

THE LANDINGS

www.eaa75.com

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

October 2011

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

The September meeting at Deere Wiman with Al Dussliere doing the program on his B-17 experiences was very interesting. Lots of history to be learned from guys like Al. Thank you Al.

We discussed Air Academy participants for next year. Also, how as a chapter we could help local youth in gaining a pilot's license. If you have any ideas or input please give me or one of our board members a call.

The Girl Scout Take Flight Program went very well and had 35 participants. The girls learned a lot about Aviation and asked a lot of question. We as helpers learned a lot about the young people and their concept of flying. A big thanks to all who helped with this program. When you see Sandra Barrett at Carver Aero please express a thank you for the use of their north hangar and conference room. It sure makes having an event easy.

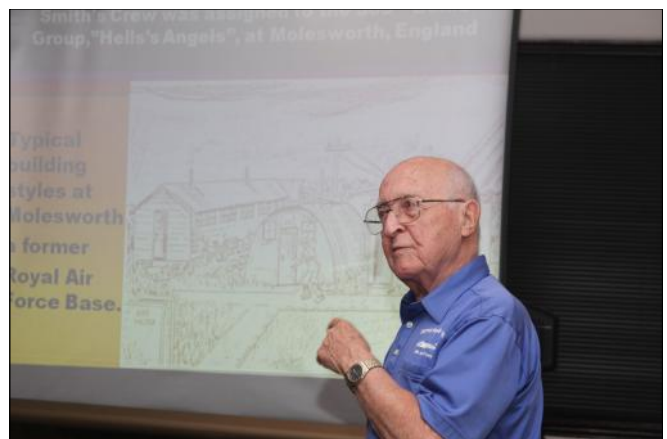
We have scheduled a Young Eagle event for Saturday, October 15th from 8:00A.M. to Noon at the Dav-

enport Airport. We have about 30 girl scouts from two troops coming (many from the Girl Scout Take Flight day) as well as the participants we get from the newspaper articles and just word of mouth. Therefore, we need lots of helpers, especially pilots. If you can help that day please give Cinda Beert a call. It is a lot easier for you to call her so she doesn't have to spend so much time recruiting. If you can help in any way, please plan on coming out. We need ground crew, registration and briefing helpers. It is always a fun day and rewarding to listen and watch the youth as they return from their flight.

The fly-out organized by Spence Gray to the Cessna Factory in Kansas will be re-scheduled due to schedule conflicts. This will be the first overnight fly-out from our chapter. More details will be coming for a springtime trip.

All for now, see you at the October 8th meeting.
Happy flying, Jim

Last Month's Program - Al Dussliere Missions in The B-17 During WW-II



An EXCELLENT presentation by Al Dussliere at the last meeting. Was a B-17 waist and tailgunner.

Next Meeting - October 8th - 7 PM - EAA 2011 Air Academy Presentations

[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(Click for a Map\)](#)

October 8th Chapter Meeting

The October Chapter meeting will be held on **Saturday, October 8th 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 the three Air Academy recipients that Chapter 75 sponsored. They are presenting their experiences through Powerpoint and show and tells. Logan Rathjen and Matt DeRosa both went to the advanced camp, Jacob Anderson attended basic camp.

September 10th Board Meeting Minutes

CALL TO ORDER: The meeting was called to order at 6:15 pm.

MEMBERS PRESENT: Jim Smith, Ed Leahy, Steve Beert, Larry McFarland, and Dave Jacobsen.

OTHERS PRESENT: Gina Gore, Marty Santic, and Spence Gray

MEMBERS ABSENT: Mike Nass and George Be-deian.

TREASURERS REPORT: Ed Leahy read the treasurer's report. A motion to accept the treasurers report was made by Dave Jacobsen and seconded by Larry McFarland. Approval was unanimous.

OLD BUSINESS: Food and beverage expense during the B-17 visit was \$767.00 and \$650.00 in beverages was sold with rest consumed by volunteers or the aircraft crew and support staff.

Three students attended the Air Academy this summer. We need to get the paperwork from the Moline Foundation to pay the bill.

A letter was received from Davenport Airport Manager Jeremy Keating thanking members for their help with Davenport Airport Day.

Jim Smith reported that 35 Girl Scouts attended the aviation event on Saturday, Sept. 10th.

Cinda Beert has made up packets for pilots to keep with their aircraft for rides given that are not part of

Young Eagles events.

Gina Gore stressed the need to get applicants for the Air Academy for 2012. She has sent information to all area schools and has 2 candidates for the basic camp. One more is needed for the advanced camp.

NEW BUSINESS: A Young Eagles event will be held at Davenport on October 15th.

Jim Haynes donated his torch set to the chapter and it was sold at Oshkosh.

Jim noted that in the past EAA wanted no more than 3 Air Academy students to be sponsored by a chapter in a given year but that has apparently been changed. He also noted that we may want to organize some sort of "next step" program instead.

The meeting adjourned at 6:58 pm.

SUBMITTED BY: David L. Jacobsen

September 10th General Meeting Minutes

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

VISITORS AND NEW MEMBERS: There were 33 members and guests present. Recognized were Air Academy students Jacob Anderson, Logan Rathjens and Matt DeRosa and their parents.

TREASURERS REPORT: Ed reviewed the report given at the Board meeting.

TOOL LIBRARY: Steve Beert noted the new tool box purchased to better organize our tools. He plans a tool committee meeting in the near future to discuss what new items are needed. Suggestions from the members are welcome.

TECH COUNSELOR REPORT: Nothing to report.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Nothing to report.

YOUNG EAGLES: A Young Eagles event will be

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September 10th General Meeting Minutes (cont.)

(Continued from page 2)

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Keith William's RV-12 Project Review Coming on October 9th (fr. Keith Williams)

The RV12 is coming along and Jean and I are hosting a project review Sunday, October 9th from 2:00 to 4:00. The wings and tail section are finished and in the workshop. I have the fuselage kit spread out on the bench and have started on it. The project is at a great stage for folks to get a close-up look at the RV12 kit and how it goes together.

The address is 5500 78th Ave., Milan. 78th Ave. is the road south of the Moline airport that goes from Rt. 150 on east to Milan on west. Driving on 78th Ave., it is the first house west of the Indian Bluff Golf Course and the second house east of the Army National Guard center. It overlooks the airport.

Am also inviting members of the Quad City Aviation Association. I think the RV12 kit and the resulting

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Spence Gray is organizing a weekend trip to the Cessna factory in Independence, Ks and a fly-in breakfast in Ponca City, Oklahoma the last weekend in September.

Keith Williams would like to gather the thoughts of the members about his idea to form a student group to construct an aircraft similar to a group in Aurora, Oregon that constructed an RV 12. Contact him with your suggestions.

THE EVENING PROGRAM: The evenings program was given by Al Dussliere on his experiences flying as a tail and waist gunner on a B-17 crew during World War II.

The meeting adjourned at 7:56 pm.

SUBMITTED BY: David L. Jacobsen

airplane are so good that I am hoping the review will generate some more interest in homebuilding.

If someone would like to see the project but can't make the date I am always glad to take someone through the project. My cell phone number is 309 235 7766.



**An RV-12 at OSH 2011 - Keith's Paint Scheme?
All will have to ask Keith at the Project
Review if Jean liked it! Very neat!**

Fourth and Fifth Grade Girl Scouts Explored Planes, Flying, and What it Takes for a Career in Aviation

(By Gina Gore)

This past September 10th, approximately 35 fourth- and fifth-grade girls were given the opportunity for an up-close look at aviation with "Girls Take Flight" at the Davenport Municipal Airport. The event was a partnership between the Girl Scouts and the Young Eagles/EAA Chapter 75, in hopes to encourage the next generation of young people to enjoy flying.

Girls learned how the airport was operated and flight plans created, tested out a plane's control panel, learned about different types of planes, and tested out miniature planes they build themselves. They also had an opportunity to win a scholarship to the Oshkosh Air Academy for the summer of 2012 and were invited back for the Young Eagle Fly In set for October 15th at the Davenport airport.



Learning flight planning and sectionals

The event was part of the Girl Scouts' commitment to encouraging girls to explore careers in Science, Technology, Engineering and Math. Take Flight was the Quad-City area's first Girl Scout program of the 2011-12 year, the 100th anniversary of Girl Scouts. To celebrate this milestone, the goal of Girl Scouts of Eastern Iowa and Western Illinois was to register 19,000 girls from kindergarten through high school in their 38-county region by the end of the year.

Girl Scout programming focuses on five areas: healthy living, the environment, financial literacy, leadership and science, technology, engineering and math. Girls are able to participate in Girl Scouting



Aircraft Instruments and the Cockpit



Learning the Functions - Yoke and Rudder Pedals

through a variety of ways, including joining a troop or group, attending a neighborhood activity center or summer camp or participating as an individual, in a program known as Girl Scout Juliettes.

(Continued on page 14)



Making and Flying Their Own Airplane

Images from the Stearman Event at Galesburg, IL on September 7th



There's Magic in the Air (text by Ron Franck, photos by Gina Gore)

The **Quad City Hot Air Balloon Festival** was held September 23rd, 24th and 25th at Kennedy Square in East Moline as a fund raising event for the Riverbend Food Bank. Riverbend Food Bank is the largest hunger relief organization in the Quad Cities and surrounding communities, distributing 6.3 million pounds of food annually to more than 300 charitable feeding programs throughout a 22 county service area in Eastern Iowa and Western Illinois. The Food Bank also operates four Kids Cafe sites serving over 45,000 free meals to children at risk of hunger each year and the Backpack Program which provides over 1100 Quad City children with nourishing food to take home on the weekends during the school year.

The 2011 festival featured twenty balloons, both local and from across the Midwest, coming from as far away as Des Moines, St. Louis, Bloomington and Chicago. Balloonist "name" their balloons and at this years festival you could find names like "Sky Walker", "This Way", "Pi Ball", "Wild Rover", "Truck 'N Stuff", "Aztec Warrior", "Sun Glow" and "Cizin It" to name a few. I'm not sure how the tradition began but the names are colorful. Each balloon team was given a number and half of the attending fleet, those with odd numbers flying in the evening and even numbered teams flying the next morning. At the conclusion of the evening flights all twenty teams are then encouraged to participate in the tethered "glows" from 7 to 8 pm. The event was also accompanied by an Art Fair, a Quad Cities Cruisers car show on Friday and Saturday and a pancake breakfast on Saturday morning. Friday night the event was opened with the presentation of colors by the Vietnam Veterans Freedom Guard.

Most balloonists are what we would call recreational pilots, pilots who enjoy ballooning for the pure sport of it. Yes, some do make a business of conducting flights for hire and offer training, but mainly do so to offset their investment and operating costs. During the event they are sponsored by local business. The one balloon team that is purely professional was Team RE/MAX out of Crystal Lake, Illinois, and piloted by Bill Baker, a professional balloonist with over 24 years of balloon experience gained all across the United States, Europe and Africa. I was fortunate enough to assist the RE/MAX team as ground crew during the event. I also assisted Scott Wooge of St.

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There's Magic in the Air (cont.)

(Continued from page 6)

Louis with his balloon "This Way" on Friday night. Scott was asked by one of his passengers how high he had ascended in a balloon. Scott related that during one flight he reached 18,000 feet with the intention of tapping into the jet stream, which he successfully did. Scott continued that his ground speeds at times had exceeded 100 miles per hour. "But you wouldn't know it because you are being carried along with the winds aloft. It was so quiet in the gondola that you could have lit a candle and the air would not have blown it out. The balloon festival was not only a learning opportunity for me but I thoroughly enjoyed myself during the event. Balloonists are a great bunch of people and fun to hang out with. Fellow EAA members Gina and Brandon Gore assisted Darrell Day of Rock Island with his balloon "Pi Ball". The Davenport CAP cadets crewed with Gina and Brandon on "Pi Ball" and also on the balloon "Blu-By-You" piloted by Ralph Rieck of Des Moines, Ia.

During Oshkosh 2011 many of us couldn't help but observe the small gathering of balloons on the South end of the field near the Ultralight area, me especially. I was intrigued by the cloudhoppers, those relatively small, one-man balloons also identified as hang-balloons. I spent some time chatting with the operators of those balloons and attended a seminar on obtaining a balloon pilot license. Searching for more information on my home computer I came across a schedule of organized ballooning events including the Quad City Hot Air Balloon Festival. I contacted Volunteer Coordinator Betsy Hall for more information on how to volunteer for the event. The rest is now history.

Typically, when setting up a balloon for launch the gondola is unloaded and prepared to receive the balloon shrouds. The canvas bag containing the balloon envelope is then off-loaded and the balloon is rolled out of its bag and laid out on the ground, downwind from the gondola. The shroud lines are attached to the gondola and the gondola is temporarily anchored to the recovery vehicle, typically a truck or van. The ground crew then spreads out the balloon prior to inflation and the top vent fastened into position.

Another crew member will inflate a small helium balloon and prior to flight release the balloon to check for wind direction, wind speed and shifts in wind direction at differing altitudes. When conditions are



correct and the decision is made to launch a gas powered fan is used to cold inflate the envelope. After about five minutes and with the balloon assuming a little over half its inflated shape the propane burners are employed to complete the balloons inflation and to raise it into the vertical. A few minutes later and with continued use of the propane burner the balloon

There's Magic in the Air (cont.)

will exhibit neutral buoyancy. The pilot will make a last minute check that all is in order, call in his passengers, add more heat and call to his ground crew "weight off". And then, as if by some unseen force the balloon, its passengers and its pilot gently ascend into the ether and off to another adventure.

For the ground crew, the job is less than half done. Now comes the task of tracking the balloon, second guessing its destination and expected landing point and attempting to navigate through a maze of side streets, dead ends, over rivers and around forest, through traffic and stop lights, all in an attempt to arrive at the landing zone well ahead of the balloon to observe and report any hazards that await the pilot, his balloon and his passengers. Aside from weather, power lines appear to be the greatest threat to the balloonist. On Saturday morning's flight Bill set the RE/MAX balloon down behind Horace Mann School located just northeast of the Q. C. Airport. The landing was perfection itself, settling in without a bounce and so gently it wouldn't have disturbed a baby sleeping.

After off-loading our two passengers, co-eds from Augustana's school newspaper, followed by the customary photographs, we set to the business of dropping the balloon.

With one team member on the crown line, an external line that runs to the top of the balloon, Bill hauled in the vent line which opens the top of the envelope and starts releasing the hot air within. As the balloon begins to come down the crown line is then used to guide the envelope downwind and to the horizontal. My job was to then wrap both arms around the shrouds and work my way from the base of the balloon toward the crown, expelling the remaining hot air as I went. Until you've attempted this maneuver yourself you can't imagine how quickly your energy is sapped from your body. Not only is the envelope heavier than one could imagine, but trying to support all that fabric while forcing out the remaining trapped air within is no easy task and well suited to a younger person. The balloon is packed into its bag, loaded into the van and the gondola follows. Oh, did I mention the gondola can weigh up to three hundred pounds? Many recovery vehicles have lifting tailgates and hey sure save on hernias and slipped discs.

Evening was absolutely the best time at the balloon fest. Along with the balloons themselves, gaiety and



laughter fill the air. And the aroma of brats and chops on a vendor's grill only adds to the deliciousness of the event. The kids, from ages 2 to 92 marvel at the sheer magic of a glowing, seven story structure filled with and supported by an invisible force that defies description. It must be "magic" and it draws people to these events like a moth to the flame. I don't know who enjoyed themselves the most, the children or the pilots. Kids scrambled in and out of the baskets, screeching with delight or clambering into their mother's reassuring arms as the pilots activated their gas valves when the event announcer called for another "glow". Big amongst the children was the collection of trading cards from each of the pilots, cards depicting the balloon observed and information describing the balloon and its pilot and crew on the obverse. There were plenty of questions from both the children and the adults. My pilot, Bill fielded a question from a ten year old girl. "How far can you go?" she asked. Bill, rather than answer her outright, decided to present it to her as a math problem. "I carry enough fuel for three hours of flight, the wind is blowing at ten miles per hour, how far did I go?" It took a little head scratching on her part and a few prompts from Bill but she finally came up with the right answer on her own. I thought it was pretty clever of Bill to engage her that way, to use her head rather than just answer her questions.

Unfortunately the weather did not cooperate neither for Saturday night or for Sunday morning, but, all in all the event was a success and one I personally look forward to next year's event. One pilot, rather new to the sport, was observed to misjudge his landing and ended up dragging through the top of a small tree. He later joked that he hadn't gotten stuck in a tree yet, which set me to wondering to myself "How many times has he tried?" Won't you join in next year in all the fun?

Stearmans Over Geneseo - Sept 2011

(from Carol Johnson)

As many of you already know, the National Stearman Fly-in takes place at the Galesburg, IL airport every year beginning the day after Labor Day and continuing through the following Sunday. Stearman pilots and their aircraft flock to Galesburg from all over the country, literally coming from as far as California to the west and New Jersey to the east. Each year during Stearman week, the pilots have the opportunity to fly out to a few different airports for lunch. We are blessed with a beautiful grass strip at Geneseo which makes our airport a natural fit for the big, beautiful, taildraggin' Stearmans. Gen-Air Park is privileged to host the Stearman pilots on Thursday of Stearman week each year.

Gen-Air Park did not start out as a Stearman lunch destination, but back about ten or eleven years ago when the folks at the Aledo airport decided to rebuild their deteriorating hard surface runway, we got lucky. Aledo was a popular host airport for the Stearmans because they could land in the grass alongside the runway and the pilots were treated to corn on the cob as part of the lunch. As I understand it, when Aledo got their nice new runway, they also got dirt work for drainage that eliminated the grass landing area. The Stearman group went in search of a new host airport and we were happy to oblige. We not only got the Thursday lunch, but we also were host to the acro contest which had previously been held at Aledo.

I believe that our first year as host was in 2002 and of course we started out with the typical Henry County bill of fare: pulled pork sandwiches, coleslaw, and baked beans to go along with the corn boil. We listened to the comments and quickly learned that the pilots were served a similar menu quite often. We vowed to serve a more creative and interesting lunch from that point on.

The quality lunch that we strive to serve each year is part of the reason that we commonly enjoy attendance of 60% to 90% of the aircraft that are on the grounds at Galesburg, while other airports may get 20% to 50%. Another part of the reason is the fantastic aircraft parking crew composed of volunteers from Chapters 75 and 410 and members of the Quad-City Aviators and lead by my co-manager and glider partner, Mark Bauer. These people do an incredible job of parking 10 lbs. of Stearman in a 5 lb. airport every year. And the rest of the reason is the friendly people



We have plenty of images of Rod, but, this one with Maura Hightower with the Chapter 75 at Gen-Air gang is neat!



serving food at a good ol' country grass strip!

This year was a special one because it marked the 40th anniversary of the National Stearman Fly-In. The organizers were hoping to attract 200 Stearman to Galesburg this year. Frankly, this scared the crap out of those of us who assume some responsibility to keep the pilots and aircraft safe as they operate in and out of our 5 lb. airport. Our record is 100 aircraft on the ground at 3G8, 80 Stearman and 20 non-Stearman

Stearmans Over Geneseo - Sept 2011

(cont.)

aircraft. If the National Fly-In got 200 to GBG and the weather was good, we faced the potential of 150 or so trying to get to Geneseo. We just couldn't possibly park that many airplanes and still operate safely, so we set a limit of 80 Stearman with a sign up sheet at GBG and issued a NOTAM closing the airport for two hours to non-Stearman aircraft. We knew that a few extra would probably get in, which would put us at capacity. Turns out that we worried needlessly because the National event got pretty much their normal amount of airplanes and a 10 to 15 knot direct crosswind on Thursday scared a few off.



We enjoyed an easy crowd of 58 Stearman aircraft along with a good mix of area pilots and local town folks. Special guests this year included Stearman pilots Jack Pelton (former president of Cessna) and Rod Hightower (EAA president and CEO).

I'm sure Rod got tired of me bugging him this year, but I was just really excited to be able to chat with him right here at our little airport. He and his lovely bride are downright nice folks and I hope they keep coming back. If you haven't attended this event, mark your calendar for next year. It is an absolutely beautiful sight to behold, not to mention the sounds and smells of those big ol' radial engines. If you have attended and/or helped this year or in past years, thank you very much for your participation. You are a part of why this group enjoys our airport.

Please join us in 2012!

More photos from Stearman at Geneseo will be included in the next newsletter.



AIR SAFETY INSTITUTE SEMINAR SERIES

Stymied by radio chatter every time you fly?

Does everybody else get "cleared direct" and you don't?

Do ATC communications have you tongue-tied? Learn what NOT to say to controllers. Hear the story from the controllers' side. This Air Safety Institute seminar goes on beyond the A.I.M. and tackles some of the communication "gotchas" both in busy airspace as well as the non-towered environment.



A life-saving seminar

**ATTEND THE
SAY AGAIN?
RADIO COMMUNICATION
DONE RIGHT
FREE SAFETY SEMINAR**

Thursday, October 13, 2011
7:00 - 9:00 p.m.
Elliott Aviation, Inc.
6601 74th Avenue Building A
Milan, IL 61264

Sponsored by:



No RSVP required. Qualifies toward AOPA Accident Forgiveness and FAA WINGS.

For more information on seminar locations, please visit www.airsafetyinstitute.org/seminars.

The Air Safety Institute is a division of the AOPA Foundation

Local Calendar of Events (click on the Links)

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

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

October 1, 2011

Fall Fly-In/Drive-in Lunch. Cottonwood Airport, Rockford, IL. Chapter 22 annual fly-in-drive lunch, From 11:00 to 3:00. Menu is brats, hot dogs, chips and more.

Olney-Noble Airport (OLY). Chili Fly-In Drive-In.

Olney Area Pilots Association is sponsoring a lunch from 11 - 2pm of Chili, Hot Dogs, Homemade Pies, and Drinks. All you can eat for only \$7.

October 2, 2011

DEKALB AIRPORT PIG ROAST, 11:00 AM-5:00PM Free Food, Flour Bombing, DeKalb Taylor Municipal Airport (DKB), Sponsored by Eagles Nest

October 8, 2011

[EAA Chapter 75 Monthly Meeting - 7pm](#) - 2nd Fall Meeting at the Deere-Wiman Center, Moline, IL

Winterset Municipal Airport, Fly-in breakfast Pilots in Command eat free, Free shuttle to Madison County Covered Bridge Festival 515-468-0802 (Greg Harrison)

Fall Colors Pancake Breakfast/Fly-In, Palmyra Municipal Airport, Palmyra, WI. 8a-12p. Pancakes, Sausage, Eggs, Coffee, Juice, Milk. Plus that down-home charm that only a grass field can provide.

<http://1177.eaachapter.org/>

October 9, 2011

Keith Williams RV-12 Project Review - See page 3 of this newsletter for the details.

Pork 'n Pie Feast, Ogle County Airport, Mt. Morris, IL. 11a-4p. Old fashioned Pig Roast with all the trimmings and finished off with homemade pies!!

<http://oglecountyairport.com>

EAA 1414 Fly-In/Drive-In Breakfast & Young Eagles Rally, 7a-11:30a. All-you-can-eat pancakes, eggs, sausage, coffee, milk, juice and good company at beautiful Poplar Grove Airport (C77). Enjoy the

view of our grass & paved runways and the wide variety of planes that fly in. Breakfast: \$6 adults, \$4 kids
Airplane Rides: Free

October 13, 2011

AOPA AIR SAFETY INSTITUTE SEMINAR, "Say Again?, Radio Communication Done Right".

7p-9p, Elliot Aviation, Inc., 6601 74th Avenue, Building A, Milan, IL 61264

Air Safety Seminars have been held regularly in Cedar Rapids, IA and not in the Quad Cities. The AOPA likes Cedar Rapids because 100-200 pilots typically attend the seminars in Cedar Rapids. We need a fantastic turnout for this event.

PLEASE ATTEND!!!!

October 15, 2011

YOUNG EAGLES RALLY at the Davenport Airport, 8a-12p. Ground personnel and PILOTS are

NEEDED. Contact Cinda Beert at

cbeert@mchsi.com or call Cinda at 563-505-9988.



October 16, 2011

EAA Chapter 137 Pork Chop Lunch, Jacksonville Municipal Airport, Jacksonville, IL Pork Chop Lunch \$6 includes sides.

<http://www.eaa137.org>

Send event information on those activities that would interest the membership. Will be delighted to include any information on aviation related activities, fly-in breakfasts, etc. e-Mail your information to marty.santic@gmail.com

A Very Cool Oshkosh 2011 Video Link

(from Ron Franck)

A very good video highlighting Airventure 2011. Wanted to share as this one is put together extremely well. Here is the link:

<http://www.twaseniorsclub.org/Oshkosh.html>

Hope you enjoy it as much as I did.

College Football TFR's - Pilot Written Up at the Iowa City Airport

Something to keep in mind if flying near any on the college towns when a major sporting activity is scheduled. The Iowa City airport is a prime example as it is within 3 nm of the football stadium

The fall sports season is heating up and with it the TFRs around the nation. Sports TFRs are some of the most insidious, with the FAA not even bothering to

chart them or put out individual NOTAMs . A single, generic NOTAM has been issued.

Calling FSS, may NOT be enough. Flight Service will ask if you are familiar with the Sport Stadium NOTAM/TFR, but, will rarely have specific game starting times and game ending times.

The NOTAM, is called a standing NOTAM. NOTAM 9/5151, in part, states:

“COMMENCING ONE HOUR BEFORE THE SCHEDULED TIME OF THE EVENT UNTIL ONE HOUR AFTER THE END OF THE EVENT. ALL AIRCRAFT AND PARACHUTE OPERATIONS ARE PROHIBITED WITHIN A 3 NMR UP TO AND INCLUDING 3000 FT AGL OF ANY STADIUM HAVING A SEATING CAPACITY OF 30,000 OR MORE PEOPLE WHERE EITHER A REGULAR OR POST SEASON MAJOR LEAGUE BASEBALL, NATIONAL FOOTBALL LEAGUE, OR NCAA DIVISION ONE FOOTBALL GAME IS OCCURRING. THIS NOTAM ALSO APPLIES TO NASCAR SPRINT CUP, INDY CAR. “

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).

New LISTING - For Sale: GBY Look Alike, on gear, 2 engines---0290D & 0290G. Lots of parts, instruments, gages, most to finish except cover---\$5,000. Contact Bob Olds at 563-326-2430.

New LISTING - For Sale: Scroll Saw. \$35. Bought a new one. Contact John Vahrenwald at airbike5@yahoo.com

PLEASE LET ME KNOW IF YOU WANT AN ITEM ADDED OR DELETED!!

SEND TO marty.santic@gmail.com

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!!

Fourth and Fifth Grade Girl Scouts Explored Planes, Flying, and What it Takes for a Career in Aviation

(cont.)

(Continued from page 4)

Girl Scouts of Eastern Iowa and Western Illinois (GSEIWI) builds girls of courage, confidence, and character, who make the world a better place. In partnership with committed adult volunteers, girls develop leadership, discover themselves and their values, connect to others locally and globally, and take action. For more information, visit www.GSEIWI.org.

A big thank you goes out to all the EAA Chapter 75 volunteers and other volunteers who helped at the event and to those who bravely displayed their planes for the Girl Scouts to sit in.

And as Jim mentioned in his monthly message, please thank Sandra and the folks at Carver aviation when you see them for the use of the hangar and old offices. The girls enjoyed the outing.



Drawing Airplanes and Runways on the Hangar Floor and a Classroom Session w/ the Experts



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