

THE LANDINGS

Newsletter of Chapter 75

Quad-Cities of Illinois and Iowa, USA

May 2007

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

NEXT MEETING - SATURDAY, MAY 12th, DEERE-WIMAN CARRIAGE HOUSE @ 7:00 PM

President's Notes



Our next meeting will be the final meeting before we switch to Summer mode. It should be a good one. Jim Haynes will speak to us about his experiences with the Curtiss Robin. We have wanted to do this

program for a long time.

We also need to discuss our role in the Quad City Aviators' new approach to the annual Wanabee a Pilot Program that they have sponsored for the past ten years or so. We also need to make final plans for our Quad City Air Show participation. Don't miss this one. If your donut count is down, this is your last chance to log some time in that category also.

Congratulations are in order for Chapter member Amanda Smith who will graduate from Florida Institute of Technology this month. She will enter the world of professional pilots and we wish her the best of luck.

I spent a week in Hawaii this past month. I was part of a crew of 300 plus who took a new Boeing 777 out of Chicago. Although my crew station was an observer window just aft of the port wing, I completed the mission without incident. I wonder what Captain James Cook would have thought if around 1778 he could have returned home on the Boeing after discovering the Sandwich Islands at that time. Our biggest problem was light turbulence at FL 390. Captain Cook had a few other problems. Our daughter was on leave from Korea and will be reassigned to Hawaii in September, so, I guess we will make a few more trips on that route. Have a safe summer. Richard Lowe, President



May Program



Plan on attending the May meeting. Jim Haynes will be on hand with an informative program discussing both the Curtiss Robin and, as Paul Harvey says, "The Rest of the Story" on Wrong Way Corrigan. This should be a great program and one you won't want to miss!

April Program

After a long wait, members of Chapter 75 were treated to a fine program on radio controlled helicopters. The program was presented by our former Chapter President, Tom De Winter. Tom started into this hobby a few years ago, and by his own admission, his AcroSport project has taken a back seat to the helicopters. With Tom were two associates who are well into the RC hobby. They displayed three helicopters, which by casual observation, are rather sophisticated model aircraft. This is not a kid's toy according to one of the presenters. The kits are expensive and so are the parts to repair them after the certain mishaps during the flight training experience. Tom compared it to going to Best Buy, purchasing an up scale stereo and then tossing it from the second floor window onto the driveway while playing the first CD. You have to like the sport to continue after that experience. The aircraft require five to seven radio channels to control them during flight. The controls are the same as a

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Saturday, May 12th • "Wrong Way Corrigan" • Jim Haynes

EAA CHAPTER 75
BOARD OF DIRECTORS MEETING
April 14, 2007

(Deere Wiman Carriage House, Moline, IL.)

1. The Board of Directors Meeting was called to order by President Richard Lowe at 6:04 pm. Present were Chris Nitz, Dave Jacobsen, Steve Beert, Jim Smith, Richard Lowe and George Bedeian.
2. The Treasurer's report for March was read by Ed. Leahy. Chris Nitz made a motion to accept the report, seconded by Dave Jacobsen and approved by the Board.
3. George Bedeian read the Minutes of the March board meeting. Richard Lowe made a motion to accept the minutes as read. Approved by the Board.
4. **Old Business:** This year's Wannabe program will be held Saturday, June 9th. at the Quad Cities International Airport in Cargo Building 2 . (S/E quadrant at junction of I-74 and US Rt.6) There will be an Open House and Ground School presentation from 9 am to 1 pm.

We will be asking for volunteers for this year's Quad Cities Airshow. Volunteers are needed for both set-up and for booth assignments. A sign-up sheet will be passed at the membership meeting.

(Through EAA the Chapter has insurance covering Chapter activities such as Pot Luck Fly-Ins, Young Eagles and the QC Airshow.)

Chris Nitz will be investigating which Window's based software will best work with the media projector the Chapter wishes to purchase.

The Illinois chapter of the CAP has yet to relocate. Our donation to the CAP will help them in their move.

5. **New Business:** Chapter 75 will send a letter to former Monmouth Chapter 350 members, inviting them to attend our meeting and join our chapter if they so desire.

Work parties are needed prior to AirVenture 2007 between May and July and this will be mentioned during the membership meeting.

R.S.V.P.s were due this week for Muscatine Chapter 111's banquet to be held at the Iowa Memorial Union in Iowa City. Chapter 75 is invited to attend.

A motion was made by Chris Nitz to close the meeting, seconded by Steve Beert and approved by the Board.

The meeting was adjourned at 6:33 pm.

Respectfully submitted by Vahan G. Bedeian , Secretary

EAA CHAPTER 75
MONTHLY MEMBERSHIP MEETING
April 14, 2007

(Deere Wiman Carriage House, Moline, IL.)

General Information: The meeting was called to order by chapter president Richard Lowe at 7:09 P.M. at the Deere-Wiman carriage house, Moline, Illinois.

Treasures Report: The treasurer's report was read by Ed Leahy and was approved by the membership.

Tech Counselor Report: Jim Smith mentioned an article in the AOPA magazine about oil additives; he said it was quite informative.

Flight Advisor: Nothing to report.

Repair Barn: Cy Galley - Chairmanship requisitions were approved by Oshkosh for 2007.

Tool Library: Steve Beert repaired our DeWalt cordless drill. Steve also purchased a pressure differential checker.

Young Eagles: This year's Wannabe program will be Saturday June 9th. Our chapter will again be participating in the Young Eagles portion of the event. There will be ground school and presentations the day of the flights.

Visitors: Rocky Bronsman and Dan Griffiths were in attendance at our meeting and assisted Tom DeWinter during the evening's program.

Old Business: Chris Nitz is checking into a suitable windows format for our new projector to be purchased for the chapter. We will use it for our programs.

New Business: We need volunteers for this years Quad City Air Show. We will be passing around a sign up sheet for set up and booth assignments.

Chapter president Richard Lowe stressed that we need to get our membership numbers up. Anybody that knows of any perspective members it would be nice to invite them to a meeting.

Work parties are needed for Oshkosh this year, they will be held on weekends from May through mid July. Richard Lowe will have the details and signup information.

Through EAA, we have Insurance in place for the chapter's activities such as pot lucks, QC Air Show and Young Eagles.

The chapter members thought it might be a good idea to have an occasional fly out with other local chapters, such as Burlington, Cedar Rapids, Muscatine and other locations for breakfast, lunch or any aviation related event.

Evening Program: Tonight's program was presented by Tom De Winter. The subject was Radio Controlled Helicopters. Tom showed a DVD which featured the capabilities of these little machines, acrobatics and all. On display were three RC helicopters for viewing. Assisting Tom and answering questions were our two visitors Rocky Bronsman & Dan Griffiths.

The May program presenter will be Jim Haynes.

The meeting was adjourned at 9:40 P.M.

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

April Program (continued from page 1)

full scale helicopter with collective, cyclic and anti-torque settings. The only help on some models is an on-board gyro to assist with yaw control while the pilot uses two joy sticks on the transmitter to control the craft. In cruise flight, the scaled-down 'choppers can reach 60 to 70 mph and in a dive 100 mph is not unusual. Although they were not able to conduct a demonstration flight during the program, Tom brought a video of a master flying one. It showed the amazing aerobatic capability of these models. Rolls, loops, dives and other maneuvers not normally done in full scale helicopters are routine for these models. With no human pilot on board, there

is no worry about G forces or lost lunches. The pilots do not record flights, flight times, landings, etc. as that is not required for FAA currency regulations, and "who wants to keep records anyway, this is suppose to be fun." was the answer to a question.



Radio Control pilots do keep track of the number of cases of fuel burned each year as a way to track their flight experience. Many questions from the Chapter members proved this was one of the most interesting programs we have had is some time. Thank you, Tom for a job well done. *Submitted by Richard Lowe*



Mike and Roger Nightingale's RV-9A made the move recently from the basement workshop in Orion to it's new home at the Davenport Airport Tee Hangars.

The wings and tail surfaces have been mounted and work continues on the wiring. It won't be long now!



Remaining 2007 Chapter 75 Programs

Month	Primary	Alternate
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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1978 Cessna 152 II Share For Sale: Only 12 Owners. Great Availability. Online Booking. Full IFR. Perfect for earning your Instrument Rating. Based at DVN. Always Hangared. Best maintained 152 in the Quad City Area. \$39 per month dues. \$39 per hour flight time (tach) Must Sell. I have moved from the QC Area. \$2500.00 or Best Offer. Call: Kirk 563-343-6149

Aviation Links

If you have a fast internet connection then here is an interesting action video taken at Nellis Air Force Base:

<http://aviationnation.org/07/video/welcome07.html>



Our condolences to Bernie Nitz for the recent loss of his Mother, Arlene.

Bernie has been a long time member of Chapter 75 and is the Chapter's Flight Advisor.

Online condolences may be left for the family at www.wheelanfuneralhome.com.

Amanda Smith

The Chapter received word this week that Amanda Smith will graduate from Florida Institute of Technology on 5 May with the degree of Bachelor of Science in Aviation Management.



You may recall Amanda started with us a Young Eagle. She then attended the EAA Air Academy under sponsorship of the Chapter. After enrolling at FIT, she earned her commercial, instrument, multi-engine and CFII ratings. She has worked as a CFI for FIT the past couple of years and as also been a CFI and counselor for the EAA Youth programs during the summer. This summer, she plans to return to Oshkosh in that same role as lead flight instructor and then return to FIT in the fall to remain at FIT as a flight instructor or to exercise one of several options offered to her by the aeronautical industry. If you go to Airventure, look for her at the Young Eagles tent near the control tower. She also will participate in the 2007 SAFECON as part of the FIT team at Ohio State University on May 7 through 12. Good luck Amanda. We all hope to see you soon and wish you blue skies in your aviation future.

Richard Lowe, Chapter President



That's Hangar.....with an "A"

After becoming the editor for our newsletter, *The Landings* I remember early on making the error of mis-spelling the word "hangar." I quickly found out that one should never replace the second "a" with an "e", lest there be a hanging!

Have you ever wondered about the origin of words? Just where did the word *hangar* come from? Did early pilots hang their aircraft from the rafters? Did it originate from the person who invented the structure?

Well, to find out I turned to that wonderful invention, fathered by our former Vice-President Al Gore, the internet. What I found was that a lot of other people were equally curious about the origin of words. My search brought to light these possible explanations:

Etymologists (people who research the origins of words) agree that English obtained the word from the French *hangar* in the mid-19th century. The Oxford English Dictionary claims that the etymology beyond that is uncertain. One possible source of the French form is Medieval Latin *angarium* "a shed in which horses are shod". *Angarium* comes ultimately from *ungus* "fingernail", via *ungulus* "hoof".

The English form of the word first applied to sheds which were used to house coaches, and it is easy to see how that sense could have developed from *ungarium*, and further how it could have later taken on the sense "shed or building for storing aircraft". We cannot discount the possibility that "hanging" had some impact on the use of this word in aviation, but we can say with certainty that no one named Hangar had anything to do with this word's history.

And then there was this explanation:

A friend of mine who researches for Disney came up with this: "First usage of the word was in 1835 in Oxford England in this statement: "Mademoiselle, may I put your carriage in the hangar?"

As we know, the horseless carriage evolved into the motor carriage which we see stored in an enclosure called a *garage*. In that case why was not the term *hangar* handed down to be the enclosure for the now known automobile? Where was *hangar* first associated with airplanes? Why wasn't it spelled *hanger* rather than *hangar*?

Last things first. It's called *hangar* because it came via French, from the Latin *angarium* to shed, or stable, or shoeing forge.

Hangar arrived into English in the late 17th century, by way of the 16th century French *angar*, defined as "an open shed, or hovel, wherein husbandmen set their ploughs out of the weather and sun". It then dropped out of use until the early 19th century, was revived briefly and then lapsed again until, presumably, someone was looking for a suitable word for an aircraft shed. We can speculate that *hangar* would have stayed dead without the advent of the airplane.

And then there was this entry:

I remember being mystified by the word "hangar" when I was a child. Like many small boys, I was fascinated by airplanes. But "hangar" sounded enough like "hanger" to puzzle me. Surely the idea wasn't to "hang" the planes from the ceiling, but all my other attempts to fathom the logic of the word came up empty.

All of which is a prelude to saying that experts are still not certain of the origin of "hangar." We do know that "hangar" first appeared in English around 1852, used to mean a covered shed for the storage of carriages, and that its use to mean "large building used to store aircraft" dates back to 1902. We also know that our "hangar" was borrowed directly from the French "hangar," which in turn came from the Middle French "hanghart." The trail gets murky at this point, but one possible source for those French words is the Middle Dutch "ham-gaerd," meaning "enclosure near a house."

Speaking of airplanes, someone recently asked me where the "plane" part of "airplane" came from, especially since "aircraft" seems to be a more sensible term. The answer is that "airplane" (or "aeroplane") originally referred to the wings of the aircraft, which are flat (or slightly curved, actually) surfaces within the general definition of "plane" we all learned in geometry.

A Little History About Hangars..... In 1909, Louis Bleriot crash-landed on a northern French farm in Les Baraques and rolled his monoplane into the farmer's cattle pen. At the time, Bleriot was in a race to be the first man to cross the English Channel in a heavier-than-air aircraft, so he set up headquarters in the unused shed. After returning home, Bleriot called REIDsteel, the maker of the cattle pen, and ordered three "hangars" for personal use. REIDsteel continues to make hangars and hangar parts.

One of the largest hangars built was for the former Soviet Air Force. It has now been converted to house a rain forest. Other notable large hangars are Suvarnabhumi Airport in Thailand measuring 885x295x115 feet, NAS Sunnyvale in the United States measuring 1,133x308x198 feet and the Filton Aerodrome in England measuring 1,155x263x115 feet.

Airship hangars (also referred to as "airship sheds") are generally larger than conventional airplane hangars, particularly in terms of overall height. Most early airships used hydrogen gas to provide them with sufficient buoyancy for flight, so their hangars had to provide protection from stray sparks in order to prevent the flammable gas from exploding. Hangars that held multiple craft of this type were at risk from chain-reaction explosions. For this reason, most hangars for hydrogen-based airships were sized to house only one or two such craft.

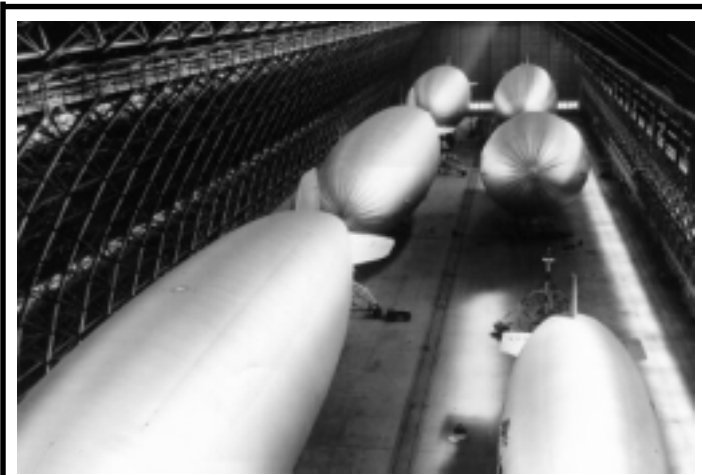
During the "Golden Age" of airship travel, mooring masts and sheds were constructed to build and house airships on their world travels. The British government built a shed in Karachi for the R101 and the Brazilian government built one in Rio de Janeiro for the German Zeppelins. The largest airship hangar, at the Goodyear Tire and Rubber Company in Akron, Ohio, was used for the construction of the USS Akron and USS Macon. Its length was 1,175 ft (358 m) and its roof soared to 200 ft (61 m).

The US Navy established a total of ten "lighter-than-air" (LTA) bases across the United States during World War II as part of the coastal defense plan. Hangars at these bases are some of the world's largest freestanding wood structures. Seven of the original seventeen hangars still exist, with one of them now housing the Tillamook Air Museum in Tillamook, Oregon.

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Hangars - continued from page 5

Sheds built for rigid airships survive at Moffett Field, Lakehurst Naval Air Station, Base Aerea de Santa (Rio de Janeiro) and Cardington. Bedfordshire.



An inside view of one of the massive blimp hangars at the former Marine Corps Air Station in Tustin, CA.

If you would like to know more about the origins of words and phrases, point your browser to the Word Detective's website found at: <http://www.word-detective.com/> and look for his index of back issues.



DOWN ON THE FARM

George Cole of Kewanee in his modified J3 Kitten taking off from an improvised landing strip on Ron Franck's farm. The strip was seeded a few years ago and mowed for the first time this Spring. Still in the rough stage, George couldn't resist being the first to try the strip.



George made a full stop on the strip. At 500 feet in length, you'll need a STOL or UL type to get in and out.



Fisher Flying Products Downsizing

To all Fisher Flying Products Customers:



After much thought and consideration Darlene and I have decided to semi-retire. We will no longer be manufacturing kits after June 1, 2007. This should give partial kit builders enough time to purchase the rest of their kits if you so wish. We also have a limited number of kits in inventory for sale. We have not raised our prices for 3 years so there will be no discounts. We will continue to offer parts, plans and some technical support for all of the 15 models. When

the intellectual properties and copyrights are sold, new owner (s) will most likely produce kits once again. But in the mean time we will continue to do our best to provide our customers with support and parts.

Our new business hours will be Monday, Tuesday and Wednesday from 9:00 am to 12:00 p.m. (noon) and 1:00 p.m to 4:00 p.m. only. This is subject to change if we see the need to be open more days.

The last 20 years have been exciting and challenging at times. The best part of being in the business is meeting so many people from around the world that we now call friends. We plan on being at Oshkosh just as spectators this year. Hopefully we will see many of you there too.

Thank you for all your business over the years and above all your friendship. *Gene and Darlene Hanson*
Fisher Flying Products