

THE LANDINGS

www.eaa75.com

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

October 2012

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

It has been a busy month with the Davenport Air Show being first on the calendar, then the Girl Scouts, the Chapter meeting, the Stearman event, and the Young Eagle event at Clinton. Here are some details.

The Girl Scouts Aviation Take Flight program was the same day as our regular meeting. Big thanks to all who helped on that event. There are a lot of things that must be accomplished prior to and after the event. Set up, delivery, then the return of all back to storage.

The Stearman fly out to Geneseo during their week in Galesburg is always a treat to help with. Good food and fellowship. I was able to be at the landing end of the runway when each plane came in for a touch-down, what a sight to see each one land.

By laws updating is progressing and is now out to the board members for comments.

The logo was approved by the board at our last meeting. It is on the web page and is in this newsletter.

Cinda did it again with a Young Eagle event at Clinton Sept. 22nd. We had more young people than time. All those who helped and flew; a Big Thank You. Cinda has details in this newsletter. Also, see the article that appeared in the Clinton Herald Newspaper.

The October program is by the three Air Academy youth we sent this past summer.

Elections for this year are Treasurer and Secretary, both are for two years. Keith Williams, Ralph Stephenson and Larry McFarland are on the nominating committee. They will give a report at the October meeting and will schedule the election date. We may need to move elections to January because of the EAA program in November by Jeff Skiles at the John Deere Hangar.

(Continued on page 3)

Last Month's Program - Tim Busch Iowa Flight Training



Tim Busch from Cedar Rapids, Master Certified Flight Instructor; Owner, Iowa Flight Training, President of the Iowa Aviation Promotion Group gave an enlightening presentation on how all can help to promote General Aviation.

Next Meeting - October 13th - 7 PM - EAA Scholarship Recipients

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

October 13th Chapter Meeting

The October chapter meeting will be held on **Saturday, October 13 at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

This month's meeting will feature a presentation by the EAA Scholarship winners that Chapter 75 sponsored this past year. PLEASE show your support to these future aviators and attend the meeting.

All are invited. **Bring a friend!!**

September Board Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter President Jim Smith at 6:07 pm.

MEMBERS PRESENT: Jim Smith, Ed Leahy, Mike Nass, Marty Santic, and Dave Jacobsen.

THOSE NOT PRESENT: George Bedeian, Larry McFarland

OTHERS PRESENT: Cinda Beert, Gina Gore

TREASURERS REPORT: The treasurer's report was read by Ed Leahy. A motion to accept the treasurer's report was made by Mike Nass and was seconded by Marty Santic, Board approval was unanimous.

OLD BUSINESS: A motion to approve the minutes of the May 12, 2012 meeting as published in the September 2012 newsletter was made by Mike Nass and seconded by Gina Gore. Approval was unanimous.

NEW BUSINESS: CHANGE OF MEETING LOCATION: The November meeting will feature Jeff Skiles as our program for the evening and to better accommodate an expected larger attendance the meeting will be held at the John Deere Aviation Center West of the main terminal at the Quad City Airport. Meeting time is still at 7:00 pm. The motion to make this temporary move was made by Mike Nass and seconded by Ed Leahy. Approval was unanimous.

AIR ACADMEY: Gina Gore reported that she has 3 applications in hand and 2 more due by the end of the month. Two of the applications are for the advanced camp and the other 3 are for the basic camp.

OSHKOSH AWARDS: Marty Santic received the third place award for his work as newsletter editor. Lyle Hefel received a Craftsmanship Award for his most recent RV 8 and Don Grundstrom received a Lindy for his Waco UPF 7.

PRESIDENTS REPORT: We have six new members: Gary Guffy, Jeffery Kromer, and Edward Olds III-all from Mt. Carroll Il. Also Gayle Lande from Davenport, Michael Hackworth from Oshkosh, and Bill Craig have joined the Chapter.

The Deere Wiman Carriage House is reserved for meetings for 2013.

Jim noted that Cinda Beert will attend the Chapter Leaders Conference along with Connie White from Cedar Rapids.

From the By-Laws meeting in the spring it was learned that there are some things we could or should be doing differently. The nominating committee to present candidates for chapter offices is suggested to start in May---we are considering changing that date to September. The proposed bylaws are currently under review.

Samples of a bi-fold brochure and chapter logos were presented to show what other chapters are doing to get their word out to the public in order to sustain themselves or grow their chapters.

Young Eagles will be in Clinton on Saturday September 22nd. Flying begins at noon.

Area pilots and chapters will be invited to the November meeting. A P.A. system and refreshments will need to be procured. The associated costs were approved by the board.

A motion to adjourn the meeting was made by David Jacobsen and was seconded by Ed Leahy. The meeting was adjourned at 7:00 PM

These minutes respectively submitted by David Jacobsen.

**It's That Time Again!
Time to Renew Your Chapter
Membership**

September General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:15 pm by Chapter president Jim Smith

VISITORS AND NEW MEMBERS: There were 18 members and 1 guest present.

TREASURERS REPORT: Ed Leahy gave a run-down of the totals from the report he submitted at the board meeting.

TOOL LIBRARY: Cinda requested that suggestions for tools be e-mailed to Steve Beert. He will organize a meeting after October 10th.

TECH COUNSELOR REPORT: Nothing to report.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Nothing to report.

YOUNG EAGLES: A Young Eagles event will be held at Clinton on Sept 22nd. Flying begins at 2 pm. Set up, briefings and registration is prior to that. Pilots and ground volunteers are needed.

MEMBERSHIP COORDIATOR: Nothing to report.

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

OLD BUSINESS: None.

NEW BUSINESS: NOVEMBER MEETING: The meeting will be held at the John Deere Aviation Hangar to accommodate the larger expected attendance expected for Jeff Skiles talk. The second Saturday is November 10th and the time is the usual 7:00 pm.

WEBINARS: Jim noted that there some really good webinars this month.

CHAPTER LEADERS CONFERENCE: Cinda Beert will attend along with Connie White from Cedar Rapids.

OSHKOSH AWARDS: Marty Santic received the third place award for his work on our newsletter. Lyle Hefel received a Craftsmanship award for his latest RV and Don Grundstrom received a Lindy award for his Waco UPF 7.

GIRL SCOUT EVENT: Jim reported that the Girl Scout event went well. 16 scouts spent the morning with 10 Chapter members learning about navigation, airport layout and markings, aircraft pre-flighting and career opportunities.

LOGO: Jim also showed the samples of chapter logos and brochures that could be produced to help get the word out on the chapter. A logo design was chosen.

BY LAWS: Jim gave a quick review of the by laws work that has been done to date.

The meeting adjourned at 7:35 pm.

THE EVENING PROGRAM: The evening's program was presented by Tim Busch of Iowa Flight Training.

These minutes respectively submitted by David Jacobsen.

Our New Chapter Logo

Thanks to Cy Galley, Loman O'Byrne and Brandon Gore. The three took the logo idea/sketch approved at the last meeting and submitted a final rendition. Cy Galley's rendition was chosen. Have an embroidered baseball cap and imprinted t-shirt on order and will bring the samples to the next meeting. If the logo translates well, a variety of items with the logo will be made available to the membership.



From The Desk of the President (cont.)

(Continued from page 1)

Mike Mass will preside at the October meeting. Cinda has a Young Eagle event scheduled for October 20th at Davenport. If you can help or fly please contact her.

Happy flights. -Jim Smith

Quad Cities AirShow Photos

Brandon Gore sent so many very nice images from the Quad Cities Airshow it was hard to choose. These are professionally done! Enjoy!



The Stearman's at Geneseo (from Marty)



Young Eagles Corner (from Cinda Beert)

Well the day started out really questionable Saturday the 22nd for flying Young Eagles. I headed for Clinton thinking my road trip was just that. Just a road trip! After talking to pilots and our President before leaving Blue Grass, weather was not great.

With everything coming in three's, I worried about the day. One friend's son from Clinton that was going to come out to take his first flight found out Friday he (the nine year old) has cancer. Terry Crouch who was going to fly the 152 for me ended up having his appendix out Saturday morning.

Got to the airport around eleven and had several Bettendorf Girl Scouts come in. Told them a change of aircraft was going to cause an hour delay and they said no problem they had electronics to play with.

Bob Johnson went to get the Sundowner. Jim Smith and Bob Thomas planned on flying the Waco and Cessna 172. With the help of a great ground crew, a great time was had by all of the new 65 Young Eagles and one very happy special needs 18 year old.

Looking at the registrations, only a couple of kids had flown before and I believe everyone left with a smile. Even the one youth who ended up using his sick sack. Thank you again for all the great help and hope to see you in Davenport on October 20th 8-12 am for another Young Eagle experience.

A very nice article on the Clinton Family Flying Fest appeared in the Clinton newspaper. [Click on this link.](#)



Young Eagles Corner (cont.)



Girl Scouts Take Flight Activity at the Davenport Airport



Obtaining a Boeing 787 Type Rating

(from a friend of Gene Ruder)

I just completed the first pilot training class on the 787 at United Airlines, an airplane which is destined to replace the 767 and live for many years after I retire. Here's what I've learned in 787 training so far. By the way, last night we passed our MV (maneuvers validation) check ride, with emergency after emergency, and the FAA observing. Tonight was our LOE (line-oriented evaluation), again with FAA - this time 2 FAA observers. It's 0200 and I just got back to the hotel and poured a well-earned glass of wine to celebrate. I now have a type rating in the 787. Phew. I'm pretty confident this will be the last one for me.

I've summarized some of the major differences and unique features of the 787 versus more traditional "old school" airplanes like the 777 (not kidding) - from the pilot's viewpoint. Our "Differences" course takes 11 days to gain an FAA type rating, which is a "common" type rating with the 777. The course has been like drinking from a fire hose, but has finally come together. Some of our pilots attended Boeing's 5-day differences course, and deemed it unacceptable. The FAA approved the Boeing 5-day course, but our guys decided it lacked too much information. FAA is observing our checkrides now, and taking our course as well, to certify the training. We're just the guinea pigs.

A computer nerd would describe the 787 as 17 computer servers packaged in a kevlar frame. The central brains is the Common Core System (CCS). Two Common Computing Resources (CCRs) coordinate the communications of all the computer systems, isolating faults and covering failed systems with working systems. When battery power is first applied to the airplane in the morning, it takes about 50 seconds for the L CCR to boot up. After this, a few displays light up and you can start the APU. If there is a major loss of cockpit displays, this may require a CCR reboot, which would take about a minute. Here are a few of the major features and differences from the 777.

Electrics - Though a smaller plane, the 787 has 4 times the electric generating power of the 777 - 1.4 gigawatts. Generators produce 235 VAC for the big power users. Other systems use the traditional 115 VAC and 28 VDC. There are 17 scattered Remote Power Distribution Units which power about 900



loads throughout the plane. The big power distribution system is in the aft belly, along with a Power Electronics Cooling System (PECS). This is a liquid cooling system for the large motor power distribution system. There's also an Integrated Cooling System (ICS), which provides refrigerated air for the galley carts and cabin air, and a Miscellaneous Equipment Cooling System for Inflight Entertainment Equipment.

If 3 of the 4 engine generators fail, the APU starts itself. The APU drives two generators, and can be operated up to the airplane's max altitude of 43,000 feet. If you lose all 4 engine generators, the RAT (ram air turbine) drops out (like a windmill), powering essential buses. (It also provides hydraulic power to flight controls if needed).

If you lose all 4 engine generators and the two APU generators (a really bad day), you are down to Standby Power. The RAT will drop out and provide power, but even if it fails, you still have the autopilot and captain's flight director and instruments, FMC, 2 IRSs, VHF radios, etc. If you're down to batteries only, with no RAT, you'd better get it on the ground, as battery time is limited. Brakes and antiskid are electric - 28V - so you don't lose brakes or antiskid even when you're down to just standby power.

Normal flight controls are hydraulic with a couple exceptions. Engine driven and electric hydraulic pumps operate at 5000 psi (versus normal 3000 psi) to allow for smaller tubing sizes and actuators, thus saving weight. If you lose all 3 hydraulic systems (another bad day), you still have two spoiler panels on each wing which are electrically powered all the time, as is the stabilizer trim. You can still fly the airplane (no flaps, though). If you're having an

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Obtaining a Boeing 787 Type Rating

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even worse day and you lose all hydraulics and all generators, flight control power is still coming from separate Permanent Magnet Generators (PMGs) which produce power even if both engines quit and are windmilling. If the PMGs fail, too, your flight controls will be powered by the 28 V standby bus.

If you lose all 3 pitot/static systems or air data computers, the airplane reverts to angle of attack speed (converts AOA to IAS), and this is displayed on the normal PFDs (primary flight displays) airspeed indicator tapes. GPS altitude is substituted for air data altitude and displayed on the PFD altimeter tapes. Very convenient.

If you lose both Attitude and Heading Reference Units (AHRUs), it reverts to the standby instrument built-in attitude & heading gyro, but displays this on both pilot's PFDs for convenience.

If you lose both Inertial Reference Units, it will substitute GPS position, and nothing is lost.

If someone turns one or both IRSs off in flight (I hate it when they do that), you can realign them - as long as one of the GPSs is working!

There is no pneumatic system. The only engine bleed is used for that engine's anti-ice. Wing anti-ice is electric. Each of two air conditioning packs control two CACs, which are electric cabin air compressors. The four CACs share two air inlets on the belly. Each pack controller controls two CACs, but if a pack controller fails, the remaining pack controller takes over control of all 4 CACs.

There are no circuit breakers in the cockpit. To check on them, or if you get a message that one has opened (more likely), you select the CBIC (circuit breaker indication and control) display on one of the MFDs (multi function displays). There you can reset the virtual C/B if it is an "electronic" circuit breaker. You can't reset a popped "thermal" circuit breaker.

If you have an APU fire on the ground or inflight, the fire extinguishing bottle is automatically discharged. If there is a cargo fire, the first two of seven bottles will automatically discharge also.

There's a Nitrogen Generation System which provides

automatic full-time flammability protection by displacing fuel vapors in the fuel tanks with nitrogen (Remember TWA 800?).

Like the 767 and 777, the 787 also has full CPDLC capability (controller-to-pilot datalink communications). In addition, its full FANS capability includes ADS-B in & out. The controller can uplink speed, heading, and altitude changes to the airplane. These show up on a second line right under the speed, heading and altitude displays on the mode control panel. If you pilot wants to use them, he can press a XFR button next to each window. The controller can even uplink a conditional clearance, like - After passing point XYZ, climb to FL390. If you accept this, it will do it automatically.

Fuel system - like the 777, the 787 has a fuel dump system which automatically dumps down to your maximum landing weight, if that is what you want. In addition, it has a Fuel Balance switch which automatically balances your L & R main tanks for you. No more opening crossfeed valves and turning off fuel pumps in flight. No more forgetting to turn them back on, either.

Flight Controls - An "Autodrag" function operates when the airplane is high on approach and landing flaps have been selected. It extends the ailerons and two most outboard spoilers, while maintaining airspeed, to assist in glidepath capture from above, if you are high on the glideslope. The feature removes itself below 500 feet.

Cruise flaps is an automated function when level at cruise. It symmetrically moves the flaps, ailerons, flaperons, and spoilers based on weight, airspeed and altitude to optimize cruise performance by varying the wing camber, thus reducing drag.

Gust suppression - Vertical gust suppression enhances ride quality when in vertical gusts and turbulence. It uses symmetric deflection of flaperons and elevators to smooth the bumps. This should result in fewer whitecaps in passengers' coffee and cocktails. Lateral gust suppression improves the ride when on approach by making yaw commands in response to lateral gusts and turbulence.

Instrument Approaches - The airplane is actually approved for autoland based not only on ILS but on GLS approaches - GPS with Ground based augmentation system, which corrects the GPS signals. GLS

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Obtaining a Boeing 787 Type Rating

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minimums are the same as CAT I ILSs - 200' and 1/2 mile visibility. Our airline is not yet approved for GLS autolandings yet, though we will be doing GLS approaches.

Special Cat I & II HUD approaches - These allow lower than normal minimums when the Heads Up Devices are used at certain approved airports (HUDs). The HUDs include runway centerline guidance which helps you stay on the centerline on take-off when visibility is greatly reduced. It uses either ILS or GLS for this.

Cabin - Pressurization differential pressure maximum is 9.4 psid, so the cabin altitude is only 6000 feet when at the max cruising altitude of 43,000 feet. There is a cockpit humidifier switch, and cabin air humidification is fully automatic. Cabin windows are larger than other airplanes, and window shading is electronic. The passenger can select 5 levels of shading, from clear to black. The flight attendants can control the cabin lighting temperature - mood lighting - to aid in dealing with changing time zones (evening light after dinner, morning light to wake up, etc.).

Abel Island Fly-In Wrap-up

(from Gary Fisher)

Once again, we had a very successful Abel Island Fly-In.

Our numbers were down a little this year as there was a large front with heavy rain moving in from the West that appeared to scare a few away. We ended up with around 50 planes compared to the average of 70 planes for the past few years. For those that made it, we had a great time with fantastic food and friendship. I want to send out a very special "Thank You" to Snooks Bouska (that is MAYOR Bouska) from Marion, Iowa, that provided all of the ice cream. Due to his official duties, Snooks was not able to make it to this years fly in.

The pilot that flew the farthest was Brent Kitchen from Mt. Vernon, Missouri. He flew 367 NM in his nice Cessna 182. The first (and only) float plane that landed was Michael Monreal from North Barrington, IL. Mike came in a beautifully restored 1948 Sedan

Much of the cockpit seems like it was designed by Apple. The Control Display Units (CDUs) are virtual, so you can move them from one MFD to another. In fact, you can configure the displays in 48 different ways, I think, though we have found a few favorites we will use to keep it simple. To move the cursor from one MFD to another, you can either use a button, or you can "flick" your finger across the trackpad (Cursor Control Device) to fling the cursor from one screen to the next - much like an iPad.

I'm going home this morning, and will return for a 777 simulator ride before I go back to work. They want to make sure we've still got the old-fashioned legacy airplane in our brain before we fly the 777 again, even though it shares a "common type rating". We won't get the first 787 until October, and begin operations in November or December. At that time I'll return for at least 4 days refresher training before beginning IOE - initial operating experience in the airplane - with passengers.

What a ride. It may be "fuel efficient", but I'm glad someone else is paying for the gas.

float plane. Mike flies for UAL. The winner of the general drawing was Scott Pearson from Tipton, Iowa. Scott, and his co pilot, Trina, flew in their sharp "Baby Cessna" 150. Maybe someday, Trina will let him get a full sized plane? :-) Yes, there is a story behind that comment.

The winners this year received a nice knit polo with "Abel Island Fly-In" embroidered on it.

I also have been asked about the oldest pilot. We chose to not have the oldest or youngest pilot award, this year. It was too difficult to figure out which people actually flew in and I had received some complaints about asking for ages. Seriously. If this is something that you folks would like to continue, please let me know. I have heard from the others.

Again, thanks to all of the 50 planes that made it this year and I look forward to seeing even more of you the last Saturday in August, next year.

Upcoming EAA Webinars

Many good EAA webinars are upcoming. Go to <http://www.oshkosh365.org/>

FREE AOPA Youth Membership

AOPA just made it easier for your children, grandchildren, nieces, nephews and neighbors to share the same excitement and passion you have for general aviation. Yes, it is FREE!

Introducing AOPA AV8RS, our new youth membership for teens aged 13 to 18 – and it's FREE!

Getting started is easy. Click to forward this email to a teen so he or she can enjoy all the great benefits of being an AOPA AV8R, including:

- An official AOPA AV8RS member card
- Opportunities to connect with other AOPA AV8RS through dedicated online communities including Facebook, Twitter, tumblr, and YouTube
- Access to an AOPA AV8RS blog written by teens for teens
- AOPA AV8RS e-newsletter with inspirational stories, relevant news and events, and more
- Free digital subscription to Flight Training magazine
- Access to the members-only content on AOPA.org
- Assistance and support through the Pilot Information Center toll-free helpline at 1-800-872-2672
- Chances to win flight training scholarships

Plus a BONUS GIFT – an AOPA AV8RS sling bag!

Again, this membership is FREE to teens aged 13 to 18. Help us to inspire the "pilots of tomorrow" by encouraging someone you know to become an AOPA AV8R today! To learn more about AOPA AV8RS, go to www.aopa.org/av8rs.

More than 16,000 Comments on EAA/AOPA Medical Exemption Request

A late flurry of public comments to the joint EAA/AOPA third-class medical exemption request pushed the total number of comments to more than 16,000, one of the largest totals for any public comment period involving GA activities.

The public comment period for the proposal had been extended in July and ended on September 14.

The FAA will now review the comments. The peti-

Internet Links from our Readers

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

Adam Santic - EAA Chapter 33 lifetime member & tech counselor **Marv Hoppenworth** donated a 1946 Piper Cub replica for static display at the EAA AirVenture Museum. http://www.eaa.org/news/2012/2012-09-05_museum-receives-piper-cub-replica.asp

Adam Santic - [Boeing 747 Shuttle Carrier Aircraft](#) with space shuttle Endeavour taxis by an F-35A at Edwards AFB

Adam Santic - [Oshkosh Award Winners](#) - Chapter 75 members, Lyle Hefel and Don Grundstrom/Dean Maupin.

Digital Edition of the EXPERIMENTER Launched in September

 (from Cy Galley)

EAA's legendary Experimenter publication nameplate took on a new, modern look this week with the launch of the fully digital magazine that provides in-depth coverage of the amateur-built, ultralight, and light-sport aircraft.

The digital publication offers much more than the recent Experimenter e-newsletter, with a 42-page format and full-color articles that can be downloaded as PDF documents or sent to others. The digital magazine covers aircraft features, hands-on building techniques, and important piloting tips.

Subscriptions are free at www.eaa.org/Experimenter. This is an outstanding way to bring EAA's knowledge and information to today's builders and aviators through an increasingly popular format, including availability to devices such as iPads. Chad Jensen is leading this project, along with EAA's editorial team with editing by Mary Jones, who recently retired from the EAA staff but is bringing her valuable knowledge to this new publication.

tion for exemption asks that pilots be able to fly fixed-gear, single-engine airplanes of 180 hp or less carrying no more than one passenger in day VFR using a valid driver's license as evidence of medical qualification. The exemption also would create an online aeromedical training course that each pilot must study. An online exam will test retention of the course material. Could be a year before the FAA rules.

AOPA ***Air Safety Institute Seminar***

FLYING for a lifetime
an air safety institute seminar



**FREE
SEMINAR**

a division of the AOPA Foundation

New for 2012: Flying for a Lifetime

A bit of trivia: Every cell in the human body is replaced at least once every ten years. You are, quite literally, not the same person you were a decade ago. You're also (less literally) not the same pilot. Experience, physical stamina, risk tolerance and mental acuity all shift over the years. Question is, how do you adjust? Our latest seminar delves into the forces that shape us as pilots, and explores different ways to maintain the same high level of safety.

October 9, 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)

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

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

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.

October 6, 2012

EAA Chapter 22 Fall Fly-In Lunch, Cottonwood Airport; EAA22 Chapter Hangar, Rockford, IL. 11a-3p. Check out the fall colors and stop in and join us for a fly-in lunch. Pulled pork sandwiches and airplanes... doesn't get any better than that!

93C Richland Airport Richland Center, Wisconsin. 7:00 AM - 4:00 PM Richland Center Fall Flyin. Breakfast and lunch Served, airplane rides. Fundraiser for the Buena Vista Flying Club, Richland Center is also having it's fall color fiesta, which will offer many activities in the area.

October 9, 2012

AOPA Safety Seminar at the John Deere Aviation Facility - See the Flyer on Page 13.

October 11-13, 2012

L-Bird Fly-In and Convention, Keokuk Municipal Airport 319-524-6203 (Donna Farrell) E-mail: donna@lindneraviation.com Website: www.lindneraviation.com

October 13, 2012

[EAA Chapter 75 Monthly Meeting - 7pm Deere-Wiman Center, Moline, IL](#)

Noble, IL. Olney / Noble ([KOLY](#)). Chili Fly in. 11 AM - 2 PM Chili, Hot Dogs, Homemade Pie, and Drinks All-you-can-eat for only \$7 Contact Tom Baker, 618 393 2967. [Email](#) [Website](#)

October 14, 2012

PORK 'N PIE FEAST, Ogle County Airport, Mt. Morris, IL. Pig Roast With All the Trimmings AND Homemade Pies. <http://oglecountyairport.com>

October 20, 2012

Young Eagle Rally at the Davenport Airport - Pilot's and Ground Support Needed. Call Cinda Beert at 563-505-9988

October 27, 2012

Greater Kankakee Airport Kankakee, IL. 8:00 AM - 11:00 AM Pancake Breakfast & Fly-in! Pancakes • Sausage • Juice & Coffee \$6.00 per person, \$3.00 age 8-12, 7 & under FREE -Fly in or Drive in - Open to the Public -Local Model Airplane Display - Fire Truck Display -Airplane Viewing -Activities for Kids -Come on Out! -FREE airplane rides will be available for the duration of the event for children ages 8-17! Courtesy of the Young Eagles Program EAA Chapter 15

November 10, 2012

Quad Cities International Airport (KMLI), John Deere Global Aviation Facility. EAA Grassroots Pilot Tour, Social hour: 6:00 p.m. Program with Jeff Skiles: 7:00 p.m. Hosted by EAA Chapter 75 (Quad Cities, IA/IL) Join us at the NEW John Deere Aviation Facility! www.eaa75.com See <http://secure.eaa.org/apps/grassroots/>



Jeff Skiles - EAA VP US Airways Flight 1549 Co-Pilot "Miracle on the Hudson"

The EAA leadership team will be meeting you and your aviation-minded friends in November during the Grassroots Pilot Tour. **This free event is open to all pilots, and their friends and families.** The Featured guest at the Grassroots Pilot Tour stop is:

- **Jeff Skiles**, EAA Vice President, Chapters and Youth Education

Each Grassroots Tour stop is a fun, informative evening where we will talk about the leading aviation issues of our time, and what EAA is doing to grow participation in aviation and inspire the next generation of aviators. **Admission is free, so bring a friend and your questions!**

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

Upcoming Aviation Seminar - Save the Date - October 9th

(from Tim Leinbach)

All fellow members, pilots, family and friends. I will be having the next big aviation seminar at the John Deere aviation hangar at the Quad City International Airport in Moline, Illinois on Tuesday, October 9th, 2012 beginning at 7 pm. Everyone is invited. Please bring anyone you know that is interested in aviation. This will be a great event. So, save the date. When I have further information I will be passing it along.

Tim Leinbach CFII/FAA Safety Team Representative

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](#) (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: 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. October 2012 annual. Contact Jim Love (309)368-3339.

For Sale: Jepp Shades, flip up IFR training "glasses", with protective carrying bag, works well with headsets, \$30 value, \$5; also one Flightcom headset with cloth covers over liquid/jell ear pads, \$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.

For Sale: KING COMMERCIAL COURSE DVD's, Compete DVD set with study guide and a DVD of the Oral Test questions also. \$100 obo. and Garmin 90

Chapter 75 2012 Program Schedule

Remember to put the dates on your calendar!!

October 13th - EAA Scholarship Recipients
November 10th - Jeff Skiles - EAA Oshkosh
December 8th - Christmas Party Pot Luck

LOOKING for YOUR ideas for the programs in 2013. A thought would be fine, then, I'll try to find a presenter or location. Send me a note, marty.santic@gmail.com

GPS w/ Americas database. Complete with yoke mount, remote antenna and power cables, etc. \$50 obo. Also have an O2 tank w/ canula's ... like new. Call me. Frank Sundrum 850-819-1666

For Sale: One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker Garmin GNS-430W WAAS GPS Garmin GI-106A CDI #1 Garmin 496 Handheld GPS. Qualified candidates must have a minimum of 100 hours as PIC. **Moving - Must sell - Price Drastically Reduced to \$500 or OBO! Was \$2900 3 months ago!** For more info contact Chris Dufour [\(309\) 236-9286](tel:3092369286)

IFR SAFETY Pilot WANTED: I'm brand new to the Quad Cities area (and EAA 75) and am looking for an IFR practice partner. Looking for a safety pilot for currency flights, lunch, or whatever, can fly almost any time as I'm retired, happy to reciprocate, I fly a "V" tail bonanza. Rich Qualmann. Call 309-795-1274.

HANGARS AVAILABLE: At the Davenport Airport!! Call Tom Vesalga at **563-326-7783**.

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!!

“in Remembrance” **John Bowman**

This past month, we lost long time Chapter 75 member, John Bowman.

W. John Bowman Jr., 82, of Lynn Center, died Friday, Aug. 31, 2012, at his home.

Cremation rites have taken place. Memorials may be made to the Swedona Lutheran Church, where he was a member. Kirk, Huggins & Esterdahl Funeral Home Ltd., Orion, is assisting the family.

John was born July 20, 1930, in Moline, the son of Walter John and Myra Peterson Bowman. He was a 1948 graduate of Orion High School and a U.S. Army veteran. He married Maxine Otto.

John worked in industrial sales and was the owner and operator of W. John Bowman & Associates, retiring in 2000. He loved airplanes, and he built them and flew them from a grass landing strip at his family farm, which is more than 120 years old.

John will be missed.

Never Too Old - 86 Year Old Earns His Sport Pilot License

Karl Klingelhofer, EAA 1089537, of Tucson, Arizona, recently realized a long-held dream when he passed his checkride to earn his sport pilot certificate. Flying in an Ercoupe 415C owned and operated by PC Aircraft at San Manuel Airport, Karl got his ticket on September 1.

Karl is 86 years old. The late-blooming aviator said flying was a "bucket list" item after his wife of 60 years passed away in November 2008. "When she died I had to form a new second half of my life," Karl explained. He put flying lessons on the top of his bucket list.

Growing up in central Illinois, Karl enlisted in the Army Air Corps Cadet Program in 1944 during his senior year, hoping to fly P-38 fighters. But that never happened as the war wound down and his cadet class shrunk from 50 members to 12 after nine months.

But, now, Karl can say he is a pilot.

Read more on the [EAA News website](#).

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Marty Santic
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**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

New Member
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Membership dues for EAA Quad
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Pilot/A&P Ratings: _____
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