

THE LANDINGS

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

April 2012

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Flying season has begun. Several will have been to Sun-N-Fun by the time you read the newsletter.

There will be several fly-in breakfasts and other flying events coming up. Then before we know it, Airventure Oshkosh will be here. What an exciting part of the year.

I have assisted in some maintenance and repairs this month with the hopes of seeing these aircraft in the air soon.

Jerry Coussens attended the Chapter Leader's Conference in Oshkosh this past month. He commented on how much assistance for chapter activities is available from Headquarters. We are looking forward to a report in the newsletter and at the meeting on April 14th.

The Board of Directors is in the process of reviewing the bylaws, seeing if any adjustments are needed and updating them where necessary. They will report to the membership and in the newsletter as results are available.

Cinda Beert is working on firm dates for Young Eagle events. Please volunteer, see page 10.

She is also getting some details on suggestions for name tags to help identify ourselves to each other at Chapter 75 activities and meetings.

Please look at the article on page 8 regarding a new chapter logo design. At the March meeting the membership decided we should re-design our chapter logo as it is quite outdated. All decided we should open the design to the entire membership and solicit the artists in the crowd. Please submit a sketch to me after giving it some thought.

AND PLEASE ATTEND the AOPA SAFETY SMINAR on April 10th. See page 13. Happy flying
– Jim Smith

Last Month's Program Paul Thronson - Comham Aerospace



A very nice program at the last meeting. It is truly amazing what a local Quad Cities company is doing in the aerospace industry.

Next Meeting - April 14th - 7 PM - Mike Nass - Biannual Flight Reviews

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

April 14th Chapter Meeting

The April Chapter meeting will be held on **Saturday, April 14th 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 Mike Nass. Mike will give a presentation on how to prepare for a Bi-annual flight review and what some instructors look for. Will have a power point presentation and may include some short video clips.

Hope to see you at the meeting!! All are invited. Bring a friend!!

March 10th Board Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter president Jim Smith at 6:01 pm.

MEMBERS PRESENT: Mike Nass, Dave Jacobsen, Larry McFarland, George Bedeian & Jim Smith

THOSE NOT PRESENT: Ed Leahy

OTHERS PRESENT: Marty Santic, Cinda Beert & Gina Gore

TREASURERS REPORT: The treasurer's report was read by Jim Smith. A motion to accept the treasurer's report was made by Mike Nass and was seconded by Dave Jacobsen, Board approval was unanimous.

OLD BUSINESS: February board meeting minutes were approved as published in the March newsletter, by the board.

Chapter members with overdue membership fees were discussed again. We have 36 members that haven't paid their dues yet this year. (-Ed. As of March 26 the number is 17 unpaid members.)

Mike Nass made a motion, that if membership dues are not paid up by the April meeting, these members will be dropped from the roster. The motion was seconded by George Bedeian & approved by the board.

Mike also made the motion to send payment reminders, and those not turned in by the April meeting will

be dropped from the chapter. This was seconded by Dave Jacobsen and approved by the board.

Name tags for members were discussed again. Cinda Beert will check into the cost and availability of name tags and styles and will report her findings to the board.

The board discussed the need for a better selection process for air academy prospects. A time line for applicants and what age groups to send. Mike Nass made a motion to refine the process. This was approved by the board.

NEW BUSINESS: Chapter by laws was discussed by the board. Jim Smith will make copies of the by laws and distribute them to board members so as to define chapter positions and possibly add more board members.

Young Eagles program and EAA's new policy of asking for donations from parents of Young Eagles after starting the ground school offered by Sporty's Pilot Shop was discussed.

Jerry Coussens will be attending Leadership Academy this spring at Oshkosh and Cinda Beert will attend the fall session for 2012.

We will possibly be having a Young Eagles rally at Geneseo this Fathers day; our pilots will have to do the flying. Also this May we will try to have a Young Eagles rally at Davenport, no date has been set.

The board discussed that Gina Gore has three candidates for 2013 and she asked if we should continue to search out additional candidates for 2013. The board said to continue searching out candidates and bring the current forms in to the April Board meeting for review. A date would then be set for final applications in 2013. Then the board will review applications for 2013.

A motion to adjourn the meeting was made by Mike Nass, and seconded by Dave Jacobsen. The meeting was adjourned at 7:01 PM

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

"A cloudy day is no match to a sunny disposition." — *William Arthur Ward*

March 10th General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:09 pm by Chapter president Jim Smith at the Deere Wiman Carriage House, Moline, Illinois

VISITORS AND NEW MEMBERS: Dave Wall-dorf of Clinton, Doug Voltz from Geneseo and new member Charlie Hammes of Bettendorf.

TREASURERS REPORT: The report was read to the membership by Jim Smith. The report was approved by the board during the board meeting earlier in the evening.

TOOL LIBRARY: Nothing to report.

TECH COUNSELOR REPORT: Nothing to report.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Nothing to report.

YOUNG EAGLES: Cinda Beert reported that we are planning to have a Rally on Fathers day in Geneseo using our pilots. Another will be scheduled in May and also one in Clinton, possibly in the fall. Dates and times will be announced at a latter date.

AIR ACADEMY; We will be sending three kids to air academy this summer.

NEXT STEPS ADVISOR: Nothing to report.

MEMBERSHIP COORDIATOR: Nothing to report.

ACTIVITIES & FLY-IN/OUT COORDIATOR: Nothing to report.

WEB EDITOR: Nothing to report.

NEWSLETTER: Marty Santic will finalize the chapter 75 roster book, after this year's deadline for membership dues which is the April membership meeting.

OLD BUSINESS: Name tags for members was brought up. Cinda Beert will check into the cost and availability of name tags and styles and will report her findings to the board and the membership.

NEW BUSNIESS: Keith Williams hosted a group of students from the Davenport school system who are involved in a design competition involving LSA aircraft. Keith showed them the RV-12 project he is currently working on. These high school students will be attending the competition in Washington DC later this year.

Jim Smith showed the membership an old logo patch from our earlier years and also an old shirt with our chapter 75 logo embroidered on it.

Mike Nass made a motion to have a chapter wide design contest for a new logo commemorating our 50th year at the repair barn. Marty Santic seconded the motion and was approved by the membership.

EVENING PRESENTATION: Paul Thronson from Cobham Co., he gave a nice presentation on the company's products, which included refueling systems and wing tanks for military aircraft. He had photos of the manufacturing process and videos of the actual in air refueling of both helicopters and fighter jets.

The meeting and presentation ended at 9:10 P.M.

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

This MAY Be the LAST Newsletter You Will Receive via e-Mail! (from Marty Santic)

Chapter 75 has had a hard time getting their members to submit their chapter dues. **Seventeen** have not submitted their \$10 dues for 2012, PLEASE take a moment and do it NOW! Our dues are the lowest amongst the EAA chapters. A bargain!!

The Board of Directors has instructed me to remove those e-mail addresses from the Chapter 75 e-mail list that are NOT current. I have sent a note to those that have not paid. **They will not receive future newsletters, notices or any local flying information and will NOT be listed in the chapter roster..**

The form and Ed Leahy's address is on the final page of this newsletter. E-Mail me with any questions. marty.santic@gmail.com

Take a moment, complete and send the form to Ed.

Get to Know Our Chapter Members! Paul Fisher

(By Paul Fisher and Marty Santic)

Paul Fisher was born in 1957 in Davenport, IA. (Was the same year as Sputnik 1!) Attended grammar school in Davenport and graduated from Davenport Central in 1976. Then attended Iowa State University, graduated with a BS in Computer Science and started working for John Deere. Has been with John Deere for almost 32 years working in the IT Department, and concentrates on business integration.

Paul has been married to Tama for 27 years and his son Roy is a junior at Purdue majoring in aeronautical engineering and hopes to be an Air Force pilot.

“I’m a third generation pilot. My grandfather learned to fly in the Signal Corps in 1917. My uncle was a B-17 commander with 35 missions over Nazi Germany. My father was an instructor in a B-25. My eyes went bad in high school (you needed 20/20 at that time – no exceptions), so I had to settle for my private license in 1976. Learned to fly at “Straley’s Flying Service” at Davenport. My primary trainer was a Cherokee 140 N5729U which is now owned by John Vahrenwald!”

Paul has almost 1900 hours, is instrument rated and has two Repairman’s Certificates, one for his Q-200 and one for his Van’s RV-7A. The Q-200 was finished in 1990, has about 1450 hours and Paul finished his RV-7A in 2009, it is approaching 300 hours. Son Roy has been the PIC for about 60 of those hours in the RV-7A.

And the building itch is still there. Paul still has the parts of an AirBike in the garage. A group of Chapter 75 members welded the fuselages in Jim Smith’s basement a few years ago (once Jim taught them how to weld!). Paul is hoping it will be a retirement project.

Had to ask Paul if he could have three airplanes, cost being no object, AND upkeep being no object what would they be and why? Paul responded.

“I’d like to try a helicopter sometime. Not sure why, I don’t really have a need, but it seems like it might be fun. With any luck at all, I’m hoping Roy could give me a ride sometime in a fighter! Otherwise, I have a pretty good time with the planes I do fly!”

Who should we introduce next? Volunteers? - Ed.



Know Your Limitations

By Mel Asberry - DAR and member of EAA Chapter 168, Dallas, TX - Printed with his Permission



Last month we discovered that our aircraft must be flown under VFR, day only during phase I flight testing, that during phase II we may

fly at night and/or IFR if properly equipped, and that we can't carry passengers during flight testing.

This month we will look deeper into phase II operations and more.

“(11) No person may operate this aircraft for carrying persons or property for compensation or hire.”

This means that we may not use the aircraft for commercial purposes. You might be tempted to “nit pick” this rule a bit and stretch it's limits, but I would remind you that in paragraph (1), we stated that this aircraft may only be flown for “recreation and education” after phase I.

“(12) The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.”

Many a builder might argue here that his aircraft actually “exceeds” those requirements. However, keep in mind that a “standard” certificated aircraft must meet it's type certificate. Your amateur built does not have a type certificate, therefore it cannot meet one. Just pointing to the “Passenger Warning” placard is not sufficient to meet this rule. You must inform your passenger vocally.

“(13) This aircraft must contain the placards and markings, as required by 91.9. In addition, the placards and markings must be inspected for legibility and clarity, and the associated systems inspected for easy access and operation, to ensure they function as intended by the amateur builder/owner during each condition inspection.”

Alright, here we are informed that each switch, control, etc. must be labeled as to its function. In other words, if I climb into your aircraft for the first time, I should be able to operate anything in the cockpit without having to ask how to do so. It also tells us that these placards and controls must be verified at each condition inspection.

“(14) This aircraft must display the word “EXPERIMENTAL” on accordance with 45.23 (b).”

Paragraph 45.23(b) tells us that the word “EXPERIMENTAL” must be displayed near each entrance to the cabin, cockpit, or pilot station, in letters not less than 2 inches nor more than 6 inches high.

There are some exceptions to this rule if the aircraft is over 30 years old or is a replica of an aircraft over 30 years old. These exceptions are covered under paragraph 45.22(b) which states that under these conditions, the “EXPERIMENTAL” placard may be replaced with an “X” preceding the registration number. But be careful here when using the “replica” rule. The FAA's interpretation of a replica is an aircraft of the same external configuration and same size as the original aircraft.

Continuing on with our Operating Limitations explanations, let's look into aerobatics and pilot requirements.

“(15) This aircraft is prohibited from aerobatic flight, that is, an intentional maneuver involving an abrupt change in the aircrafts attitude, an abnormal attitude, or an abnormal acceleration not necessary for normal flight.”

Wow, this sounds like we could be cited for a high speed pass down the runway or even a “pull-up go-up”. You have to be careful with this one. Obviously, this paragraph is used for non-aerobatic aircraft. Note: If the amateur builder states that the aircraft is capable of aerobatic flight, limitation 16 will be used in lieu of limitation 15. If the particular aircraft you are presenting is not normally considered to be aerobatic, you may be asked to supply data to show how the aircraft was modified to make it meet aerobatic standards.

“(16) This aircraft may conduct aerobatic flight in

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Know Your Limitations

(By Mel Asberry - cont.)

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accordance with the provisions of 91.303. Aerobatics must not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable and in compliance with 91.319(b). The aircraft may only conduct those aerobatic flight maneuvers that have been satisfactorily accomplished during flight testing and recorded in the aircraft logbook and maintenance records by the use of the following, or a similarly worded statement: "I certify that the following aerobatic maneuvers have been test flown and that the aircraft is controllable throughout the maneuvers normal range of speeds, and is safe for operation. The flight tested maneuvers are _____, _____, _____, and _____."

The first sentence here tells us that we should not attempt aerobatics until at the end of phase I. After all, the purpose of phase I is to show compliance with 91.319(b). You may ask, "Must I accomplish all aerobatic testing before going into phase II?" No! We will introduce a paragraph later on that will allow you to reinstate phase I for further testing. This way you will be able to fly the aircraft for an unlimited amount of time in phase II, getting comfortable with the aircraft, then place the aircraft back into phase I and accomplish the aerobatic testing. BTW, The FAA may request to witness aerobatic maneuvers, if deemed necessary.

"(17) The pilot in command of this aircraft must hold an appropriate category/class rating. If required, the pilot in command also must hold a type rating in accordance with part 61, or a letter of authorization issued by an FAA Flight Standards Operations Inspector."

Note: Limitation (17) applies to any turbojet/turbofan powered aircraft, any aircraft with a maximum take-off weight exceeding 12,500 pounds, and any other aircraft when deemed necessary. The Flight Standards Service inspector should refer to the FAA Order 8700.1, General Aviation Inspector's Handbook, for further guidance.

"(18) The pilot in command of this aircraft must hold a pilot certificate or an authorized instructors logbook endorsement. The pilot in command also must meet the requirements of 61.31(e), (f), (g),

(h), (i), and (j), as appropriate."

Limitation (18) will apply to most amateur built aircraft as a standard operating limitation (reference 61.31(k)).

Next we will get into incorporating major changes, glider towing, intentional parachute jumping, and operations outside the United States. Let's take a look at paragraph (19) and see how we deal with major changes.

(19) After incorporating a major change as described in 21.93, the aircraft owner is required to reestablish compliance with 91.319(b) and notify the geographically responsible FSDO of the location of the proposed test area. The aircraft owner must obtain concurrence from the FSDO as to the suitability of the proposed test area. If the major change includes installing a different type of engine (reciprocating to turbine) or a change of a fixed pitch from or to a controllable propeller, the aircraft owner must fill out a revised form 8130-6 to update the aircraft's file in the FAA Aircraft Registration Branch. All operations must be conducted under day VFR conditions in a sparsely populated area. The aircraft must remain in flight test for a minimum of 5 hours. The FSDO may require additional time (more than 5 hours) depending on the extent of the modification. Persons nonessential to the flight must not be carried. The aircraft owner must make a detailed aircraft logbook and maintenance records entry describing the change before the test flight. Following satisfactory completion of the required number of hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with 91.319(b). Compliance with 91.319(b) must be recorded in the aircraft maintenance records with the following or similarly worded statement: "I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: Speeds, V_{so}____, V_x____, and V_y____, and the weight____, and CG location____ at which they were obtained.

What a paragraph! That was long winded. Actually it's pretty simple once you understand it. It simply

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Know Your Limitations

(By Mel Asberry - cont.)

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allows the owner of the aircraft to make major changes, place the aircraft back into Phase I, complete the testing, and then sign it off back into Phase II all without additional FAA inspection. Pretty neat, huh? You'll notice that this phase I is exactly like the original you flew when you first completed your airplane, except that now you will most likely have a more abbreviated time constraint.

One thing to be aware of; if you have done aerobatic maneuvers in your aircraft, they must also be proven again with the latest changes. This paragraph was a welcome addition to the standard operating limitations. In the olden days, way back when, any time you incorporated a major change, even a change of a propeller, you were required to go through a recurrent airworthiness inspection.

(20) This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.

Paragraph 20 is pretty much self explanatory. And actually it may be amended by an FAA inspector. I

once sold a 2-seat ultralight type aircraft to a skydiver who got the FAA to amend the operating limitations to allow parachute jumping from that particular airplane.

(21) This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code, as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another CAA before operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the CAA in the country of operation.

Here we are reminded that U.S. Experimental Aircraft are licensed to be flown only within the United States. If we intend to fly the aircraft outside of the U.S., we must have written permission from that country. Typically, this permission is not difficult to get, but it has to be done.

Next month we'll take a look at required inspections and who can perform them.

Only Thing They Didn't Do is Tap the Nose of the FIGHTER! (from Jim Goetsch)



A British Royal Air Force Typhoon pilot flies up to the back door of a C-130 (Hercules) for a photo opportunity.



He radios, "How much closer do you want me?"



They radio, "How much closer can you get?"

Pilot Radios,..... "Close enough?"

You have to be a tad mad to be a fighter pilot in today's World but, even crazier to be a photographer looking down those sucking intakes!

Design Our Next Chapter 75 Logo!

At the March meeting the membership decided we should re-design our chapter logo as it is quite outdated. All decided we should open the design to the entire membership and solicit the artists in the crowd.

As such, we are soliciting your creative talent to come up with a NEW logo for Chapter 75. As with all of our contests, there will be a rewarding prize. If you google the 3 words EAA, chapter & logo you will see about 300 logos from the chapters throughout the US. We have a few artists and architects as members and are expecting a bunch of suggestions.

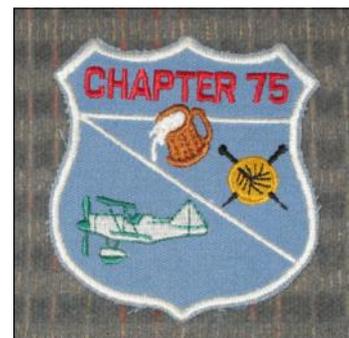
Per Jim Smith... "The logo for Chapter 75 really needs to be updated and does not have much relevance to today's world. Blackhawk Chapter 75 is how we were identified in the beginning. The large logo is an eagle in flight, with EAA on top and 75 in the claws. We also had a patch, biplane on bottom half, yarn and needle to signify our significant other on the right and beer mug at the top!"

Send your rough sketches and/or suggestions to Jim Smith via e-mail. Jim's e-mail is 387js@mchsi.com



Old Logo from the 60's and 70's

The patch with the bi-plane, yarn and needle and beer mug



And Jim Smith's T-shirt which is about 5 sizes too small today!

It Takes a Village! (from Gina Gore)

When Brandon, my son, was 4 years old one of my close friends gave Brandon his first ride in an Aeronca Champ and as he hopped out of the plane he said to me with silver dollar eyes, "When I get older mom, I wanna fly peoples." That day was just a joy ride that has changed our lives forever.

One of Brandon's questions to me at a small age was, "How do I do that, Mom? How do I fly people?" At that point I panicked as a non aviation overwhelmed single mom and had really no clue where to turn and started to do some research on line. The only flights I have ever flown up until that point were with commercial airlines and that was very seldom. I researched and I found the EAA Young Eagles program and that was a huge sense of relief for me but it didn't have "The Next Step" program as it does now. As any parent, I wanted to help my child full fill his dreams and to always be supportive but how do I do that was the thousand dollar question. Ironically, I see the same sense of panic, confusion, and desperation in the parents attending YE events.



Brandon taking his 1st Airplane Ride at 4 Years

Brandon flew many times before he was the allowable age limit for Young Eagles with my good friend back in Poplar Grove before we moved to Iowa and by taking him to area fly ins on weekends we often got him free flights in anything that left the ground. When he turned 8 years old we went to every YE event I could find in a 60 mile radius and

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It Takes a Village! (cont.)

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we would wait for hours for a free flight and he gleamed the entire time while mom stood in line all blurry eyed from getting up at the crack of dawn to get him to these events. My thoughts the entire time were how the heck are we going to afford this, how do I get this accomplished with him besides free flights and how can I get him involved with planes on a regular basis? I was stuck for answers for my son and we needed to find scholarships and create a plan.

We found the Chapter 75 from the EAA website because Brandon has always wanted to attend the academy since he was 4 years old. I contacted Jim Smith regarding an EAA air academy scholarship and YE credits I had read about on line and was confused as to how this worked and the rest is history. Since being a part of the chapter and an EAA member, Brandon has enrolled in Sporty's "The Next Step" program which has enabled him to move forward with his goals and dreams without barriers and for me, relief and a sense of being able to provide a huge stepping stone towards a goal for my child's life long dreams. Sporty's will enable Brandon to apply for flight scholarships through the Rolls Royce and Harrison Ford Foundations after he completes and passes the program, a requirement for the scholarships which, if awarded, will pay for part or his entire private pilot costs.

He was awarded a free flight through Sporty's "The Next Step" program which he took March 17th valued at \$120 for completing and passing his first phase of the program which has two phases. The voucher could be used at any flight school or with any flying instructors. We contacted Tim Leinbach, an area flight instructor. Sporty's sent Brandon a flying voucher with a code and instructions on it for their website for the chosen instructor or flying school to be reimbursed for the cost of a 45-60 minute instructed flight up to a rate of \$120. The chosen instructor or school is responsible for redeeming the voucher. Brandon was able to take off and land in his 90 minutes of instructions, Tim gave him a 90 minute flight at the same rate.

As a parent, my son has waited for this moment since he was 4 years old and it has seemed to have taken forever for me so I cannot even imagine what it has felt like for Brandon. This was the first time Brandon has been allowed to land AND take off, something he has been waiting to do for years. His past flights he



Brandon's first flight as a Student Pilot
with Tim Leinbach

was allowed to usually take off or maybe landing but not both. All I know is when Brandon hopped out of the Skyhawk with a huge grin, my son, once again said to me, "I want to do that the rest of my life Mom!"

We all know of the partnership between EAA and Sporty's Pilot Shop which has now allowed more than 10,000 plus EAA Young Eagles to move interests beyond their first flight through Sporty's Complete Flight Training Course known as "The Next Step," part of EAA's Flight Plan program.

We also know that EAA's five-step program is creating a clear pathway to participation in aviation for those who have flown through the YE program ages 8-17 and since their partnership began in April 2009, Sporty's has donated courses that have a retail value of more than \$3 million and has offered a free introductory flight too.

By shaping the next generation of aviation enthusiasts and achievers EAA and Sporty's has been able to move kids from the right seat to the left seat, and to give the children and their parents a clear direction for such an achievement by breaking down barriers.

It is also widely known what Sporty's "The Next Step" is, but do we know how it came about? As I researched to write this article I was amazed at what I found, did not realize and would like to share with all of you how Sporty's "The Next Step" came about, how the foundation was established and the amazing accomplishments it has had on kids like Brandon and parents like myself.

Hal Shevers, the founder and chairman of Sporty's

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It Takes a Village! (cont.)

(Continued from page 9)

Pilot Shop had a deep concern of getting more young people interested in every aspect of general aviation or he felt it would simply disappear, very similar to the concerns of our chapter.

Shevers thought how general aviation was in trouble as the population ages and new student enrollment for aviation declining. Without new people to fly, maintain and support General Aviation (GA) aircraft, the aviation environment would severely be altered so he decided to do something about it.

In 2007, Sporty's conducted an on-line auction of a Cessna Citation Mustang which the winning bid netted a profit of \$500,000. This gave Shevers the seed money he needed to conceive the Sporty's Foundation. The idea behind the foundation is to fund worthwhile programs that would grow in the GA community-especially through youths for years to come in a healthy aviation industry. In the 50 plus years Sporty's has been in business, Shevers has said he has felt grateful for the rewards for being an aviator and always has been generous to the aviation community.

The Sporty's Foundation is an opportunity to continue his philanthropy while promoting the excitement and life enhancing potential of aviation. The foundation's main goal is to attract kids to flying through a variety of means. The Young Eagles EAA program was an exact partnership Sporty's had been looking for to achieve this step. The problem at that time was that the follow up with the YE's program-once the kids had experienced their ride there was little opportunity and many barriers to further their aviation interaction. When Shevers and his foundation team saw these barriers and lack of follow up as an opportunity to partner with the EAA YE program the creation of the "The Next Step" program was born. The Sporty's Foundation offers two tools, an official log book and an on-line training course such as Brandon is taking and 10,000+ other YEs have taken.

For this article the focus will be on the second tool, the on-line ground school course Sporty's Complete Training Course, which gives YE's who have taken a free YE flight a special code within their logbook (provided from Sporty's) that allows them to access the program free. It is a complete course with streaming video, 3-D animation, test preparation and no other books or software is needed.

Overall it should be known that the Sporty's Foundation doesn't operate alone. It depends on donations to expand its ability to give to the program. Shevers has stated in articles that on their website they have the ability for individuals to donate because they want to allow everyone who has had the ability to have been rewarded by aviation to have the chance to give back. A unique feature of the foundation is that it receives so much support directly from Sporty's retail business. All administrative costs are underwritten by Sporty's Pilot Shop so that means 100% of every dollar donated goes directly to fund aviation initiatives such as this program.

In 2008 alone, the Sporty's Foundation gave over \$151,000.00 to aviation groups and individuals in all areas of the industry and today they have donated more than \$3 million to "The Next Step" program for kids like Brandon to achieve their dreams while knocking down barriers.

Young Eagles Corner (from Cinda Beert)

My Iowa winners of the Real World Design Challenge LSA (Light Sport Aircraft). The project was "design a better light sport aircraft" decided after spending a lengthy time with Keith Williams in the morning that they were overwhelmed and wouldn't be able to present at our meeting last month. They still would be willing to give us a presentation. But not until after they compete in Washington D.C. at nationals the end of April. I hope to get them at the May meeting. Thanks again to Keith for answering all their questions. Marty has agreed to give them Young Eagle rides in his airplane in the near future. Ken Johnson told me Geneseo is competing also so let's wish the both of them good luck.

We received our Young Eagles credits letter for flights in 2011 and we earned 170 credits for a total value of \$850.00. This is figured on a \$5.00 value per Young Eagle flight. EAA has already said moving forward they are not sure that amount will be the same for this coming year.

Calendar for Young Eagle Activities (tentative)

April 21-Davenport

May 19-Davenport

June 17- Geneseo (Fathers Day)

July-none

August 18- Davenport

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Our Trip to the Udvar-Hazy Center and Other Sights in D.C. (from Ed Leahy)

The Ed Leahy and Scott VenHorst families (Mindy's sister's family - Jim Smith's daughters) spent 7 full days in Washington, D.C. We saw as much as we could fit into those 7 days, with many things to see next time. We had tours of the U.S. Capitol and the White House (didn't see the Obama's, but met Bo the dog). We visited all of the monuments, Arlington National Cemetery (saw the changing of the guard), Mt. Vernon (George Washington's birthplace), the National Cathedral, the Holocaust Museum, the Bureau of Engraving and Printing, the Library of Congress, the Supreme Court, and the Smithsonian museums and art galleries on the Mall.

We also spent time at the Steven F. Udvar-Hazy Center, which is near Washington Dulles International Airport and is the companion facility to the National Air and Space Museum on the Mall. The Udvar-Hazy center provides enough space for the Smithsonian to display the thousands of aviation and space artifacts that cannot be exhibited on the [National Mall](#). The two sites together showcase the largest collection of aviation and space artifacts in the world.

When asking the five kids their favorite thing on the trip, all indicated the monuments, each with a different favorite, and we saw them all! They also enjoyed the nearly 200 gargoyles on the National Cathedral, as each gargoyle is different. The National Cathedral and its beautiful architecture is amazing! We saw a lot, but there were still many things we didn't have time to fit in, making a perfect reason to have a return trip in the future!



What Was It? We Have a Winner!!

Jim Love correctly identified the aircraft in the photo on the right. It is a Beriev Bartini VVA-14. Jim WINS!!

The **Bartini Beriev VVA-14** (vertical take-off amphibious aircraft) was developed in the Soviet Union during the 1970s. Designed to be able to take-off from the water and fly at high speed over long distances, It was to make true flights at high altitude, but also have the capability of 'flying' efficiently just above the sea surface, using ground effect.



Internet Links from our Readers

If you click on the links, you should see the articles.

Cy Galley - [Homemade B-29 Bomber](#) that runs on 4 chainsaw engines

Larry Geiger - [The Last Bomb from US Army Air Forces](#)

Dennis Crispin - [F-35B on the USS Wasp](#) - Does Not Need a Catapult or a Wire

Mike Nightingale - [Martin Jetpack](#)

Mike Nightingale - [747 Rejected Takeoff at 975,000 lbs Gross Weight](#)

Cy Galley - [B-17 Raid Article](#)

Steve Jackovich - [Helicopter Ground Resonance Destroys Eurocopter](#)

Cy Galley - [Amazing Kodachrome film Images](#)

Marty Santic - [Aircraft Spruce's New Newsletter - Perspectives on Homebuilding](#)

Marty Santic - [An Excellent Flying BLOG, Flying a Piper Cub from Washington State to the Midwest](#)

Young Eagles Corner (cont.)

(Continued from page 10)

September 1st & 2nd Davenport Airshow

September 15- Davenport

October – Clinton date to be announced.

Looking forward to a successful year. Can only happen with all of your support.

Cinda Beert

AOPA Air Safety Seminar - April 10th

(from Tim Leinbach)

The big AOPA Air Safety Foundation seminar I have coming up has a firm date and time now of Tuesday, April 10th, 7-9pm at the new John Deere Aviation Facility at the Quad City Intl. Airport.

Same as before, WE NEED A HUGE TURNOUT.

Chapter 75 2012 Program Schedule

Remember to put the dates on your calendar!!

April 14th - Mike Nass---Biannual Flight Reviews

May 12th - Davenport Civil Air Patrol

June 9th - Fly-in Pot Luck---Steve and Jess Rahlf Muscatine IA.

July 14th - Fly-in Pot Luck---Bob Olds and Jim Smith Hangars - Davenport Airport

August 11th - Fly-in Pot Luck---Steve and Cinda Beerts - Bluegrass IA

September 8th - Open - TBA

October 13th - Open - TBA

November 10th - Jeff Skiles - EAA Oshkosh

December 8th - Christmas Party Pot Luck

LOOKING for YOUR ideas for the open programs in September and October. A thought would be fine, then, I'll try to find a presenter. Send me a note, marty.santic@gmail.com



AOPA ***Air Safety Institute Seminar***



Wanted: Alive!

Reining in the Fatal Accident Rate. The general aviation accident rate is not dropping, and pilots continue to find themselves in the same accident causing scenarios that have been plaguing them for years. Join us as we discuss the top pilot-related accident categories, why they are what they are, and how you can avoid falling into them.

April 10, 2012 7-9 PM
Quad Cities Intl Airport-John Deere Global Aviation Services

Call Tim Leinbach at (309) 781-9585 (Text or Phone), e-mail at tlmt@qconline.com or go to www.eaa75.com for Info

Local Calendar of Events (click on the Links)

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

April 10, 2012

AOPA Air Safety Foundation Seminar - Tuesday, April 10th, 7-9pm at the new John Deere Aviation Facility at the Quad City Intl. Airport. Contact Tim Leinbach at 309-781-9585. **PLEASE HELP to publicize this event!!**

April 14, 2012

[EAA Chapter 75 Monthly Meeting](#)

Annual Fly-in / Drive-in Breakfast, Ames Municipal, 7a-12p, Pilots in command free, 515 232-4310

April 15, 2012

Dubuque Regional Airport Fly-in / Drive-in Breakfast

Hosted by the University of Dubuque Flight Team
7:00a-12p 563-321-8293 (Colin Waldorf)

April 22, 2012

University of IL Flight Team Pancake Breakfast, Willard Airport (KCFMI) - 7:30am-12p. \$5 all you can eat!

April 25-26, 2012

Iowa Aviation Conference, Sheraton West Des Moines Hotel, West Des Moines

For more information, visit www.iowaairports.org/conference/index.htm

Saturdays thru December

EAA 563 Mt. Hawley Airport, Peoria, IL Breakfast, Fly, drive, or walk. 8a-9:30a. Pancakes, Eggs, Sausage, Coffee, Juice, and Good Times and Hangar talk.

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

Classifieds (Click on the link for e-Mail address)

DAR Services: Amateur Built/Light Sport Airworthiness Certification Inspections, Ferry Permits (Certified and Experimental), Replace lost/damaged Airworthiness Certificates (Certified and Experimental). Call [Ross Carbiener](#) (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.

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

For Sale: 14" Band Saw on floor stand. ¾ HP motor, 93 ½" blade length, 4 speeds. Works well cutting thin metal using slower speed. Up to 6" thick material. 11 years old. Asking \$200. Ron Ehrecke 309-762-3210 (Home). 309-236-9785 (Cell)

For Sale: 1966 PA-28-140 (150hp) 2793 TT, 646

SMOH, King 170B Nav/Com with VOR/LOC Indicator, Narco AT 150 Transponder with encoder, new battery at 8/16/2011 annual, all AD's complied with, recent vac pump replaced, complete logs, hangared at EZI since 1991. Contact Jim Love (309)368-3339.

For Sale: Battery pack and connector cable for a Bose Series II headset for sale. \$30. Bob Kuhns, Geneseo IL (309) 945-5746

For Sale: Garmin GPSMAP 295 portable, color, GPS. Has update for 64 megabyte data card; power and data cables; instruction booklets; yoke, windshield, and dash mounts included; \$125.00. Two Lightspeed 25XL noise cancelling, ANR, headphones with carrying cases, \$1007 value when new, \$135 each; two David Clark Model H10-40 headphones with cloth covers over liquid/jell ear pads, \$30 each; and one Flightcom headphone with cloth covers over liquid/jell ear pads and mono/stereo option, \$40. Ray Holland 563-359-0450.

Partners WANTED: Looking for other pilots to buy an LSA to be located at Geneseo, IL. Bob Nash. 309-944-2212.

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!!

EAA, AOPA Submit Medical Exemption Request to the FAA

EAA and AOPA joined together to present a major initiative to the FAA on Tuesday, as the two organizations submitted a request for an exemption to the third-class medical certificate requirement for those who are flying recreationally. This request, if approved, would allow holders of, at minimum, recreational and private pilot certificates to either renew their third-class medical certificate or participate in a recurrent online education program that would allow them to self-assess their fitness to fly if they hold a valid driver's license. That exemption would allow flying in particular sizes of aircraft and certain types of operations. The exemption request is based on positive evidence gathered over the past 20 years, including the past seven years of sport pilot operations. The request now awaits formal publication and the public comment period by the FAA.

New / Free FAA Manuals and Test Standards

The FAA's Airman Testing Standards Branch released the following revised Practical Test Standards

and new aviation training handbooks: Private PTS for Airplane, Commercial Pilot PTS for Airplane, Aviation Maintenance Technician Handbook-Powerplant, Volumes 1 and 2, Aviation Maintenance Technician Handbook-Airframe, Volumes 1 and 2, Flight Navigator Handbook.

All publications are available on www.faa.gov under the Training and Testing menu. For PTS guides, select Airman Testing, and for handbooks, select Training Resources and Guides or go to <http://www.faa.gov/library/manuals/aircraft/>

Don't Toss Your Old Sectionals!!

The Davenport CAP squadron always need expired Chicago and Omaha sectionals that we can grid and use for our ES training and missions. They can also be helpful in teaching aerospace to the cadets. Our supply is running low. If you have old sectionals at home or know people or places that have some they would like to get rid of we are always accepting donations.

The new ones will be out in May and we will gladly accept those older ones. Please contact Gina Gore for pick up at gore_gina@yahoo.com or [563-940-6273](tel:563-940-6273).

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We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 75, regardless of the form, format, and/or media used, which includes, but is not limited to, "The Landings" and audio/ video recordings is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. Therefore, no responsibility or liability is expressed, or implied, and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.

Marty Santic
 Chapter 75
 3920 East 59th Street
 Davenport, IA 52807-2968



The Leader In Recreational Aviation



Chapter Website
www.eaa75.com

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

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
 Renewal
 Info Change

Membership dues for EAA Quad Cities Chapter 75 are \$10/year.
 Make checks payable to EAA Chapter 75

**Mail application/renewal to:
 Ed Leahy
 3211 South 25th Avenue
 Eldridge, IA 52748**

National EAA offices:
 Experimental Aircraft Association
 EAA Aviation Center
 PO Box 3086
 Oshkosh, WI 54903-3086
<http://www.eaa.org>

National EAA Membership:
 1-800-JOIN-EAA (564-6322)
 Phone (920) 426-4800
 Fax: (920) 426-6761
<http://www.eaa.org/membership>

Name: _____
 Copilot (spouse, friend, other): _____
 Address: _____

 City: _____ State: _____ Zip: _____
 Phone (Home): _____ (Work): _____
 (Cell): _____
 Email Address: _____
 EAA#: _____ Exp Date: _____
 Pilot/A&P Ratings: _____
 Occupation: _____ Hobbies: _____

I am interested in helping with:

| | | |
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| <input type="checkbox"/> Tool Committee | <input type="checkbox"/> Tech Advisor | <input type="checkbox"/> Flight Advisor |
| <input type="checkbox"/> Repair Barn | <input type="checkbox"/> Young Eagles | <input type="checkbox"/> Social/Flying |
| <input type="checkbox"/> Hospitality | <input type="checkbox"/> Board Member | <input type="checkbox"/> Newsletter |

What are You Building? _____

What are You Flying? _____
