinois and Iowa, USA

April 2007

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

NEXT MEETING - SATURDAY, APRIL 14th, DEERE-WIMAN CARRIAGE HOUSE @ 7:00 PM

## President's Notes



This is the time of the year when those who have put flying on the shelf for the winter pull the plane out, dust it off and get back into the air. I hope everyone in Chapter 75 does this with a methodical process to insure we have a safe flying year again

in 2007. I took my BFR in late March, and it seems every time I do that, I learn something new. Each CFI has a different approach to this process, and it is not a bad idea to change instructors once in a while and take a ride with a new one. Much of the value of the BFR is the "brushing up" you do before you see the CFI so that you don't embarrass both of you in the process. Just the time spent reviewing chart symbols or going through the end of chapter questions in a current training text will do wonders in bringing you current. I was approached by the president of the Cedar Rapids Chapter this past month with an idea that we organize some activity involving the chapters along the Mississippi River. There are fine chapters in Dubuque, Cedar Rapids, Muscatine and Burlington. If we just met for lunch someplace to be determined it would be good. Lots of new EAA friends and exchange of ideas would result. We can discuss this at the April meeting. We also learned, sadly, that Marty Santic's brother passed away. It was not expected as he was only fifty one years old. Marty plans to place his name on the EAA Memorial wall at Oshkosh. They both attended Airventure together each year. Our condolence to Marty and his family. I have the documents for the volunteer work parties to get the field prepared for Airventure. If you are interested in spending a weekend at Oshkosh in May, June or early July, let me know. They say these are more fun than work. We still need people to staff the booth at the Quad City Air Show.

The North Central Fly In planning is also on track. We will need help with that again in September also. No shortage of things to do if you are a member of our fine Chapter 75. Hope to see as many as possible at the April meeting.

Richard Lowe, President .

## April Program

Tom Dewinter is our scheduled presenter for the April meeting. Tom has been involved with flying RC 'choppers for a few years now and will share his experiences with us on the intricacies of maintaining and flying these miniature wonders.



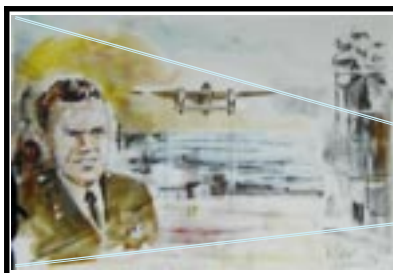
## March Program

Another captivating program was brought to us by our friend, Brett Lohman, as arranged by Kent Johnson.

Brett is an area pilot who's love of aviation has expanded to include aviation history.

The program centered around the Tokyo Raiders and how history was altered by the heroics of these brave few men who risked all to provide our people with a much needed moral boost during the dark hours of WWII.

We salute those brave aviators. Thanks Brett for another fine program.



Saturday, April 14th • "RC HELICOPTERS" • Tom DeWinter

# EAA CHAPTER 75 BOARD OF DIRECTORS MEETING MARCH 10, 2007

(Deere Wiman Carriage House, Moline, IL.)

1. The Board of Directors meeting was called to order by Chapter President Richard Lowe at 6:30 PM. Present were board members Jim Smith, Steve Beert, Dave Jacobsen and George Bedeian.

2. The treasure's report for February was read by President Richard Lowe. Steve Beert motioned to accept the report. Seconded by Jim Smith and so approved by the board members.

3. George Bedeian read the minutes of the previous board meeting. Richard Lowe motioned to accept the minutes, seconded by Dave Jacobsen, and so approved by the board members.

4. **Old Business:** The Chapter has sold out its 2007 offering of EAA calendars.

The Glass Goose project located in Polo, IL was looked into by Jim Smith and Steve Beert. After a discussion following their trip to view the offering, it was decided by the board not to get the Chapter involved. It was reported that a lot of the project's components were not accounted for, making it unsuitable.

Roy Fisher has been accepted to the EAA Air Academy for their 2007 Summer program.

There was no news to report on efforts to obtain a media projector for Chapter use.

The North Central EAA meeting was postponed until March 11th. John Vehrenwald and Richard Lowe will represent our Chapter 75. Continued participation in the event will be discussed.

5. **New Business:** We will be asking for volunteers for this year's Quad City Air Show. Needed are volunteers for set-up and for booth assignments. A sign-up sheet will be circulated during the regular business meeting.

A motion was made by Jim Smith to end the meeting, seconded by Dave Jacobsen. The board so approved. The meeting adjourned at 6:45 PM.

Respectfully submitted by Vahan G. Bedeian, Secretary of EAA Chapter 75.



# EAA CHAPTER 75 MONTHLY MEMBERSHIP MEETING MARCH 10, 2007

(Deere Wiman Carriage House, Moline, IL.)

**General Information:** The meeting was called to order by Chapter President Richard Lowe at 7:10 P.M. at the Deere-Wymann carriage house, Moline, Illinois.

**Treasure's Report:** The treasurer's report was read by Richard Lowe and was approved by the membership. It was noted that we are sold out of the 2007 EAA Calendars.

**Tech Counselor:** Cy Galley has available about 3,000 Aeronca blueprints, copies of which are for sale.

**Flight advisor:** No report.

**Repair Barn:** Cy Galley has sent in the requisitions for Chairmans to Oshkosh for approve.

**Tool Library:** Nothing to report.

**Young Eagles:** Kieth Vasey reports that new Young Eagles packets are on their way from Oshkosh and that he is looking forward to the scheduling of Young Eagle rallies for this Summer.

**Visitors:** We had Bob Johnson visiting from California. He talked about Chapter 14 at San Diego's Brown field. Bob brought some copies of his Chapter's newsletter for us to review. He also elected to join our Chapter. *Welcome aboard, Bob!*

**New Business:** Richard Lowe read a letter sent the Chapter authored by Paul Poberezny Paul said he liked our newsletter and recalled a story about his trip to California to visit Wrong Way Corrigan.

We had two Charter members attending the March meeting, Vern Long and Willis Luallen. We got to hear about the good old days back in the 50's and tales about meetings at the "chicken coup."

The board decided not to get involved in the Glass Goose project that was offered to the Chapter.

Roy Fisher has been accepted to Air Academy for this Summer.

Richard Lowe mentioned we need volunteers for this year's North Central EAA Fly In. Also need at least two people from our Chapter to attend the meeting at Rock Falls.

We need volunteers for this year's Quad City Air Show. We will be passing around a sign up sheet for set-up and booth assignments.

As a follow up from last month's program on 100 low lead av gas, given by Mike Nightingale, John Vahrenwald told us about his experience over the past twenty years using auto gas and that he was pleased with the results. John circulated among the members some carburetor parts that seemed to have gone unaffected by Mogas. They were the plastic floats and the venturi.

**Program:** The March program was presented by Brett Lohman of Geneseo. The subject was the Doolittle Raid on Tokyo. Brett showed pictures and video from the Doolittle Reunion he attended at Wright-Patterson Air Force Base in Ohio. Included in the presentation were old pictures and film footage of Jimmy Doolittle and the Raider pilots that were involved in the Tokyo Raid during World War II. Thanks to Kent Johnson for arranging Brett's presentation. It was a great program.

The meeting was adjourned at 9:36 P.M.

These minutes respectively submitted by Vahan G. Bedeian, Secretary EAA Chapter 75

## Aviation Medical News - Government Agencies Cross-checking Records to Uncover Airman "Fraud"

House Transportation and Infrastructure Committee Chairman James L. Oberstar, D-Minn., released a report that identifies "widespread fraud" among pilots who hide serious medical conditions from examining physicians to retain medical certification for their FAA pilot certificates. "In July 2005, the DOT Inspector General found 'egregious cases' of airmen lying about debilitating medical conditions on their applications" for FAA medicals. The DOT watchdog sampled 40,000 airman's records and found more than 3,200 held current medical certificates while simultaneously receiving Social Security benefits, some for medically disabling conditions that voided their FAA medicals. Forty people were prosecuted. Hundreds more could have been pursued if not for limited resources. Further, the research team found "toxicology evidence" of serious medical conditions in nearly 10 percent of all pilots involved in fatal accidents during a 10-year period, though less than 10 percent of these medical conditions were disclosed to the FAA. "Despite these findings, FAA managers argue that the problem of airmen falsifying medical applications is negligible," the report notes. Committee staff concludes that the FAA's response is unacceptable and reiterates the DOT IG's previous recommendation that the agency "coordinate with Social Security and other providers of medical disability to identify individuals whose documented medical conditions are inconsistent with sworn statements made to the FAA."

Falsification of the airman medical application form 8500-8 may result in adverse action including fines up to \$250,000, imprisonment up to 5 years and revocation of medical and all pilot certificates.

**So what pro-active steps can we, as pilots do?** We expect our Military and Airline pilots to be in top physical condition, but when it comes to our own health and physical conditioning we GA pilots as a whole seem to take our health for granted. Next time you're hangar flying ask your fellow pilots about their daily exercise program and what they do to keep their bodies in top condition. I'll bet not one in twenty has a daily or even a weekly work-out routine. And what about our favorite aviation magazine? Can you recall the last time an article was devoted to pilot health and fitness? For many people, the new Sport Pilot class is their "health plan" for flying into the golden years, but we can do better. Let's not start another day without taking a positive step toward improving our health. After all, the pilot's license you save may be your own.

## Ah, Those "First Flight" Blues.....



"It was an initial test flight, and the pilot does not wish to discuss it any further. Nobody was injured. The plane is basically totaled".

In the incident pictured above, the Florida pilot was twice lucky. He was lucky to survive the initial impact and again lucky when he didn't get smacked on a busy highway before rescuers could drag it from the roadway.

Experience has taught that accidents like this are not one, sudden, catastrophic event, but an accumulation of small events which, when added one to another will eventually reach "critical mass" stage.

Back when I was flying radio controlled aircraft I heard one flyer say to another flyer, who was struggling around the circuit with a rough running engine, "You should have tweaked it on the ground. It won't run better now that it's in the air". Wise words!

Why gamble after investing so much time, effort and resources in your project? Here are a few suggestions to stack the odds in your favor. EAA's Flight Advisor and Tech Counselor programs are valuable tools that we need to fully utilized. Get some flying experience in type. Don't attempt to rush your project into the air. Have a third party familiar with the design give your aircraft a final going over before it's first flight. Make your initial test flight at an airport that isn't too busy. Have a flight profile and stick to it. And above all else, fly the plane, fly the plane, fly the plane!

### Remaining 2007 Chapter 75 Programs

Month	Primary	Alternate
April	Tom DeWinter - R.C. Helicopters	
May	Jim Haynes - "Wrong Way" Corrigan / Curtiss Robin	
June, July and August	Pot Luck Dinners - Steve and Henry Rahlf, Jim Smith and Bob Olds, Steve and Cinda Beert	
September	John Eagles	Nick Anagnos
October	John Vahrenwald	Blaise Stoltenberg
November	Mike Nass	

The topic should be aviation related or something that would be of interest to members. Topics include technical methods useful to aircraft builders, aviation history, trips you may have made to a fly in, museum or aviation historic site. Guest speakers you know and can arrange are great programs. This is your chance to blow your own horn to a captive audience.

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## A Letter From Paul

Dear Richard,

I enjoyed reading "The Landings" newsletter of Chapter 75. As I've said before, I really have been learning a lot about chapters and I might as well get as much knowledge as I can in trying to help the Chapter Program. Now that the snow is gone, soon the grass will need my attention and I'll put my John Deere to work.

Under "new business" I noticed that approval was given to give \$100 to the Civil Air Patrol to help them in their moving expenses. I want to commend the chapter for such a gift and offering. The CAP has been a very important part of our Oshkosh program for many years in parking aircraft and, without them, EAA would meet another big challenge. They have a facility on the site up near the Warbirds area that they currently use. What a wonderful learning experience for them and they appreciate EAA being very kind and helpful to them.

My best to all the chapter members of EAA Chapter 75.

Sincerely,

Paul H. Poberezny

EAA Founder and Chairman of the Board

## Taken from the Corvair Engine Builders Forum:

*"I don't like disparaging anyone's efforts in homebuilt aviation, for I am quite familiar with those hopeless stares coming back at me when I speak to family and friends about the homebuilt airplane in my garage."*

*Michael Silvius*

*Scarborough, Maine*

## FAA's Blakey: "Change Is Never Easy"

FAA Administrator Marion Blakey has been spending a lot of time on Capitol Hill the last few weeks, trying to build support for her new aviation user-fee funding plan. And she's getting a little tired of all the criticism it's been getting. "In recent weeks, the rhetoric about our finance reform bill has become very, shall I say, animated and aggressive?" "It's mighty frustrating ... If the FAA really wanted to kill GA, as our critics claim, we'd just sit back and do nothing. We'd leave the air traffic system just the way it is, and let congestion slowly squeeze them out." Blakey asked for support the FAA's efforts, and said some of the agency's proposed changes would be beneficial to airports. "No matter how you slice it, our bill allows airports to meet their capital needs," she said. "If Congress fails to act on our bill by September, airports will immediately feel the pinch. That new runway you're hoping for may start late in the construction season or be lost for the entire year."

I don't normally make editorial comments but I'm compelled to say that, over the past few months I personally have been getting a lot fed up over the direction government has been taking, and not just concerning aviation.

Those other issues need not be discussed here. However, to me, what I see in the above article is yet another government bureaucrat attempting to make a legacy for herself and failing to listen to the "animated and aggressive" response from those opposed to her views. Although we may not have the clout the big airlines carry, are we "little guys" to be ignored?

To me, words like *"If Congress fails to act on our bill.... that new runway you're hoping for may start late ....or be lost for the entire year."* amounts to nothing more than coercion. Is that really how we want our government to operate?

Our country is a world leader in aviation and grass roots aviation has always been the base of that industry. I see user's fees as eroding that base.

We already rely too heavily on foreign labor for things such as tech support in the computer industry. Must we look to foreign soil for the next generation of airline pilots as well?

*Ron Franck, editor*

# Meet Our Newest Member

If you attended the March meeting then you had an opportunity to chat with Bob Johnson, the most recent member to join Chapter 75. Bob, who lives in California is a member of Chapter 14 there. When the occasion arises, Bob returns to his old stomping grounds here in the Quad City area. He took the opportunity to drop in on us during the last meeting and decided to join our ranks. Welcome aboard Bob, we're glad to have you and hope to see you often.

Shortly after that meeting I dropped Bob a line asking him to give me a brief bio of himself. Here is Bob's reply:

*Many thanks to Chapter 75 for allowing me to sit in. Since the time I was back there I've flown a 7AC a couple of times, so am getting back in the groove. Sending some KR-1 pix .*

*Regards to all,*

*Bob (BJ) Johnson*

## Aero Bio

Robert B. "Bob" Johnson soloed in an Aeronca Champ, 84488 at Miller Airport, East Moline, Illinois, on June 24, 1950. He earned a commercial rating in a Luscombe, 71189 from H.C. Hartley, CAA, at Cedar Rapids, Iowa, March 30, 1955. Bob became a Naval Aviation Cadet (NAVCAD) September 1955. He survived a midair collision over the Gulf of Mexico in an SNJ-6, ditched at sea. Designated Naval Aviator March 21, 1957. Flew from 11 different aircraft carriers and several shore bases in many different parts of the world until retiring from the Navy in 1977. Bob has flown over 80 makes and models of civilian aircraft and 12 different military aircraft including logging 14 hours in jets and 14 hours in helicopters.

He was president of San Diego Silver wings 1989-1990 and is currently active as a flight instructor and as a flight advisor with EAA Chapter 14, San Diego Brown Field. Bob resides in Bonita, California.



**WHAT OUR MEMBERS ARE FLYING.....**

Greg Klema's RV-4



Wayne Sapp's Ercoupe



Noel Hoopes' Tailwind



Terry Crouch's Quickie

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