

THE LANDINGS

Newsletter of Chapter 75
Quad-Cities of Illinois and Iowa, USA
January 2008

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

President's Notes



Greetings fellow Chapter 75 members. Beverly and I have turned snowbird and we are in sunny, south Texas at the moment. Newly elected Vice President Mike Nass will be conducting the first meeting of the new year.

I understand the weather in the Quad City area was great this past Sunday. If you didn't get to fly you missed one of the few days in January that may be fit for open cockpit flying.

After a recent discussion about our current program format and speaking with the membership about what they would enjoy, it was decided that this month's program would expand on the project review portion of the meeting allowing members more time to talk about their projects. We welcome and wish to include a "show and tell" about what you are working on. Plan on attending this month's meeting and please consider bring in pictures, parts and pieces of your project.

If you haven't sent in your 2008 dues and information update, please do so now. Then Ed can finalize the rooster.

On January 6th. I attended Chapter 595's meeting in Weslco, Tx. No one flew in as the wind here was 30+ with gusts higher.

The Chapter Christmas party was enjoyed by all, especially the youngsters who were greeted by Santa.

One last note, 2008 papers are being sent to EAA Headquarters from Chapter 75.

Jim Smith



Passing the gavel, December 2007

Christmas Party 2007



Next Meeting • Jan. 12th, 7:00 pm • Project Reviews

WARREN BRECHEISEN'S RV-6 N146WB

I spent approximately 4500 hours over nearly 14 years building N146WB. The plane was completed on 25 Sep 07 and first flew on 29 Oct 07. Due to my personal availability and weather, I've only been able to get 4 hours on the plane so far. The first several flights have been spent mainly getting familiar with the airplane, checking various systems for proper function and breaking in the engine. Everything seems to function as I expected so far. The stall speed clean is about 50 knots indi-



cated. The plane feels like every other RV I've flown, which means it's honest and light on the controls. My only squawk is that the left wing is heavy. This isn't surprising since it's a side by side airplane and I've been flying it solo. Van's website has a procedure to go through to determine the cause and fix it.

Preparation for the first flight started last May when I went to Scappoose, Oregon and received instruction from Mike Seager in an RV-7. I highly recommend Mike as an instructor. He demands precision (i.e., flying by the numbers and consistency) from his students. He also cuts you a little slack to just enjoy flying in that beautiful region of the country.

The next step was weight and balance. I used the Chapter 75 scales (thanks, Steve Beert) and they were really nice! The plane weighs 1049 pounds, not particularly light, but not over weight.. I was happy with the weight as I knew the paint job was somewhat heavy. It's slightly tail heavy which is not uncommon. I have a couple of ideas on how to move the CG forward later on.

The next step was to complete final inspection. I contacted Bill Kyle, the Charles City FBO, to do the final inspection. Bill was great to work with. He spent

a couple of hours going over my paperwork and we made some corrections. Incidentally, he inspected the airplane on the same day that he inspected Lyle Hefel's latest RV-8. The inspection turned up a number of small items, mostly suggestions based on Bill's extensive experience working on airplanes, which I corrected before flying the plane. With the airworthiness certificate in hand, it was time to finish preparations for the first flight.

I asked Bernie Nitz to be my flight advisor, and he was delighted to help. Bernie flew to Waterloo and we spent a couple of hours talking through things like safety procedures, mental readiness, physical readiness, etc. It also gave us a chance to get acquainted better. Even though I'd been around him at the Repair Barn, I hadn't talked much with him. Not only is he knowledgeable but he's a great person. Thanks Bernie.

I contacted the FAA tower at Waterloo a couple of days ahead of the first flight and outlined my flight plan. They were very helpful and had several suggestions related to safety.

On the day of the first flight, I shot landings for a half hour or so in the Diamant that I have been flying. This was to help get me relaxed and get my rudder dance working. The first flight was a very private affair, with

only two people besides me in attendance. Dorothy was in Iowa City, babysitting with the grandkids and was not aware that I was going to fly it that day. I had a chase plane for the first flight and I highly recommend that approach. After takeoff we climbed to 3500 feet, at which time the tower allowed us to change frequency and talk. It was very reassuring to have



someone to talk to who could see the outside to airplane. We stayed very close to the airport and bored holes in the sky. I did some testing to make sure the responses to control inputs were normal. Throttle settings were high for engine break in. I did perform a power off stall. This was suggested by Mike Seager to determine the indicated stall speed. The final indicated approach speed is then 1.3 times the stall speed. After a little over a half hour, we returned to terra firma. There were several small bounces on the first landing, but it was generally pretty good.

The first flight was one of those moments in one's life that words cannot describe. How does one communicate the thrill of actually being able to break earth's bonds in a machine you created yourself? Those of you that have done this know what I'm talking about. It's better than your first solo flight.

There have been many people that have provided much appreciated help and advice for the project. Your assistance has been much appreciated. I would like to mention several people who made special contributions before I close. First there is Ron White. Ron designed and built several "black boxes" for my airplane. These included a voltage regulator, a crowbar over-voltage protector and a device that turns on LED's to warn of low fuel. He also reviewed my circuit

diagrams and made several suggestions to improve the wiring.

Next is Howard Fouch, owner of Gemini Auto Rebuilders. He painted the airplane and let me do most of the prep work. He was a lot of fun to work with and is quit talented with a paint gun.

Then there is Mike Lewis. He allowed me the privilege of flying his homebuilt Diamant for a number of years, which has given me invaluable experience flying tail draggers. He did nearly all the rivet bucking for me. He even bucked the upper front fuselage skin rivets with all the wiring and instruments in place - a painful experience. He was always there to help with any task that I could not accomplish alone. He also helped me work through problems I encountered. He flew chase plane for me in his RV-4 on my first flight . I can never fully repay him for all his help. I also want to thank his wife, Linda, for taking pictures to document the first flight. She was the third person who witnessed the first flight.

I also must thank my wife Dorothy for her support and encouragement throughout the building process. She put up with a lot for many years. She even suggested that we limit our vacationing last summer so that I could get the plane finished. The project would not have been possible without her support.



SECOND GENERATION WAGABOND by Ryan Stacy Reprinted from *Sportsman Pilot*

Every homebuilt has an interesting and sometimes emotional story behind it. The neat little beige and brown Wagabond pictured here is a perfect example. One of our *Sportsman Pilot* subscribers, Ryan Stacy of Muscatine, Iowa, recently included the following note with his subscription.

“I don’t have a long aviation background. In fact, I never had much interest in aviation at all until just a few short years ago. My dad, Keith Stacy, however, lived and breathed aviation. He obtained his Private in 1968 when I was still in grade school, but he couldn’t afford to rent aircraft afterwards. This didn’t end his interest, however. I remember aviation related magazines around the house all my life. In 1998 he built a Sky Pup ultralight in the garage in Buffalo, Iowa, but cracked it up on the first flight. Shortly afterwards he got hooked up with EAA Chapter 111 in Muscatine, Iowa. The chapter had an abandoned Wagabond project for sale and dad bought it. He finished it in September of 1995, on his and mom’s 38th wedding anniversary, and flew it until August of 2005.”

“All the time he was building we lived just across the alley from my folks and I would occasionally wander over to the garage and see what he was up to, but the significance of it didn’t register with me. I guess having four small children and running a struggling business distracted me...I don’t know. In 1998 we moved to a farm just outside Muscatine, next door to the farm where dad hangared the Wag. My neighbor had six homebuilts and one day he asked me when I was going to start one. It had never occurred to me...I had never even considered such a thing. I didn’t think I had the skills or knowledge to do something like that. I’ve been a printer all my life. But it made me start thinking a I joined the Chapter and started building a Hatz biplane. It is on the gear now and I’m making (slow) progress.”

“In November of 2004 I finally got tired of being the only club member who wasn’t a pilot, and with the inception of the new Sport Pilot certificate, I began taking lessons in an Aeronca 7AC at Galesburg, Illinois. That plane failed it’s annual inspection after having logged six hours in it. I was stuck because I didn’t want to finish up in a Cessna 150 or a Piper Cherokee. Not only that, but there

was no one nearby who had a taildragger to instruct in. I finally landed (no pun intended) at Green Castle Aero Club, near Cedar Rapids, Iowa and got my certificate in their 1946 Ercoupe. It was an hour’s drive one way, but I started there on January 24 and got my ticket on May, 21, 2005. One of the reasons I pushed to do this was that I could fly with Dad. A couple of days after I got my ticket, we flew together in the Ercoupe and then on Memorial Day we flew separate planes to a breakfast in Winfield, Iowa.”

“In September of 2005, Dad was diagnosed with leukemia and died ten days later. We were all devastated and it still seems a bit unreal that he is gone. I’m so thankful that I didn’t wait longer than I did to get involved in what he loved so much. Last year I flew his Wag for 55 hours, making two trips to Brodhead and one to Blakesburg. This past winter, with the help of Iowa City A&P Keith Roof, I overhauled the C-85, including new cylinders. I’m looking forward to great fun this flying season. It means a lot to me to be flying Dad’s plane.”

“Dad had been a subscriber to your magazine and he kept his copies. I think the earliest one is from 1984. I have been going through each one and realizing how much I enjoy the style and content of each article.”

“I guess I just wanted to share some of this with you.”

And we are glad you did, Ryan.



Now You See It, Now You Don't by Paul Fisher



Roy was home from school this week so we were playing with Photoshop. I have attached pictures of my RV-7A (under construction obviously!) with and without the cowl. There are also two that we (meaning Roy!) stitched together with the cowl partially transparent. It gives a really weird ghost like image. I heard the Canard guys came up with this to check for clearances under the cowl. I just think it looks neat! I've got higher resolution versions online if you'd like to see them at: <http://picasaweb.google.com/rv7a.n18pf/RVGhostCowl>



This is apparently just one more excuse to not work on the plane!

Paul Fisher

Internet Links You Might Find Interesting....

This site features spectacular high resolution photos taken of the Space Shuttle docked to the International Space Station.

<http://www.texasjim.com/NASApix/NASA%20pix.htm>

Ever hear of the term "FLAT HATTING"? This link reproduces a WWII training manual that will give you all the details.

<http://www.aboutww2.com/flat-hatting/flat-hatting.html>

The 22nd Quad City Air Show is scheduled for JUNE 21-22, 2008.

Use this link to see who's lined up to perform.

<http://www.quadcityairshow.com/>

Not aviation related, but interesting just the same. Inventor Dean Kamen talks about the development of a modern prosthetic arm, developed for the Department of Defense. (Warning - May be slow loading)

<http://www.ted.com/talks/view/id/82>

Monthly Program Presenters

During the November 2007 meeting the Program presenters for the coming year were announced and are as follows:

Feb.- Primary: Rob Werner,	Alternate: Dennis English
Mar. - Primary: Lyle Hefel,	Alternate: Bob Malloy
Apr. - Primary: Paul Kirik,	Alternate: Randy Stisser
May- Primary: Steve Jackovich,	Alternate: Dick Morrow
Sep.- Primary: Roger Nightingale,	Alternate: Bernie Nitz
Oct - Primary: Jim Snyder,	Alternate: Bob Thomas
Nov - Primary: Nate Bush,	Alternate: Don Grundstrom

Topics are of the presenter's choice. You may make arrangements for a guest speaker. We're not picky! We do ask that you prepare your program well in advance of the assigned month or make arrangements with your alternate to do the same. PLEASE, if neither of you can make your attendance for that month know that it is the responsibility of the Primary to find someone who can. Do not wait until a week before the deadline to tell anyone you can't make it! Please provide the newsletter editor with a synopsis of the program so that appropriate notice can be posted in the Newsletter. As newsletter editor I will not hunt you down, bug you for details or provide you with a reminder that it's your month to put on a program. Frankly, I don't have the time and must focus my energy on a backlog of other details that I'm responsible for. If you feel you can not fulfill your obligations to the chapter please so notify Jim Smith or Mike Nass well in advance so that another member can be selected to fill your vacancy. Thanks, Ron Franck, Editor.

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2008



2008

The Leader In Recreational Aviation

EAA CHAPTER 75 MEMBERSHIP APPLICATION / RENEWAL

mo/yr

(Please check one) . . **Renewal with Changes** . . **Renewal** . . **New Member** (date joining _____)

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e-mail address (case sensitive) _____

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How would you like your newsletter delivered? . . (Check one) . . **E-mail** or . . **Post Office**

What are you building? _____ **Flying?** _____

Occupation: _____ **Other interests or hobbies** _____

Annual Dues are currently \$10.00

(*New* member dues, received after July 1st will cover dues for the remainder of the current year and will also apply to the next year.) Membership entitles you to our newsletter " The Landings", a Chapter Membership Directory, use of the Chapter Tool Library and all other current membership privileges. Your acceptance of membership acknowledges your understanding that you may be asked to accept leadership roles in service to EAA and Chapter 75.

Chapter Committee Interests (please check one or more if willing to participate as a committee member)

- . . Tool Committee . . Tech Advisor . . Flight Advisor . . Repair Barn
- . . Young Eagles . . Hospitality . . Board Member . . Newsletter

Chapter 75 meets the second Saturday of each month:

Sept. - May 7:00 pm @ Deere-Wiman Carriage House, 817 11th Ave., Moline, Illinois
June, July, August at Fly-In /Drive-In activities as announced in the newsletter.

Please submit your completed application to:

Ed Leahy
3211 S. 25th Ave.
Eldridge, IA 52748

Adopt-a-Cup

A number of my EAA Souvenir Cups have lost their lease on cupboard space and are being offered free to a good home. Here's your chance to fill in years missing from your collection. Years available: 1992, 1994, (2)1995, (2) 1996, 1997, 1998, 1999, 2001, (2) 2004, and 2005.

Email me at: tdewinter@mchsi.com with the ones you want and are willing to pick up.

Tom De Winter



N194WE at dawn...

Mike and Roger Nightingale had a series of professional photographs taken of their RV-9a on the tarmac at the Davenport Airport. Here are two shots for your enjoyment.....



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