

THE LANDINGS

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

May 2013

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

It finally looks like spring has arrived and we may get some flying time in.

Diane Beauchamp, after serving on the High Flight Education Fund Board of Directors for the last few years has asked to be replaced. The Board of Directors accepted her resignation. When you see her thank her for serving the chapter in that position.

Cinda Beert expressed interest in serving on the Fund Board. The Board of Directors appointed her to the Board of Directors for the High Flight Education Fund.

Did you see the "Lets Salute Section Quad Cities Times" Wednesday April 24, 2013? It honored Terry Crouch for having given 100 Young Eagle rides. When you see Terry thank him for his service with Young Eagles.

The Boy Scouts program organized by Mike Nightingale on aviation awareness on April 20 2013 at the old Carver Hangar was well attended by Chapter members and Scouts. There were at least 35 Scouts in

attendance. Carver Aero asked Jordan Bidwell, one of their flight instructors to present the Carriers in Aviation section. This was accomplished through cooperation with Sandra Barrett, Carver Aero Manager and Jonathan Buckley, their Senior Flight Instructor. There were at least 10 members helping on set up Friday then 15 helping on Saturday doing presentations and 3 aircraft on the ramp for informational talks. We want to thank all who helped in any way to make this a success.

Coffee and Donuts first Saturday May 4th will be at Geneseo Airport, host by Kent Johnson. See article on what will be displayed and who is helping Kent on this elsewhere in this Newsletter. See you there. These events are becoming very well received and attended by Chapter members.

Last month Ron Franck brought in a crock pot of fresh cooked rice pudding, prepared by Pam. Thanks Pam, it was delicious. I don't think there was much left to take home.

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Last Month's Program Tom Vesalga - Davenport Airport Manager



Next Meeting - May 11th - 7 PM - Keith Williams - VFR/IFR Videos
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

May 11th Chapter Meeting

The May Chapter meeting will be held on **Saturday, May 11th at 7 PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

The meeting will feature a presentation by Keith Williams. Keith has a nice collection of video programs from www.pilotworkshops.com. Also will have the **FIRST EDITION** of the EAA Chapter Video Magazine produced by the EAA for the chapters.

Will be an interesting program this month. Bring your questions. **Bring a friend!!**

April 13th Board Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter President Jim Smith at 6:02 PM

MEMBERS PRESENT: Jim Smith, Ed Leahy, Tom Shelton, Marty Santic, Dave Jacobsen & George Bedeian

THOSE NOT PRESENT: Mike Nass

OTHERS PRESENT: Cinda Beert

TREASURERS REPORT: The treasurer's report was read by Ed Leahy. A motion to accept the report was made by Tom Shelton, the motion was seconded Marty Santic. Approval by the board was unanimous.

OLD BUSINESS: A motion to approve the previous months minutes, as published in the last newsletter was made by David Jacobsen and was seconded by Marty Santic. The motion was approved by the board.

Cinda Beert has been looking into badges for pilots and ground crews to wear during Young Eagles events. She may have some samples to show the board at next months board meeting.

We need members to volunteer at the upcoming Boy Scout Aviation Education program; we will bring it up at the membership meeting later in the evening.

It was noted that three people have rejoined the chapter after procedures for acquiring program presenters was changed. They had quit earlier when their name was drawn from the membership roster and listed for program responsibility.

It was noted that the tool committee will have a meeting next week.

Jim Smith told the board that Cy Galley has a draft started on the Repair Barn operation procedures. Included was administration practices, order forms for items, and where to get them from EAA headquarters and a chapter 75 volunteer list. We have a good start for 2013 Air Venture.

The board of directors sub committee (Dave Jacobsen, Tom Shelton & Jim Smith) met with Paul Fisher of the tool committee. The board of directors sub committee reviewed the tool committee documents, and then drafted recommendations for the tool committee. Tom Shelton made a motion to approve the recommendations of the sub committee. Ed Leahy seconded the motion. The motion was passed by the board. Tom Shelton then made a motion to have Jim Smith send these recommendations to the tool committee requesting them to develop operating procedures using the draft as a reference, then submit them to the Board of Directors for review. The motion was seconded by Marty Santic and was approved by the board.

Marty Santic asked about bylaws being updated. After a brief discussion it was decided to discuss the by laws at a later date.

Jim Smith asked for someone from the Board of Directors to make a motion approving the tool committee as listed in their 11-15-12 document. Request went unanswered by anyone on the board of directors.

Ed Leahy made a motion to recognize the names of the members on the tool committee, Marty Santic seconded the motion, and the motion was passed by the board.

NEW BUSINESS: Cinda Beert told the board that she has tentative dates for this years Young Eagles rallies. The dates and locations are May 11th Saturday of Mothers day weekend at Davenport, IA, June 8th at Kewanee, IL, June 16th Fathers day at Geneseo, IL, and September 22nd at Clinton, IA.

Jim Smith said that he has the insurance in place for the Boy Scout Aviation Education day for this coming weekend, from EAA Headquarters at Oshkosh.

Cinda Beert made a suggestion for the chapter to purchase some folding tables and folding chairs.

Diane Beauchamp is leaving her position on the High Flight Fund Education board.

Dave Jacobsen made a motion to appoint Cinda Beert

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April 11th Board Meeting Minutes

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to fill Diane's position on the board, the motion was seconded by Tom Shelton, and the motion was approved by the board. Cinda Beert accepted the position.

Marty Santic told the board that he has two Chapter 75 Ball Caps left for sale.

The board will bring up to the chapter during the membership meeting, a suggestion to purchase 30 more ball caps; this will qualify us for the volume discount and will give us hats to have on hand for members to purchase.

A motion to adjourn the meeting was made by Dave Jacobsen and was seconded by Marty Santic. The meeting was adjourned at 7:03 PM.

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

April 11th General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:08 PM by chapter president Jim Smith with 27 members plus the evening program presenter present.

VISITORS AND NEW MEMBERS: Nate Mallinger, new member from Davenport. And Greg Weise, new member from Blue Grass.

TREASURERS REPORT: The treasurer's report was read to the membership by Ed Leahy. The report was approved at the Board of Director's meeting earlier in the evening.

TOOL LIBRARY: TECH COUNSELOR REPORT: Nothing to report

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Nothing to report.

YOUNG EAGLES: Cinda Beert has tentative dates for this years Young Eagles rallies. The dates and locations are May 11th the Saturday of Mothers day weekend at Davenport, IA, June 8th at Kewanee, IL, June 16th Fathers day at Geneseo, IL, and September 22nd at Clinton, IA. Note that the June rally is

in conjunction with our June pot luck.

NEXT STEPS ADVISOR: Nothing to report.

AIR ACADEMY ADVISOR: Nothing to report.

MEMBERSHIP COORDIATOR: Nothing to report.

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

NEWSLETTER EDITOR: Marty Santic is always looking for contributions such as, trip write ups, pictures, aviation web links and other good aviation stories for the newsletter. So far chapter members have been very helpful in the past.

WEB EDITOR: Nothing to report.

OLD BUSINESS: Marty Santic has two ball caps with the new chapter 75 logo left for sale.

The chapter had a discussion on having more chapter 75 ball caps on hand for members to purchase. Marty Santic noted that if we bought thirty hats at a time there would be a good discount for the chapter. Bob Johnson made a motion to purchase thirty hats. The motion was seconded by Mike York; the motion was passed by the membership. These hats would be made available to chapter members at our cost.

Marty Santic said he would check to see if the ball caps are available without the button on top. This would make the hats more headset friendly for pilots.

NEW BUSINESS: Jim Smith discussed the upcoming Boy Scout aviation education program. It will be held the following Saturday by Chapter 75 at the old carver hangar, at the Davenport Airport. We will need volunteers for the Friday night set up and for Saturday during the event. The Scouts are from Orion, IL, and the program was arranged by Mike Nightingale.

Tables and chairs for the chapter were discussed. It was decided that folding chairs, not lawn chairs would serve the chapter well. We would like donations or purchase them. After any donations or garage sale acquisitions, we would know how many chairs we would need to purchase. A motion to look into purchasing folding chairs was made by Bob Johnson; this was seconded by Roger Nightingale. The membership approved the motion.

Chapter leadership awards were discussed.

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April 11th General Meeting Minutes

(cont.)

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Diane Beauchamp is leaving her position on the High Flight Fund Education board. Cinda Beert was nominated to fill her position during the board meeting, and accepted.

Progress on the tool committee issues from the board meeting was discussed.

Jim Smith told the membership that Cy Galley has a draft started on the Repair Barn operation procedures.

Keith Williams talked about the new EAA program that will give airplane rides to adults on a one on one basis's. This is similar to the Young Eagles program, and it will be aimed at adults that already might have an interest in getting a pilots license.

Keith Williams also mentioned the possibility of a group of members to form a partnership or club. The purpose would be to build a light sport aircraft. This idea would allow the group to have an economical aircraft for pleasure and sport flying.

Jim Smith shared with the membership his experience at this years Sun & Fun. He told about Educational forums he attended. Some of these were the welding work shops, Sheet metal, Fabric and other disciplines.

Adjournment: A motion to adjourn the meeting was made by Jim Smith and seconded by Dave Jacobson. The membership meeting was adjourned at 7:50 PM.

THE EVENING PROGRAM: Tom Vesalga, the Davenport airport manager gave a presentation on the new improvements, and runway rehabilitation to be expected at the airport. Also talked about operations and long term goals.

These minutes respectively submitted by Vahan G. Bedeian, Recording Secretary, EAA Chapter 75 Of the Quad Cities

From The Desk of the President (cont.)

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A program for this month has not been finalized yet . We will extend the membership presentations on what you are building or working on both in the shop and behind the throttle if a program is not secured.
Happy Flying - Jim

The Following Took the Quiz!! - What Kind of an Airplane Are You?

There is still time to complete the short series of questions and the experts at Quizilla will tell you what kind of airplane you are. Will publish more in the next newsletter. Take the short quiz by [clicking here](#) and then send your result to Marty Santic, marty.santic@gmail.com

A few of our members did it and here are the results!

Marty Santic - P-51 Mustang

Gary Rasso - P-51 Mustang. You enjoy classic things. You like the beauty of old machinery, and the way that it awed the world. You love adventure, and you like being top dawg. You are powerful, and you are determined. You see qualities in things that most people do not. So buckle your seat belt and tear up the skies, it's your turn to have some fun!!

Charlie Hammes - Extra. You are a bit crazy. You enjoy taking risks. More so than most, and you find that the risks you take pay off with the excitement you got from the adventure. You are a top-grade, bad *ss. My kind of person!!

Mark Clark - F/A-22 Raptor. You are stealthy and daring. You probably pursue a career that involves challenges and special cases. You are sleek and a "player" if you will. You are a bit un-tamed, wild by nature, and you love being at your wildest around a group of people. You are loyal, understanding, and trustworthy. Your patience is a little low. You love adventure and risk, and the rewards that come from them. You are not always too worried about the downsides to risks, as the thrill of the adventure outweighs them. You are a warrior in life, taking things head on, and you could also be considered to be somewhat of a "hot-head" at times.

George Bedeian - You are a DASSAULT FALCON 50EX. You are spoiled!! You enjoy comfort and class. You like being able to get what you need without jepordizing safety. As a reward for your hard work in life, take a ride in one of these.

Nate Mallinger - Dehavilland Beaver.

TAKE THE QUIZ AND SEND ME YOUR RESULTS!!

April -- 1st Saturday Coffee and Donuts at the Clinton Airport Hosted by Mike Nass

The April edition of the 1st Saturday Coffee and Donuts gathering was hosted by Mike Nass. A cool and windy day but had a large turnout. Don't miss the next one at the Geneseo airport.



Cub Scout Aviation Day at the Davenport Airport

Many thanks to Mike Nightingale and all that participated to make this event a success!!



Cub Scout Aviation Day at the Davenport Airport



Spinning thru The Skies (Part 2) (from Mark Clark)

I recently had the honor of doing Spin Training with a professional aerobatic pilot, Greg Koontz. <http://www.gkairshows.com/>

I decided to stay at the Greg Koontz Sky Country Lodge on Friday 5 April. For \$125 a night, you get dinner, amazing conversation, and breakfast all prepared by Chef Greg Koontz. Don't expect anything fancy, just good home cooked meals.

I didn't expect to do Spin training so soon after training with Jonathan in Independence, just worked out I was headed to Alabama and there was the treat of meeting a couple of AOPA gentlemen, Al Marsh, yet for the life of me, I can't think of the other gentleman's name. AOPA was there to do a "Pilot Report" on the new Xtreme Decathlon. <http://www.amerchampionaircraft.com/index.htm>. I actually didn't find the Xtreme on the website.

Jody, the designer of the Xtreme was at Greg's place to provide technical information to the AOPA guys. So I was able to listen to conversation about the new design. The conversations seem to indicate a sluggish plane compared to the standard Super Decathlon. There was Steven, a younger guy, mid to late 20's who was ferrying a Super Decathlon (180HP 1995 \$95K) to the San Francisco area which Greg had sold. It was coincidental when I asked Steven, "What is your route to the West Coast", Steven told me he was headed for El Paso, TX to get around the Rockies. I then asked "Are you landing at the Class C or at Horizon?", Steven was a bit thrown back, I told Steven I had mountain training out of Horizon in El Paso, only a few months ago. So Steven asked me about the airport and the accommodations around the Horizon (which isn't much).

The whole evening was filled with great conversation, airplane talk, and a video of Greg flying through canyons in the Cape Town South Africa area last year when he was hired to provide aerobatic training to a few South Africans.

A big take away from the evening was when Greg was telling the group how he was doing the preflight on the Decathlon and found the cables to the rudder was just laying on its track. I had never gave it much thought nor has it been a subject of conversation since my induction to flying, yet Greg was saying the cables need to be within tolerance of tightness in order to get full deflection and responsiveness from the rudders for performance. My preflight of the cables has always been, "are they attached". This new found



knowledge has drastically changed my assessment of the aircraft's cabling.

Another interesting conversation piece was Greg asking me how many hours I had, my response "do you mean as PIC, in the air?", Greg's passive aggressiveness came out, "Yes, the plane wasn't flying itself, how many hours do you have?", we all laughed, then he went on to tell the story of how he wanted to break a 1000 hours flying inverted. He had to drop a student off, then went back into the air. He went inverted and watched the Hobbs as it clicked past his goal, suddenly the engine choked and went quiet. Greg said "it's amazing how when you are flying along and you are looking for fields in case of a forced landing there are lots of options, then when the engine stops it's like every very damn field turns into the size of a quarter". Greg said he was fortunate enough that there was a good field in front of him and he was able to land uneventful.

The next morning, Saturday, at 6am, I could hear the Super Decathlon start, do the run-up and take off from Greg's 3100' airstrip, 7.30am we were eating breakfast and by 8 I was in "Spin Ground School".

A Eureka moment during our ground school was when Greg asked "How do you recover from a stall?", my immediate response was "Lower the nose". Greg said, "that's one answer, but what I was looking for was reduce the angle of attack, it won't do you any good to lower the nose if you re upside down". Greg went on to say "the stick is your angle of attack, if it is all the way back then your angle of attack will be at its maximum, when you go into a stall all you are wanting to do is slightly reduce the angle of attack back to where the plane is flying, which will probably be an inch on the stick". This made so much sense to me. When we were in the air, one of the first things we did were stalls, keeping in mind the stick in relation to angle of attack greatly decreased the amount of drop to recover, down to a few feet.

The seat in the plane consisted of a four point harness and a parachute. My first time in a parachute, and

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Spinning thru The Skies (Part 2) (from Mark Clark)

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fortunately we didn't have to use it. The Super Decathlon we used is only a few days old. Greg had flown it to AL from CA only two days before my arrival. 90GK has a 210HP engine with a constant speed prop. All kinds of neat gauges inside, seemed a bit much for a plane that does aerobatics, yet I guess if you have to fly it to a show you don't want weather to stop you.

The practice field was above his airstrip, once we took off, climbing to 5500' was quick. We did a few stalls to get me comfortable with the plane and then went into the spin training. Everything was very similar to Jonathan's training. Greg did a great job relating a specific spin to a specific situation. We went

My First Class Bravo Experience (from Mark Clark)

On Sunday 7 April I had arranged for a CFI (Joe Pelton) with the LGE Flying Club (I am a member) to give me instruction on flying "Class Bravo" airspace.

Our route was from KRYY (Kennesaw, GA – where the club parks the planes) to KPDK (Chamblee, GA – where I stay when I am in ATL), down to KCCO (Newnan) and back up to RYY. I was expecting the whole trip to take an hour, but it took 2 hours. We did a touch and go at KPDK and a touch, back taxi, and go at KCCO.

So this is how it played out:

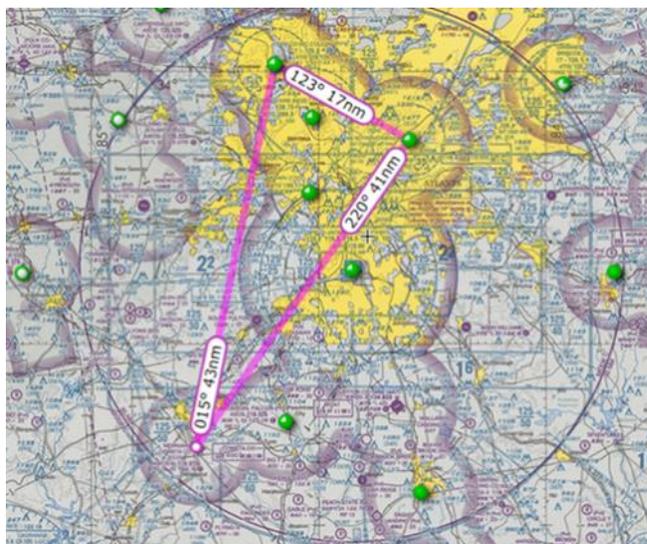
On the ramp, we (basically Joe) begged the controller out of KRYY to provide Atlanta Center with our route. The controller complied and we took off. I say that so easily, yet it was a very very busy time. Very busy. Overwhelmingly busy.

We got our squawk code from the ground controller and our taxi instructions and started to taxi. Did our run up, switched to Tower and off we went.

As a side note to new pilots, be careful what shoes you wear. I ordered a new pair of boots. The boots I generally wear (Fire retardant – a Rod Machado suggestion) have a spongy, narrow sole. The new boots I ordered had a stiff sole and a wide sole, like about 3/8' past the outside material. This made it very difficult to position my feet so I wasn't pushing on the brake and because I had so little of my actually feet on the pedals, it was difficult to feel my feet position. It made landing more difficult. I was very close to just

into 7 spins. The last one was the most exciting. Greg had me hold the stick back (Power off), bring the plane to almost a stall, then full left rudder, full back on the stick and to the left, we went into the spin and kept spinning, at least 6 rotations, we started out at 5500'. I remember looking at the altimeter after recovery and we were down to 3500'. WOW, that was a spin. I could really feel it in my head. Not sure if having bacon and eggs an hour earlier was the best thing to do.

Greg took the controls then did a low fly-by of his field to impress the AOPA people on the ground, brought the plane around and we landed. After introductions, Greg, Jody, and the AOPA people went into planning mode, so I said my good-byes. Definitely an experience that will last a life time. Next, I am hoping to take Greg's "Basic Aerobatic Course" sometime early next year.



pulling my boots off and flying in bare feet.

With that said, we took off from KRYY on R27 at 17.57 so the sun was in my eyes, winds were calm. We flew out then turned to the north, KRYY handed us off to Atlanta Approach. Very busy airwaves and lots of traffic. We were vectored out about 8 miles North of KPDK for a straight in approach to 21R. KPDK is the busiest Class Delta airport in the US. Hard to believe KPDK is Class Delta like KDBQ. I had ridden my bicycle to KPDK earlier in the day to listen to controllers. I was there 30 minutes and probably saw 8 jets and 15 GA aircraft take off, not to mention the large number of aircraft landing. It's so busy there is a park and restaurants next to the field for people who just come there to watch airplanes.

Once we were lined up with 21R ATL handed us off to PDK where we were sequenced for landing. We did

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My First Class Bravo Experience (cont.)

a touch and go, as we were touching down there was a jet touching down on 21L.

Off we went, PDK vectored us to the west then handed us off to ATL Approach. We stayed on a westerly course for a couple of minutes then ATL vectored us to the South. That was cool. We flew straight over KATL at 4500'. We watched the "Heavy's" coming in from the west. The field looked surreal. Joe said the reason why ATL put us over the field was because "it's the safest place to be", there aren't any big jets flying around the field, just coming in at an angle.

Once we did the fly over of Hartsfield, we were then vectored to Newnan and "Cut loose" at or below 3500'. Ground elevation is at 1000' so it doesn't leave much room for a forced landing in a heavily populated area.

We did a touch, back taxi at KCCO (Newnan) then off we went again. During our flight from KPDK to Newnan, ATL Approach was trying to communicate with an aircraft that seemed to have lost their radios. When we took out of Newnan I called ATL Approach and didn't get a response, we stayed at 2500' (land elevation is 1000') so we didn't break through Class Bravo airspace. Now even less altitude if we had a forced landing, yet there did seem like a lot of options on our route.

We stayed low the whole trip back to KRYYY, there is Dobbins Air force Base we had to avoid the Class Delta up to 3300'. The plane 658LM is equipped with a Garmin 430. I understand how helpful this piece of equipment is in Class Bravo. During our trip it was



exciting to watch the Heavy's pass over top of us as they were going into ATL, seemed so close when in the air.

The landing at KRYYY was uneventful. The trip was bumpy, lots of thermals. I had my son with me. He was in the back. My son is 30 years old, had a bit too much of the spirits the night before, so once we got past Hartsfield, the hang over, the twisting, turning, ups and downs of the plane took its toll and he lost it in his headset bag. Fortunately he took his headset off so we didn't have to listen to the experience.

After assessing the trip, the one thing which is consistent, instructors like to talk. Between communicating, listening, switching frequencies, listening to the Joe talk the whole way (all good instructional information) and flying the plane (can't forget that part), it was an extremely stressful flight, yet I am empowered with the knowledge, so I will do it again on my own sometime soon.

FAA Eases Process for Medical Exemptions for Some

The FAA has expanded the list of medical conditions that can be evaluated by an aviation medical examiner instead of requiring a special issuance and an FAA review, [EAA reported](#) last week. Under a new FAA policy, applicants with arthritis, glaucoma, hypertension, pre-diabetes and several other common conditions are eligible for the simplified process.

Further diagnoses are expected to be announced in the coming months.

Dr. Greg Pinnell of the EAA Aeromedical Advisory Council will explain the changes in an online [webinar](#). The video will be [archived](#) on EAA's site for later viewing.

Meanwhile, the leaders of both EAA and AOPA have said recently that a [proposal](#) last year to the FAA that would have eliminated the third-class medical requirement for many private pilots has stalled.

As [AVweb reported](#) last week, EAA chairman Jack Pelton said the outlook is "pessimistic" for the exemption to get passed, but he will continue working to change the third-class requirements.

Later in the week, AOPA President Craig Fuller also [said](#) support for the exemption is flagging. "High-level FAA staffers told us the exemption was not a priority for the agency," he said. More than 16,000 pilots and organizations have filed comments online about the proposal.

Your Feedback is Requested - Meet the Controller's Seminar Held at Elliot Aviation (from Kent Johnson)

Chapter 75 Members and all local pilots.....

What a great pilot turnout we had at Tuesday night's "Meet the Controllers" meeting at Elliott Aviation. Tower Manager Doug told me that he thought maybe 25 or 30 would show up, he was hoping for 40 or 50, he set up chairs for 100, and those of you that went know what happened, we packed the place to standing room only!!! Thank you, thank you, thank you. I hope you enjoyed the meeting. I would like to go a step further and provide Doug some feedback on the meeting so that he can see if any changes should be made for future events. I have to confess that I did not pay strict attention to what the presenters were saying all the time because I was busy answering questions individually in the back of the room, renewing old friendships, and meeting new area pilots and the new controllers. It looks as though the tower is still about 50% pilots, including 3 CFI's. This is good news for local aviation groups in terms of potential new members.

If you would like to take a few minutes and let me know what you liked and/or did not like about the meeting or any of the topics that were presented, I will pass the comments anonymously to Doug. You may email the comments to me at: airport1@geneseo.net

I'll start with a few of my pro and con observations:

It was nice of Elliott's to host the event, they have been very gracious in the past and will probably be in the future as well, but for me it seems that there are more noise distractions (intermittent blower fan, riveting sheet metal, etc) in Elliott's hangar as opposed to other locations such as the John Deere hangar, Moline library, etc. Those distractions made it difficult to hear the presenters at times.

It was outstanding that the Metropolitan Airport Authority provided an excellent refreshment table, but it was under utilized because there was no brief intermission to stand and graze the food table (I managed my share of grazing because I was standing anyway).

Speaking of brief intermissions, as a Flight Instructor I have seen students get overloaded with information to the point where it becomes difficult to receive any further information. I think that a bit of that happened last night.

On the plus side, I was overjoyed to see this outreach initiative from the Manager and Controllers to improve pilot/controller relationships and encourage more GA activity at the Moline airport. It was great to see controllers volunteering to participate on their own time because it means that they are truly interested in the local aviation scene. As I've said before, participating in these pilot meetings and meeting all of you made my career so enjoyable and I'm happy that we had such a good turnout to give these controllers the same opportunity.

As someone who has done similar presentations, I recall shaking like a leaf at my first one because I was so nervous. As time went on and I realized that I was just chatting with a large group of friends, it became easier each time. I did not notice nearly as much nervousness on the part of these young folks as what plagued me on my first one. I thought they did a great job.

I thought it was good that Doug allowed several controllers to participate in the presentations as opposed to doing it all himself or just having one person handle it all.

I also thought it was good that several controllers were willing to participate as opposed to just one or two of the whole group.

I really enjoyed the one on one conversations that I had with several of the new controllers (hope I wasn't too much of a distraction to the presenters, but I think the extraneous hangar noise covered me). I hope some of you got the chance to chat with some of the controllers individually as well.

Procedurally, I know that there are concerns about being vectored around airspace as opposed to traffic, especially when departing and arriving at nearby airports, but I believe that we once again have a team and a leader who are willing to listen to those concerns and consider alternatives. They may or may not be able to accommodate a particular request, but from what I was hearing last night, our comments are invited and will be considered.

It was great to hear that tower tours are once again being encouraged. Please take advantage of this, especially if you haven't toured the tower previously.

The 3G8 pilots who are hosting the May 4th coffee and donuts session took the liberty of inviting the tower personnel to the event. I would like to follow up the tower's initiative with occasional social opportunities for the controllers and pilots to get together and this seemed like a good one. I don't know if any-

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Local Calendar of Events (click on the Links)

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

Mount Hawley - Peoria - BREAKFAST EVERY 1st and 3rd Saturday every month, Fly, drive, or walk. FREE Breakfast to "Pilot" who flies in the farthest. Pancakes, Eggs, Sausage, Coffee, Juice, and Good Times and Hangar talk - Mount Hawley Auxiliary Airport

May 4, 2013

1st Saturday Coffee and Donuts at the Geneseo Airport. See Page 13.

Pella Community Airport Tulip Time Flight Breakfast - 7 a.m. – 10 a.m. Shuttle available to Tulip Festival May 2nd, 3rd, and 4th. Pilots in command free. 641-628-9393

May 5, 2013

Rockford Fly In Breakfast - EAA Chapter 22 is having their annual fly-in breakfast Sunday, May 5th, at KRFD. Flyer is available to see on our website at www.eaa22.org

May 8, 2013

AOPA Air Safety Foundation Seminar at the John Deere aviation facility at 7pm. The AOPA "New for 2013" Air Safety Foundation...."CHART CHALLENGE" See page 14.

May 11, 2013

EAA Chapter 75 May Meeting

May Chapter meeting at the Deere Wiman Carriage House. 7pm. All are invited. www.eaa75.com

YOUNG EAGLES RALLY, Davenport Airport

Quincy, Illinois Fly-in Breakfast Quincy Baldwin Field (KUI) 8a-11a

May 18, 2013

Mason City Municipal Airport Flight breakfast and open house. 7am-5pm. 641-421-9366 (Todd Kyle) E-mail: nias@netconx.net Website: www.northiowaair.com

Spring Fling Pancake Breakfast and Fly-In Beloit Airport, Beloit, WI 7a-11a. All you can eat pancakes and sausage for \$6. Kids 5-11 \$4 and 4 and under are free. Come visit the "Prettiest Little Airport in the

World!" <http://60.eaachapters.org>

May 19, 2013

Broadhead, WI - Chapter 431 Fly In Breakfast - EAA Chapter 431 kicks off the fly-in season every year with our Community Pancake Breakfast. Includes all you can eat pancakes, two sausages, scrambled eggs and choice of beverage. Serving time is 7:00 a.m. until 12:00 noon. Adults, \$6.00 Children under 10, \$4.00 If you're flying in, set a course for Broadhead Airport (C37). Unicom is 122.9

Mount Morris Fly-In Breakfast, Mount Morris, IL Ogle County Airport (C55) 7a-12p

Tri-County Airport Fly-in Breakfast Lone Rock, WI Tri-County Regional Airport (LNR) 7a-12p

May 25, 2013

Chariton Municipal Airport Fly-in & Corvette Racing Note: Runway 35/17 will be closed for racing. PIC's eat free. 4pm-7pm Website: www.lucascountytourism.org

June 1, 2013

Council Bluffs Municipal Airport Great Plains Wing CAF Pancake Breakfast 8a-11a PIC eats free.

Iowa PilotPalooza Featuring Rod Machado at Boone Municipal Airport 2p-8p. For pilots, by pilots: Socialize, attend forums, aircraft for sale, home-built projects, food available for purchase, overnight camping, laugh and learn. Bring potential pilots

June 9, 2013

Whiteside County Airport - Chapter 410 Fly In Breakfast. See page 16.

June 16, 2013

Gen-Air Annual Father's Day Fly-in/Drive-in Breakfast and Young Eagles Rally at the Geneseo airport (3G8). Serving breakfast rain or shine, 7am to 11am. Adults \$6, children under 12 \$3, fly-in PIC eats for free. Antique and classic car display and sky-diving demonstrations, weather permitting.



ENCORE PERFORMANCE AT AIRVENTURE

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

Bandsaw Blades At a Reasonable Price

(from Galen Johnson)

Thought I would pass this along for the benefit of Chapter 75 members who need to cut metal. I tried bandsaw blades from local sources in my 6x4 horizontal cut-off saw and found blades made by Morse sold by Menards worked best. Unfortunately, Menards changed suppliers and they were not as good. I searched the internet and found this source. They make blades to suit any application and have a variety of materials and pitches available. The loops I ordered were fabricated from stock made by Lennox, a very reputable manufacturer in the metal working industry. They are durable, cut nicely and cost is competitive with Menards. Orders over \$100 ship free. Website is: www.bandsawbladesdirect.com

Informal Gathering Every Wednesday at the Davenport Airport

There is and has been an informal gathering of pilots/former pilots and strap hangars each Wednesday at 1500 at the Carver Terminal in Davenport. Carver Aero usually puts on the pot and we chat about days gone by, things that are happening and how to solve the world's problems. Now and then a bag of cookies or other health food items may appear. No membership, dues, officers, committees or points of contact. Just good fun. Richard Lowe

Classified Ads

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](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.

Partners WANTED: Looking for other pilots to buy an LSA. Bob Nash. 309-944-2212
Hangars Available: At the Davenport Airport!! Call Tom Vesalga at **563-326-7783**.

NEW AD - FOR SALE: 1976 Piper PA 28-181. Airworthy, located in Davenport. Call for Details. 563 355-3424. Richard Lowe

Another What is It? Submitted by One of the Last Winners, Cy Galley



Mystery Ship. Note pilot and passenger head's were in the wing as the windshield was a bubble over the top of the wing. Send your best guess to the editor. marty.santic@gmail.com

Your Feedback is Requested (cont.)

(Continued from page 11)

one will show up, but we are at least trying. We are also considering a "Picnic at the Airpark" event for local pilots and controllers sometime later this year. I'll keep you posted if we get this arranged.

Overall, I really enjoyed the evening. As a parting thought, please remember that when you make that radio call to a MLI controller, there is a 50/50 chance that you are talking to a fellow pilot and it's pretty much a given that if you're not talking to a pilot, you are at least talking to someone who's interested in providing you good service.

Happy Flying Safely and let me know your thoughts. Send an e-mail to Kent Johnson at airport1@geneseo.net

FOR SALE: one Flightcom headset with cloth ear covers and liquid/jell ear pads, \$30; also Jepp shades, flip up shades for IFR training, with protective carrying bag. Works well with headsets; \$30 value, \$5; Ray Holland (563) 359-0450.

Have something to sell? Send the information 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!!

EAA CHAPTER 75 – QUAD CITIES
1ST SATURDAY COFFEE AND DONUTS
MEMBER OR NON-MEMBER
ALL ARE INVITED – BRING THE FAMILY

**FREE COFFEE AND DONUTS AND SOME
GOOD HANGAR TALK AT THE GENESEO AIRPORT**

SATURDAY, MAY 4, 2013
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
**Mark Bauer and Bob
Johnson at the
Geneseo Airport**



FLY IN or DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Mark Bauer and Bob Johnson at the Geneseo Airport. Come for some good hangar talk and see the projects at the Geneseo Airport.

FLY IN: Geneseo Airport (3G8), Geneseo, IL

DRIVE IN: From Davenport, drive east on I-80 to the Geneseo exit (Exit 19). North on Route 82 to US Route 6. East on Route 6 (about 2 miles) to 1650th E St. North on 1650th St to the airport. Hope all will attend.

AIR SAFETY INSTITUTE SEMINAR SERIES

Join us for this fun, fact-filled, FREE seminar!

Chart Challenge *Live*

What would we do without charts? They're one of the most fundamental parts of flying—but they can also be challenging to interpret, difficult to read, and sometimes head-scratchingly confusing.

Our new live seminar is meant to help you master them. Based on our popular "Chart Challenge" series of online courses, it's a refresher clinic where you, the audience member, get to put your knowledge to the test. We'll quiz you on everything from VFR sectionals to instrument approach plates, and dig into the practical issues that come with them. We'll cover:

- Challenging questions about specific VFR and IFR charts
- Critical tie-ins with real-world procedures and decision making
- Analysis of tragic accidents caused by chart misinterpretation
- Important "gotchas" you need to be on the lookout for

CHART CHALLENGE *LIVE*

**ATTEND THE
CHART CHALLENGE
LIVE
FREE SAFETY SEMINAR**

Wednesday, May 08, 2013
7:00 - 9:00 pm
John Deere Global Aviation Services
5600 69th Avenue
Milan, IL 61264

Bring the card
below for
WINGS credit
and your chance
for a free gift!

Special Thanks: John
Deere Global
Aviation Services

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

Playcrafters Barn Theater Presents

The Gary Ray Stapp comedy

The Trouble with Cats

Directed by Megan Elliot

A house-sitting couple gets more than they bargain for when a Minnesota homeowner double-books her domicile at Housesitters.com. Generations collide between the upper-middle-class socially-skilled Julians, and the free-spirited vegans who have decided they don't need a last name. Personalities clash further with some overly friendly neighbors, a trio of home improvement sisters, and a cat... that no one seems to be able to find.

Wednesday, May 8th, 2013

The reception begins at 6:30 p.m. and the

Performance starts at 7:30 p.m.

Tax deductible tickets are \$10.00 and are available at the door.

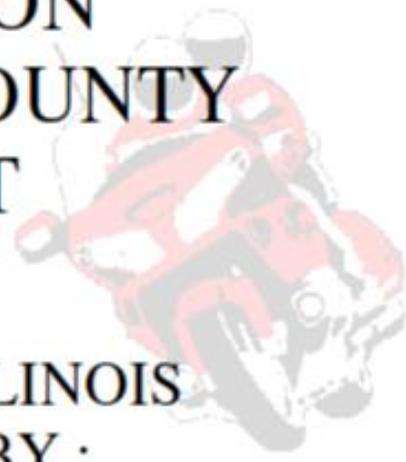
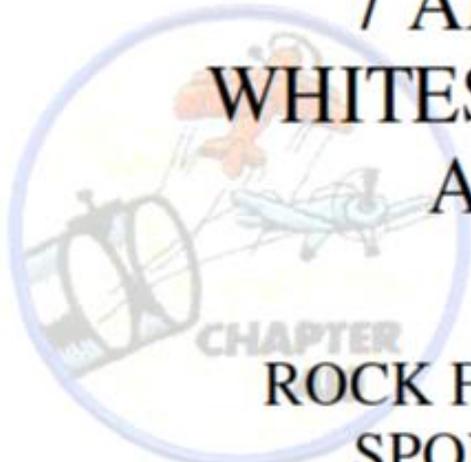
Proceeds go to support Quad City Cadets of

CIVIL AIR PATROL

For more information call: 309-797-1588



**ANNUAL
FLY-IN & DRIVE-IN
WINGS BREAKFAST
RAIN OR SHINE
SUNDAY, JUNE 9, 2013
7 AM – NOON
WHITESIDE COUNTY
AIRPORT
(SQI)**



**ROCK FALLS, ILLINOIS
SPONSERED BY :
LOCAL EAA CHAPTER 410
(EXPERIMENTAL AIRCRAFT ASSOCIATION)**

&

**GWRRA ILL. CHAPTER G SAUK VALLEY
WINGERS
(GOLD WING ROAD RIDERS ASSOCIATION)**





**Sky Diving
Demonstration
(weather permitting)**

GEN-AIR PARK
308 122.9
GENESEO, IL.

**Vintage Auto
Aircraft & Display**

**ANNUAL FATHER'S DAY
Fly-In/Drive-In
Breakfast**

\$6.00 Adults **\$3.00 Children**

**Gen-Air Park is located 2 miles east of
Geneseo, IL**

**June 16, 2013
7am-11am**

For More Information Call 309-944-8126

Chapter 75 Merchandise Now Available

(from Marty Santic)

As mentioned at the last meeting, baseball caps are now available with the new Chapter 75 logo. The caps are of nice quality and the logo is embroidered, not printed. The caps are available for \$11 and will be available at our future monthly meetings. I will ship in a Priority Mail package for an additional \$5.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$16. I ordered 50 and received a discount. If you would like a cap, please send me an e-mail. marty.santic@gmail.com If you would like me to ship, send a check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807

Also available via CafePress are men's clothing items such as T-shirts, sweatshirts and jackets, women's clothing items, child's clothing items, accessories and holiday items with the logo. The logo is printed and not embroidered on all of the items from CafePress.

I displayed one of the T-shirts at the last meeting. Nice quality, the printing is not raised on the fabric surface. So the fabric remains nice and soft.

You can visit the Chapter 75 store by going to www.cafepress.com/eachapter75. All items are shipped directly to the buyer. All you need is a credit



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

card. Many items are available from CafePress (www.cafepress.com),

If you see an item that you would like added to our webstore, let me know.

EAA CHAPTER 75 OFFICERS

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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



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

Chapter Website
www.eaa75.com

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

<p>New Member <input type="checkbox"/></p> <p>Renewal <input type="checkbox"/></p> <p>Info Change <input type="checkbox"/></p> <p>Membership dues for EAA Quad Cities Chapter 75 are \$10/year.</p> <p>Make checks payable to EAA Chapter 75</p> <p>Mail application/renewal to: Ed Leahy 3211 South 25th Avenue Eldridge, IA 52748</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 http://www.eaa.org</p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 http://www.eaa.org/membership</p>	<p>Name: _____</p> <p>Copilot (spouse, friend, other): _____</p> <p>Address: _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone (Home): _____ (Work): _____ (Cell): _____</p> <p>Email Address: _____</p> <p>EAA#: _____ Exp Date: _____</p> <p>Pilot/A&P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with: _____</p> <p>_____</p> <p>_____</p> <p><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</p> <p>What are You Building? _____</p> <p>What are You Flying? _____</p> <p>_____</p>
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