



# EAA Chapter 75

Quad Cities – Iowa/Illinois

September 2009

<http://www.eaa75.com>

Editor's Comments: You may notice a look and feel to this month's newsletter. I don't have the same software (and I don't want it!), so I'm rebuilding the newsletter in Word. So it won't be as "pretty" as you are used to. Your old editor, Roy is now busy at Purdue and simply ran out of time to try to run his life and get the newsletter out on time. So President Jim asked me to fill in until the first of the year when Ron Franck is far enough along on his house that he can take it back. So you'll have to get used to this format for a few months. As I explained to Ed Leahy the other day – the first person to complain about the new newsletter format becomes the new editor! So feel free to express your opinions!! ;-)

Feel free to contribute articles and such to: [rv7a.n18pf@gmail.com](mailto:rv7a.n18pf@gmail.com).

- Paul Fisher (temporary editor)

## Young Eagles

Muscatine Chapter #111, Sunday,  
September 13th, Noon to 4:00P.M.  
Call Dean Beranek 319-627-6521 if  
you can help.



**President's Notes:** The August potluck at the Clinton Airport went well. Many thanks to Dave Jacobsen and Mike Nass and all others who helped out. Adam Lavery, one of our Air Academy attendees for this year gave a report on his experiences.

We will be back at Deere-Wiman this month for our meeting. We have invited our other two attendees, Joshua Dang and Kyle Hester to give a presentation on their experiences at Air Academy. There should be several others who will share their flying activities with us, since the last formal meeting was in May.

*(continued on the following page)*

**Next Meeting: September 12 @19:00:Air Academy Experiences**

**President's notes continued from page 1:**

I have also included a page from this year's Young Eagles Yearbook on Nathan Bush, one of our very own members.

Good job Nathan. We can see what an effect the Young Eagle and Air Academy events have on our young future aviators and how important they really are.

It has been a busy summer with lots of activity. Since our May meeting:

- Dave Wilson received an Outstanding Workmanship award for Kit Built at Oshkosh for his RV-8
- Roy Fisher received his pilot's license on August 8<sup>th</sup>.
- Jim Love flew his RV-9 and he already has his test hours completed.
- Paul Fisher flew his RV7A and is working off hours.

Elsewhere in the newsletter are pictures of these great accomplishments.

Also, I have included a picture taken in 1967 at a flyin in Ft. Dodge, Ia. Three are from Ft Dodge and three from Davenport. Can you identify the Davenporters and what they were flying back then?

We will have an Oshkosh repair barn update at the meeting.

See you Saturday.

Happy Flying – Jim



*The Young Eagles document Jim mentioned didn't copy well, but here is the text next to Nate's picture – Ed.:*

On August 15, 1999, Nathan Bush flew as a Young Eagle with Gary VandeVoode in his Piper Camache. *"I remember my first flight primarily because I got to fly,"* Bush said. *"It was my first time ever flying, and I had both hands on the yoke."* After that, he didn't stop smiling for a week, and at age 10, he knew he had to become a pilot. *"There could be no better job for me than to get paid to fly airplanes."* To keep his interest alive, Bush became an active member of a local R/C club and, eventually, a member of EAA. Often he would fly with EAA Chapter 75 (Quad Cities, Iowa) pilots Steve and Paul Kirik, who took Bush along for a flight whenever they had a free seat. *"In exchange, I would wash their airplanes and help on annuals,"* Bush said. *"I would help with putting screws in and safety wiring."* When Bush was 16, he was selected to be a Cliff Robinson Intern at the EAA Air Academy. There he earned his first 20 hours of dual flight instruction. Bush soloed in a Cessna 152 on November 30, 2005. He is currently working on his commercial, instrument, and multi-engine tickets and is attending the University of North Dakota (UND) where he works as a flight dispatcher and unmanned aerial vehicle (UAV) pilot. He is also part of the UND IAC Collegiate Aerobatic Team. In the future, Bush hopes to become a corporate pilot, and can't wait to share his love of flight with aspiring aviators. *"I would like to thank EAA for providing so many programs which have given me a head start into a fulfilling career."*

Nathan Bush  
Young Eagle #519630

Awards and new Editions to the Chapter:



Oshkosh volunteers after a long day at the office...





Name the Aviators: (circa 1967)



Dave Wilson's latest award winning RV-8 as featured in Van's Aircraft Newsletter:  
<http://www.vansaircraft.com/RVator/2009/3-2009-RVator.pdf>



**Subject:** FW: A Great "Aviation" Story

**A different kind of air battle!**

This came from a gent who runs a 2000 acre corn farm up around Barron WI , not far from Oshkosh where the annual EAA convention is held He used to fly F4Es and F-16s for the Guard and participated in the first Gulf War... Submitted for your enjoyment, and as a reminder that there are other great, magnificent flyers around besides us.

I went out to plant corn for a bit to finish a field before tomorrow morning and witnessed The Great Battle . A golden eagle – big bastard, about six foot wingspan - flew right in front of the tractor. It was being chased by three crows that were continually dive bombing it and pecking at it. The crows do this because the eagles rob their nests when they find them.

At any rate, the eagle banked hard right in one evasive maneuver, then landed in the field about 100 feet from the tractor. This eagle stood about 3 feet tall. The crows all landed too and took up positions around the eagle at 120 degrees apart, but kept their distance at about 20 feet from the big bird. The eagle would take a couple steps towards one of the crows and they'd hop backwards and forward to keep their distance. Then the reinforcement showed up.

I happened to spot the eagle's mate hurtling down out of the sky at what appeared to be approximately Mach 1.5. Just before impact the eagle on the ground took flight, (obviously a coordinated tactic; probably pre-briefed) and the three crows which were watching the grounded eagle, also took flight thinking they were going to get in some more pecking on the big bird. The first crow being targeted by the diving eagle never stood a snowball's chance in hell. There was a mid-air explosion of black feathers and that crow was done. The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later. Another crow dead.

The grounded eagle, which was now airborne and had an altitude advantage on the remaining crow, which was streaking eastward in full burner, made a short dive then banked hard right when the escaping crow tried to evade the

hit. It didn't work - crow #3 bit the dust at about 20 feet altitude.

This aerial battle was better than any air show I've been to, including the warbirds show at Oshkosh ! The two eagles ripped the crows apart and ate them on the ground, and as I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by and you could see in the look of that bird that it knew who's Boss Of The Sky. What a beautiful bird!

I love it. Not only did they kill their enemy, they ate them.

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*Notice there is extra room here – so feel free to volunteer to be a chapter officer!!*

***Oldest Boeing Airliner In Flying Condition***

This is as it should be - passengers in a closed cabin, pilot in open cockpit so he will stay awake. The airplane is in Spokane , WA , and is the oldest flying Boeing in the World..

After 8 years of repair and rebuilding and 8,000 hours of toil the Boeing 40C rolled out last winter as a finished airplane. They had to wait a few weeks for the snow to melt to fly this baby. They received their Standard Airworthiness Certificate from the FAA and completed the engine pre-oil and fuel flow tests for the first of the taxi tests.

**Facts for the Boeing 40 project:**

221½ gallons of dope/reducer and 120 yards of 102 ceconite fabric. 12 gallons of poly urethane paint for the sheet metal. The wings have 33,000 individual parts in them. The airplane weighs 4080 lbs empty, has a gross weight of 6075 lbs. It is 34 ft long and 13 feet tall with a wing span of 44½ feet. Wing loading is 10 lbs per sq ft and power loading is 10 Pounds per HP. It should cruise at 115 mph using 28 GPH, and 32 GPH at 120 mph. It carries 120 gallons of fuel in three tanks. 350 2-inch brushes were used to apply 6 gallons of West Systems epoxy, and 181 rolls of paper towels for cleanup. There were a total of 62 volunteers who worked on the project to some degree. 21 of the volunteers did a significant amount of work, and 9 of the volunteers worked continuously during the 8 year project.



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