

# The QCAA Aviator

Quad City Aviator's Association



Official Newsletter of the Quad City Aviators Association

January 2007



The Quad City Aviators Association is a non-profit organization dedicated to promoting general aviation in Eastern Iowa and Western Illinois.

QCAA P.O. 9202 Moline, IL 61265

[www.qcaa.org](http://www.qcaa.org)

QCAA is open to anyone interested in aviation. That includes spouses, non-pilots, pilots of all levels (ATP, Commercial, Private, Instructors, fixed, rotary wing, balloon, ultralight, glider), air traffic controllers, mechanics, technicians, parachutists, and those who want to be any of the above. Remember: Hanger flying can be fun and informative too.

Our Regular Meeting is held on the 3<sup>rd</sup> Thursday of the month at 7:00 p.m.

This month's meeting location: The Golden Room - Moline Public Library - 3210-41st Street

## Officers & Staff

Pat Rynott	President
Dean Maupin	Vice President
Diane Beauchamp	Secretary
Bill Swaim	Treasurer
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Available	Wing's Banquet Chair
Diane Beauchamp	Publicity Chair
Gary Rasso	2007 Wannabe Chair
Bill Swaim	Historian
George Bedeian	Fly-in Coordinator
Dennis English	Newsletter
	( <a href="mailto:englishdj@mchsi.com">englishdj@mchsi.com</a> )

- **Ralph Stephenson** and **Dwayne Trautman** are working on a spring program featuring the Manager of John Deere Aviation, **Larry Dahl**, at the new Moline Public Library.
- **George Bedeian** has suggested QCAA Host a fly-in breakfast sometime this summer.
- **Tim Baldwin** suggested the QCAA host an "Air Camp" or Aviation Day for our local Boy Scouts.

These things were discussed at the December meeting, and attendees seemed very interested in them. These, plus all our regular annual events, the Wannabe, summer hangar party, and fall banquet, will provide activities for all members to be proud of.

Our January 18<sup>th</sup> meeting will be held at the new Moline Public Library. The meeting will start at 7 p.m. No program is planned, but we will review and discuss upcoming 2007 events, as well as vote for 2007 board positions. We are still accepting nominations for those positions.

On behalf of the 2006 board, I'd like to wish everyone a happy and prosperous New Year!

— Pat Rynott —

**Happy New Year to All!**  
As we say goodbye to 2006, I'd like to say "Thank You!" to everyone who helped make 2006 a good year for the QCAA, and as we look ahead, 2007 is shaping up to be a very good year also. What a great way to celebrate the tenth year of QCAA's rebirth and "Tenth Annual Wannabe A Pilot" program.

Here is what's going on so far:

## Note on Meeting Location

Please note that the Thursday, January 18<sup>th</sup> meeting will be held at the Moline Public Library in the Golden Room. Walk straight back from the main entrance. **The cafe will be open for anyone who would like coffee, a sandwich, etc.** As usual, the business meeting is at 6:30 p.m., and the regular meeting is at 7 p.m.

## New Officers & Staff

New officers will be elected at the January 18<sup>th</sup> meeting. The following are nominees and volunteers for those 2007 positions. Nominations are still being accepted for officers.

<b>Pat Rynott</b>	<b>President</b>
<b>Gary Rasso</b>	<b>Vice President</b>
<b>Leigh Egger</b>	<b>Secretary</b>
<b>Bill Swaim</b>	<b>Treasurer</b>
<b>Dennis English</b>	<b>Newsletter</b>
<b>Ralph Stephenson</b>	<b>Spring Program</b>
<b>Tim Baldwin</b>	<b>Air Camp</b>
<b>Rich Lowe</b>	<b>Air Academy</b>
<b>George Bedeian</b>	<b>Fly-in Coordinator</b>

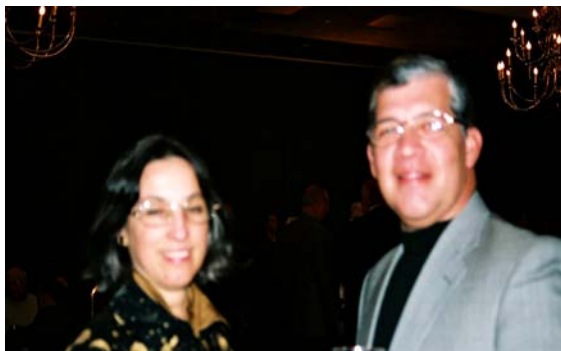
Positions yet to be filled are: *2007 Wing's Banquet Chair* and *2007 Hanger Party Chair*. If you are interested in helping out with any of these activities please contact Pat Rynott - pryno@sbcglobal.net.



Pat Rynott



Bill Swaim



Leigh Egger

Gary Rasso

## An Exciting QCAA Year Ahead

I can tell you this: From the discussions going on at the December QCAA meeting, 2007 will be an exciting QCAA year.

From the spring program to all the other programs being planned right now, coordinators are enthusiastically going about planning some exciting activities.

Stay 'tuned' for more as events develop, or better yet, get in touch with activities coordinators to see what you can do to help!

### Aviator, Or Wannabe, QCAA Is For You!

- You don't have to be a pilot.
- You **MUST** be interested in aviation.

You, the Quad City Aviator, have a great organization here, but your support is vital. We'd like to increase the number of members. Support for QCAA means numbers. That's the strength of the organization. Numbers also means more consistent quality programs and activities.

We'd like to encourage you at this time to support the QCAA by paying dues. Dues are only \$25 per year, and are not wasted. A membership form is attached.

*Thank You!*

### Notables

- **Leonard Greene**, a pilot and aviation safety advocate who invented the stall-warning indicator, among other products, died November 30 of lung cancer. He was 88. (AOPA)
- **Embry-Riddle** aeronautical school in Daytona Beach, FL lost 60 of its airplanes in fierce winds that accompanied storms moving through Florida in late December. They also lost several buildings including the maintenance building.
- Check this out from **Cy Galley**: [http://www.rolls-royce.com/education/schools/how\\_things\\_work/journey02/flash.html](http://www.rolls-royce.com/education/schools/how_things_work/journey02/flash.html)
- If you have any **Superior Airparts** cylinders on your airplane, you'd best go to: <http://www.superiorairparts.com/sb0601/>. Some cylinders (1,000+) were improperly heat treated.
- **Dwight Bender** is in the hospital after receiving injuries removing a commercial sign on or about December 26<sup>th</sup>. He was still in

ICU at Illini Hospital as of 12/28/06. We wish him the best and a complete recovery.

## Hydroplaning is for Seaplanes?

Do you know what speed to begin coming to grip with hydroplaning tires on your airplane? NASA has a formula. It's 9 times the square root of your tire pressure. **Ray Holland** sent me an email noting a **Plane & Pilot Magazine** article that had it tabbed at 8.6 times the square root of the tire pressure. The difference is not great, however, if you have a tire with a pressure of 30 PSI on the mains you'll experience hydroplaning at 50 mph, and that's likely below the stall speed of your airplane.

### Known Icing: New Def?

#### From AOPA - Known Icing Conditions: FAA's Slippery Slope?

A new interpretation of what "known icing conditions" really means could ground general aviation aircraft for the winter. But AOPA is not going to let that happen. The new interpretation, handed down from the FAA's Eastern Region counsel, says that "high relative humidity" when the temperature is near or below freezing constitutes known icing conditions. This means pilots must fly aircraft with deicing equipment. Many light GA aircraft aren't equipped for flight into known icing conditions. In a letter to the FAA, AOPA said that this overly restrictive interpretation of "known icing conditions," if literally applied, would unnecessarily ground many safe general aviation flights. And it may negatively affect safety because many pilots would not be able to train nor maintain flying proficiency during the winter season.

#### UPDATE PILOT, AIRCRAFT INFORMATION

Start the new year off right by making sure your pilot and aircraft registration information with the FAA is correct. Remember, you must notify the FAA within 30 days of changing to a new permanent address. Also, if you recently purchased an aircraft, make sure the registration information has been updated. The FAA uses the address listed on the aircraft's registration to mail airworthiness directives. Search the FAA's online databases to see if your pilot and aircraft registration information is current.

<https://amsrvs.registry.faa.gov/airmeninquiry/default.asp>

<http://registry.faa.gov/aircraftinquiry/>

## Fast and High Ejection

by **Bill Weaver, Chief Test Pilot, Lockheed**

Among professional aviators, there's a well-worn saying: Flying is simply hours of boredom punctuated by moments of stark terror. But I don't recall too many periods of boredom during my 30-year career with Lockheed, most of which was spent as a test pilot. By far, the most memorable flight occurred on Jan. 25, 1966.

Jim Zwayer, a Lockheed flight-test specialist, and I were evaluating systems on an SR-71 Blackbird test from Edwards. We also were investigating procedures designed to reduce trim drag and improve high-Mach cruise performance. The latter involved flying with the center-of-gravity (CG) located further aft than normal, reducing the Blackbird's longitudinal stability.

We took off from Edwards at 11:20 a.m. and completed the mission's first leg without incident. After refueling from a KC-135 tanker, we turned eastbound, accelerated to a Mach 3.2 cruise speed and climbed to 78,000 ft., our initial cruise-climb altitude.

Several minutes into cruise, the right engine inlet's automatic control system malfunctioned, requiring a switch to manual control. The SR-71's inlet configuration was automatically adjusted during supersonic flight to decelerate airflow in the duct, slowing it to subsonic speed before reaching the engine's face. This was accomplished by the inlet's center-body spike translating aft, and by modulating the inlet's forward bypass doors.

Normally, these actions were scheduled automatically as a function of Mach number, positioning the normal shock wave (where air flow becomes subsonic) inside the inlet to ensure optimum engine performance. Without proper scheduling, disturbances inside the inlet could result in the shock wave being expelled forward - a phenomenon known as an "inlet unstart."

That causes an instantaneous loss of engine thrust, explosive banging noises and violent yawing of the aircraft, like being in a train wreck.

Unstarts were not uncommon at that time in the SR-71's development, but a properly functioning system would recapture the shock wave and restore normal operation.

On the planned test profile, we entered a programmed 35-deg. bank turn to the right. An immediate unstart occurred on the right engine, forcing the aircraft to roll further right and start to pitch up. I jammed the control stick as far left and forward as it would go. No response. I instantly knew we were in for a wild ride. I attempted to tell Jim what was happening and to stay with the airplane until we reached a lower speed and altitude. I didn't think the chances of surviving an ejection at Mach 3.18 and 78,800 ft. were very good. However, g-forces built up so rapidly that my words came out garbled and unintelligible, as confirmed later by the cockpit voice recorder.

The cumulative effects of system malfunctions, reduced longitudinal stability, increased angle-of-attack in the turn, supersonic speed, high altitude and other factors imposed forces on the airframe that exceeded flight control authority and the stability augmentation system's ability to restore control.

Everything seemed to unfold in slow motion. I learned later the time from event onset to catastrophic departure from controlled flight was only 2-3 seconds. Still trying to communicate with Jim, I blacked out, succumbing to extremely high g-forces.

Then the SR-71 literally disintegrated around us. From that point, I was just along for the ride. And my next recollection was a hazy thought that I was having a bad dream. Maybe I'll wake up and get out of this mess, I mused. Gradually regaining consciousness, I realized this was no dream; it had really happened. That also was disturbing, because I COULD NOT HAVE SURVIVED what had just happened.

I must be dead. Since I didn't feel bad- just a detached sense of euphoria- I decided being dead wasn't so bad after all. As full awareness took hold, I realized I was not dead. But somehow I had separated from the airplane.

I had no idea how this could have happened; I hadn't initiated an ejection. The sound of rushing air and what sounded like straps flapping in the wind confirmed I was falling, but I couldn't see anything. My pressure suit's face plate had frozen over and I was staring at a layer of ice.

The pressure suit was inflated, so I knew an emergency oxygen cylinder in the seat kit attached to my parachute harness was functioning. It not only supplied breathing oxygen, but also pressurized the suit, preventing my blood from boiling at extremely high altitudes. I didn't appreciate it at the time, but the suit's pressurization had also provided physical protection from intense buffeting and g-forces. That inflated suit had become my own escape capsule.

My next concern was about stability and tumbling. Air density at high altitude is insufficient to resist a body's tumbling motions, and centrifugal forces high enough to cause physical injury could develop quickly. For that reason, the SR-71's parachute system was designed to automatically deploy a small-diameter stabilizing chute shortly after ejection and seat separation. Since I had not intentionally activated the ejection system--and assuming all automatic functions depended on a proper ejection sequence--it occurred to me the stabilizing chute may not have deployed.

However, I quickly determined I was falling vertically and not tumbling. The little chute must have deployed and was doing its job. Next concern: the main parachute, which was designed to open automatically at 15,000 ft. Again I had no assurance the automatic-opening function would work.

I couldn't ascertain my altitude because I still couldn't see through the iced-up faceplate. There was no way to know how long I had been blacked-out or how far I had fallen. I felt for the manual-activation D-ring on my chute harness, but with the suit inflated and

my hands numbed by cold, I couldn't locate it. I decided I'd better open the faceplate, try to estimate my height above the ground, then locate that "D" ring. Just as I reached for the faceplate, I felt the reassuring sudden deceleration of main-chute deployment.

I raised the frozen faceplate and discovered its uplatch was broken. Using one hand to hold that plate up, I saw I was descending through a clear, winter sky with unlimited visibility. I was greatly relieved to see Jim's parachute coming down about a quarter of a mile away. I didn't think either of us could have survived the aircraft's breakup, so seeing Jim had also escaped lifted my spirits incredibly.

I could also see burning wreckage on the ground a few miles from where we would land. The terrain didn't look at all inviting--a desolate, high plateau dotted with patches of snow and no signs of habitation.

I tried to rotate the parachute and look in other directions. But with one hand devoted to keeping the face plate up and both hands numb from high-altitude, subfreezing temperatures, I couldn't manipulate the risers enough to turn. Before the breakup, we'd started a turn in the New Mexico-Colorado-Oklahoma-Texas border region. The SR-71 had a turning radius of about 100 miles at that speed and altitude, so I wasn't even sure what state we were going to land in. But, because it was about 3:00 p.m., I was certain we would be spending the night out here.

At about 300 ft. above the ground, I yanked the seat kit's release handle and made sure it was still tied to me by a long lanyard. Releasing the heavy kit ensured I wouldn't land with it attached to my derriere, which could break a leg or cause other injuries. I then tried to recall what survival items were in that kit, as well as techniques I had been taught in survival training.

Looking down, I was startled to see a fairly large animal- perhaps an antelope- directly under me. Evidently, it was just as startled as I was because it literally took off in a cloud of dust.

My first-ever parachute landing was pretty smooth. I landed on fairly soft ground, managing to avoid rocks, cacti and antelopes. My chute was still billowing in the wind, though. I struggled to collapse it with one hand, holding the still-frozen faceplate up with the other.

"Can I help you?" a voice said. Was I hearing things? I must be hallucinating. Then I looked up and saw a guy walking toward me, wearing a cowboy hat. A helicopter was idling a short distance behind him. If I had been at Edwards and told the search-and-rescue unit that I was going to bail out over the Rogers Dry Lake at a particular time of day, a crew couldn't have gotten to me as fast as that cowboy-pilot had.

The gentleman was Albert Mitchell, Jr., owner of a huge cattle ranch in northeastern New Mexico. I had landed about 1.5 mi. from his ranch house--and from a hangar for his two-place Hughes helicopter. Amazed to see him, I replied I was having a little trouble with my chute. He walked over and collapsed the canopy, anchoring it with several rocks. He had seen Jim and

me floating down and had radioed the New Mexico Highway Patrol, the Air Force and the nearest hospital.

Extracting myself from the parachute harness, I discovered the source of those flapping-strap noises heard on the way down. My seat belt and shoulder harness were still draped around me, attached and latched.

The lap belt had been shredded on each side of my hips, where the straps had fed through knurled adjustment rollers. The shoulder harness had shredded in a similar manner across my back. The ejection seat had never left the airplane. I had been ripped out of it by the extreme forces, with the seat belt and shoulder harness still fastened.

I also noted that one of the two lines that supplied oxygen to my pressure suit had come loose, and the other was barely hanging on. If that second line had become detached at high altitude, the deflated pressure suit wouldn't have provided any protection. I knew an oxygen supply was critical for breathing and suit-pressurization, but didn't appreciate how much physical protection an inflated pressure suit could provide.

That the suit could withstand forces sufficient to disintegrate an airplane and shred heavy nylon seat belts, yet leave me with only a few bruises and minor whiplash was impressive. I truly appreciated having my own little escape capsule.

After helping me with the chute, Mitchell said he'd check on Jim. He climbed into his helicopter, flew a short distance away and returned about 10 minutes later with devastating news: Jim was dead. Apparently, he had suffered a broken neck during the aircraft's disintegration and was killed instantly.

Mitchell said his ranch foreman would soon arrive to watch over Jim's body until the authorities arrived. I asked to see Jim and, after verifying there was nothing more that could be done, agreed to let Mitchell fly me to the Tucumcari hospital, about 60 mi. to the south.

I have vivid memories of that helicopter flight, as well. I didn't know much about rotorcraft, but I knew a lot about "red lines," and Mitchell kept the airspeed at or above red line all the way. The little helicopter vibrated and shook a lot more than I thought it should have. I tried to reassure the cowboy-pilot I was feeling OK; there was no need to rush. But since he'd notified the hospital staff that we were inbound, he insisted we get there as soon as possible. I couldn't help but think how ironic it would be to have survived one disaster only to be done in by the helicopter that had come to my rescue.

However, we made it to the hospital safely--and quickly. Soon, I was able to contact Lockheed's flight test office at Edwards. The test team there had been notified initially about the loss of radio and radar contact, then told the aircraft had been lost. They also knew what our flight conditions had been at the time, and assumed no one could have survived. I explained what had happened, describing in fairly accurate detail the flight conditions prior to breakup.

The next day, our flight profile was duplicated on the SR-71 flight simulator at Beale AFB, Calif. The outcome was identical. Steps were immediately taken to prevent a recurrence of our accident. Testing at a CG aft of normal limits was discontinued, and trim-drag issues were subsequently resolved via aerodynamic means. The inlet control system was continuously improved and, with subsequent development of the Digital Automatic Flight and Inlet Control System, inlet unstarts became rare.

Investigation of our accident revealed that the nose section of the aircraft had broken off aft of the rear cockpit and crashed about 10 mi from the main wreckage. Parts were scattered over an area approximately 15 miles long and 10 miles wide. Extremely high air loads and g-forces, both positive and negative, had literally ripped Jim and me from the airplane. Unbelievably good luck is the only explanation for my escaping relatively unscathed from that disintegrating aircraft.

Two weeks after the accident, I was back in an SR-71, flying the first sortie on a brand-new bird at Lockheed's Palmdale, Calif., assembly and test facility. It was my first flight since the accident, so a flight test engineer in the back seat was probably a little apprehensive about my state of mind and confidence. As we roared down the runway and lifted off, I heard an anxious voice over the intercom.

"Bill! Bill! Are you there?"

"Yeah George, what's the matter?"

"Thank God! I thought you might have left." The rear cockpit of the SR-71 has no forward visibility--only a small window on each side--and George couldn't see me. A big red light on the master-warning panel in the rear cockpit had illuminated just as we rotated, stating: "Pilot Ejected."

Fortunately, the cause was a misadjusted micro switch, not my departure.

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Bill Weaver flight-tested all models of the Mach-2 F-104 Starfighter and the entire family of Mach 3+ Blackbirds--the A-12, YF-12 and SR-71. He subsequently was assigned to Lockheed's L-1011 project as an engineering test pilot, and became the company's chief pilot. He later retired as Division Manager of Commercial Flying Operations.

He still flies Orbital Sciences Corp.'s L-1011, which has been modified to carry the Pegasus satellite-launch vehicle. And as an FAA Designated Engineering Representative Flight Test Pilot, he's also involved in various aircraft-modification projects, conducting certification flight tests.

Area Flight Instructors

<i>Diane Beauchamp</i>	<i>309-764-4210</i>	<i>Gene Fildes</i>	<i>309-269-0517</i>	<i>Brandon Frazier</i>	<i>563-391-5650</i>
<i>Ranier Frazier</i>	<i>563-391-5650</i>	<i>Jim Goetsch</i>	<i>309-799-3251</i>	<i>Brian Johnson</i>	<i>563-391-5650</i>
<i>Scott Kashmarek</i>	<i>563-391-5650</i>	<i>Sam Kupresin</i>	<i>563-391-5650</i>	<i>Tim Leinbach</i>	<i>309-787-4233</i>
<i>Gyan Ray</i>	<i>563-508-1141</i>	<i>Otto Stender</i>	<i>563-386-1775</i>	<i>Kevin Strong</i>	<i>563-391-5650</i>

Things To Do...Places To Go... What's Happening in 2007

Jan 6	Super Safety Seminar, Springfield, IL, 8:30 a.m., IDOT Bldg, <a href="http://www.faasafety.gov/SPANS">www.faasafety.gov/SPANS</a>	
Jan 18	QCAA Jan. meeting, Moline Public Library, 6:30-8:30 p.m., <a href="mailto:ralphstephenson@mchsi.com">ralphstephenson@mchsi.com</a>	
Jan 21	EAA 1315 Fly-in Breakfast, Taylorville, IL, 7-11 a.m.	217-824-9313
Jan 27	Chicago Aviation Expo 2007, Holiday Inn, Itasca, IL, Carol Para	847-274-8115
Feb 24	Mid-America Soaring & Safety Seminar, Elgin, IL, Scott Wolf	630-466-3649
Mar 22	GA Exhibit & Seminar, Lewis Univ. Romeoville, IL Mike Streit	815-836-5431
Aug 27	7 <sup>th</sup> Annual Abel Island Fly-in/Float-in (GAA) 12 - 3 p.m., Gary Fisher	319-480-0913

For more events go to [www.eaa.org/events](http://www.eaa.org/events) Or [www.flyins.com](http://www.flyins.com)

**“Wing Tips”**

**Apparel with QCAA Logo from Land's End**

***Please note that Land's End has dropped their “Minimum” Order Policy. You now have your choice of ordering anything in their Business Catalog to which our QCAA Logo can be applied!***

[www.landsend.com/business](http://www.landsend.com/business)

**All items will be quoted upon email request and will include the QCAA Logo:**



**If you had requested items in the past, but never received them, it was probably because the minimum order quantity had not been met.**

**Contact Bill Swaim: [bill@midwesteq.com](mailto:bill@midwesteq.com) with orders or questions**

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### **Local and National Aviation Organizations**

<b>AMC Corporation</b>	Dwayne Trautman	<a href="mailto:MRDDT@mchsi.com">MRDDT@mchsi.com</a>	309-796-2680
<b>Ascension Ballooning</b>	Stan Pasley	<a href="http://home.mchsi.com/~stanpcs/">home.mchsi.com/~stanpcs/</a>	309-792-3000
<b>Blackhawk Soaring</b>	Al Langasek	<a href="mailto:langasek@netexpress.net">langasek@netexpress.net</a>	319-391-9590
<b>Carver Aero, Inc.</b>	Sandra Barrett	<a href="http://www.carveraero.com">www.carveraero.com</a>	563-391-5650
<b>Civil Air Patrol (Moline)</b>	Tom Neilson		309-797-1588
<b>Civil Air Patrol (Dav.)</b>	Mike McCoy		563-386-6506
<b>Clinton Municipal Airport</b>	Michael Nass	<a href="mailto:flycwi@clinton.net">flycwi@clinton.net</a>	563-242-3292
<b>David's Flying Service</b>	Don David		563-582-1293
<b>EAA Chapter 75</b>	Richard Lowe, President	<a href="http://members.tripod.com/~EAA_Chapter_75">http://members.tripod.com/~EAA_Chapter_75</a>	309-949-2771
<b>Elliott Aviation</b> <a href="http://www.elliottaviation.com">www.elliottaviation.com</a>	Jace Stone – General Mgr Rick Kent – Line Manager		309-799-3183
<b>Flying Country Club, Inc.</b> <a href="http://www.netexpress.net/~flyingcc">www.netexpress.net/~flyingcc</a>	Gene Fildes, President Dennis English, Secretary		309-269-0517 309-799-7522
<b>Flying Eagles</b>	Diane Beauchamp	<a href="mailto:rdaviation@sbcglobal.net">rdaviation@sbcglobal.net</a>	309-764-4210
<b>Gen Air, Inc.</b>	Kent Johnson	<a href="http://www.airport1@geneseo.net">www.airport1@geneseo.net</a>	309-944-8126
<b>47 Jay's</b>	Dan Murphy		309-496-2561
<b>Jet Air Galesburg</b>	Harold Timmons	<a href="http://www.jetairinc.com">www.jetairinc.com</a>	309-342-3134
<b>Monticello Aviation</b>		<a href="http://www.monticelloaviation.com">www.monticelloaviation.com</a>	319-465-5488
<b>Quad City Air Show</b>	Ken Hopper	<a href="http://www.quadcityairshow.com">www.quadcityairshow.com</a>	563-285-7469
<b>Quad City Seaplane Base</b>	Jim Goetsch	<a href="http://www.flyfloats.com">www.flyfloats.com</a>	309-799-3251
<b>Quad City Skydiving</b>	Dennis Jenson	<a href="http://www.qcskydiving.com">www.qcskydiving.com</a>	309-944-0363
<b>Radio Ranch</b>	Ron Hammer	<a href="http://www.radioranchinc.com">www.radioranchinc.com</a>	815-622-9000
<b>Quad City Aviators Association</b>	Pat Rynott	<a href="http://www.qcaa.org">www.qcaa.org</a>	309-737-3435
<b>Quad City Ultralight Aircraft Corp</b>		<a href="http://www.quadcitychallenger.com">www.quadcitychallenger.com</a>	309-764-3515

### **Did you ever wish you knew the weather locally *before you flew*?**

Clinton, IA	563-243-8934	Davenport, IA	563-388-2154
Moline, IL	309-799-7096	Muscatine, IA	563-263-0902

www.qcaa.org

For items of interest for members of the QCAA, omissions, or corrections, please email Dennis English at [englishdj@mchsi.com](mailto:englishdj@mchsi.com) (Editorial Deadline for "The QC Aviator" is the 30<sup>th</sup> of the month.)



## QUAD CITY AVIATORS ASSOCIATION

### *2007 Association Dues Statement & Ballot*

Dear fellow Aviators and Aviation enthusiasts,

**If you have not done so already, please remit Membership Dues for 2007.** Remember that dues are for the current calendar year and help continue the support of General Aviation, Education, Young Eagles, Wannabe, Special Programs/Speakers, Mailings, Activities, Etc.

**Send to: QCAA PO Box 9202 Moline, IL 61265.**

**MEMBERSHIP DUES \$25.00**  
**(Family membership dues option is \$30.00)**

All members please make any updates or changes below and return

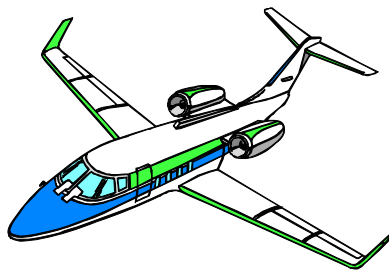
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Name: \_\_\_\_\_  
Address: \_\_\_\_\_ P.O. Box: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_  
Home Phone: \_\_\_\_\_  
Work Phone: \_\_\_\_\_  
Cell Phone: \_\_\_\_\_  
E-mail address: \_\_\_\_\_  
Pilot Certificate Type/Rating(s): \_\_\_\_\_  
(1) Aircraft Type/Tail #: \_\_\_\_\_  
(2) Aircraft Type/Tail #: \_\_\_\_\_  
Flying Club if Applicable: \_\_\_\_\_  
Date of your Private Pilot Cert \_\_\_\_\_ Other Interests \_\_\_\_\_  
Hanger or Club Location \_\_\_\_\_ Military Service \_\_\_\_\_

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***QCAA 2007 MEMBERSHIP DUES ENCLOSED***

\$ \_\_\_\_\_



*Turning on "Final Approach Course"*