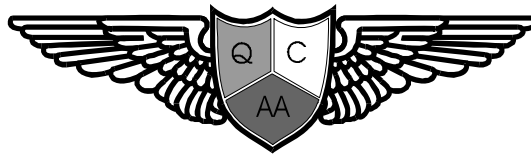


The QCAA Aviator



Official Newsletter of the Quad City Aviators Association December 2005



The Quad City Aviators Association is a non-profit organization dedicated to promoting general aviation in Eastern Iowa and Western Illinois. See us at www.qcaa.org

*The QCAA is open to anyone interested in aviation. That includes spouses, non-pilots, pilots of all levels, air traffic controllers, mechanics, technicians, parachutists, and those who are just interested in Aviation!
Hanger flying can be fun and informative too.*

Our next meeting will be held on Thursday, December 15th at the Moline Civil Air Patrol Bldg. Board meeting at 6:30 and program at 7 pm. We will show two DVD's – "Mohr Barnstorming" a promo for John Mohr, his 220hp Stearman and some of the finest flying you will ever see! And second, "One Six Right" the newly released film documenting the history of the Van Nuys Airport and the passion for flight. A beautiful film! www.onesixright.com for info.

Officers & Staff

Jim Goetsch President
Pat Rynott VP
Ed Payton Secretary
Bill Swaim Treasurer

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Pat Rynott Wing's Banquet Chair
Diane Beauchamp Publicity Chair
Pat Rynott 2005 Wannabe Chair
Dennis English Newsletter
Bill Swaim Historian

From The President

This hopefully will go on for the coming years. I personally, and I hope I speak for all of the membership, thank **Dennis English**, for taking over the duties of editor of our newsletter. This will be my last month as president, so I will pass the content of this section to **Pat Rynott** for the year of 2006. It has been a fun year; with I hope a little more activity in the organization. The **Wannabe** was a success, thanks in a big part to Pat Rynott. We had some really good presentations at our monthly meetings, and also some good Pizza. Christmas is coming, and I hope we are all in the spirit of the season. It might be a good idea to leave this letter lay out as a reminder to our loved ones that we can all use good pilot gifts. I will not be holding any office next year, but will be available as much as possible to help with organization functions. I am sure we will keep up the

good work, so Merry Christmas to all and Start the New Year off with a 'keep-able' resolution.

Jim Goetsch

There are Rules and there are Laws. The rules are made by men who think that they know better how to fly your airplane than you. Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

November 17th Meeting

Sixteen people attended our regular November meeting held at **Pinocchio's Pizza** in Milan, Illinois. The board held a business meeting at 6 p.m. while others enjoyed their favorite beverage and hanger flying.

Delicious pizza was served to all...for \$8 per person, and it disappeared in short order...as it always does at Pinocchio's.

Kent Johnson talked about his experiences in ATC at the EAA Convention (AirVenture) at Oshkosh, WI. His first experience at the convention was as an attendee rather than a controller. At first there were only 35 ATC spots filled, and only Great Lakes region people could bid for those positions.

Kent talked about the four types of arrivals and mixed up the serious talk with humor to make listening enjoyable.

His most enjoyable position was at the Fisk Arrival since he enjoyed organizing the inbound air traffic. He

regards the EAA Convention as the best place to “break” an airplane, and gave credit to Cy Galley’s Chapter 75 Repair Barn for that.

There are “spotters” and a radio guy as airplanes flood inbound to OSH. The spotters feed the radio guy with information on who’s out there. Some trepidation is involved with some airplanes such as Ultra-Lights. They look very similar to some of the other slower airplanes headed for 36. Ultra-Lights land on a special runway, and sometimes it’s not clear until the last minute what they are or where they’re headed. But Kent made it clear, one of the neat things about AirVenture is working the different kinds of airplanes.

They used to work right on the runway for take-off and landing aircraft, but the FAA decided there was a safety concern. So now ATC people are on what is known as the “MOO Cow.” That stands for Mobile Operations Control Wagon.” Kent says the Moo Cow is safer, but not as much fun as being on the runway.

Mixing IFR with VFR traffic on runway 27 gets interesting, and it gets *REAL* tough when you mix in the Warbirds! Some refer to the experience as playing “Cherokee Checkers.”

Working inbound traffic on runway 18 is tough since traffic is also using runways 9/27. So traffic landing on 18 has to stay south of the 9/27 environment.

Kent talked about his personal experiences flying into OSH for the convention. He said it was best flying in very early when traffic is not heavy. One time they planned on flying in early from one of the satellite airports in Wisconsin, but hadn’t figured on the fog. As a result they wound up flying in with a crowd.

Once they had a Cherokee come in IFR. Traffic was dense and it was tough working planes in. The Cherokee wasn’t where it was suppose to be. Finally, they figured out the pilot was doing the whole VOR procedure, and going against the ‘grain’ of traffic!

Additional comments aside from AirVenture:

- He is a University of North Dakota graduate, and returned there recently. Now they have newer equipment, a tower cab, etc.
- It is good to have weather downloads in the cockpit now.
- Possibility of having an FBO at Gen Airpark (3G8).

After the program **Jim Goetsch** presented a slide show that was done by the **Handicapped Development Center** on July 14th. Jim had given 20-25 of the 40 handicapped kids seaplane rides that day.

Ralph Stephenson thanked the members for their support of **Birdies for Charity**, and pointed out all the money donated comes back to the QCAA for the **High Flight Fund**, and does not go to Deere & Company. Thirteen people pledged for the charity event as part of the **John Deere Classic Golf Tournament**, and because everyone paid promptly a bonus of \$35.11 was paid to make the total of \$386. Thanks!

Ralph said, “With just a little more effort, we should be able to surpass that amount in 06.”

Maintenance Records

FAR Part 91.417 - MAINTENANCE RECORDS

(a) Except for work performed in accordance with §§91.411 and 91.413, each registered owner or operator shall keep the following records for the periods specified in paragraph (b) of this section:

(1) Records of the maintenance, preventive maintenance, and alteration, and records of the 100-hour, annual, progressive, and other required or approved inspections, as appropriate, for each aircraft (including the airframe) and each engine, propeller, rotor, and appliance of an aircraft. The records must include ¾

- (i) A description (or reference to data acceptable to the Administrator) of the work performed; and
- (ii) The date of completion of the work performed; and
- (iii) The signature and certificate number of the person approving the aircraft for return to service.

The reason I’ve put this part of the FARs in the newsletter, is because many pilots who do their own maintenance believe doing oil changes, or cleaning the spark plugs:

1. –don’t need to add it to the log book.
2. –don’t need to sign their name to the entry.
3. –don’t need to list their pilot certificate number to the entry.

This lack of knowledge is usually in the order given. The last one is the one that will get you. Many pilots didn’t know until *AFTER* the ramp inspection their certificate numbers had to be there.

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The strength of turbulence is directly proportional to the temperature of your coffee -  
-- Gunter’s Second Law of Air Travel

## FAA Medical Problems?

### **AOPA HELPS MEMBERS STREAMLINE MEDICAL CERTIFICATION**

Ever applied for a special-issuance medical only to receive a letter from the FAA two months later requesting more information? AOPA’s medical certification specialists understand how frustrating and time-consuming the special-issuance process can be--they work with the FAA on a daily basis. That’s why AOPA offers one-on-one assistance to help you get your special-issuance application through the first time. "The key to streamlining your special issuance process is to start collecting all of the needed

documentation about your condition early. It's also a good idea to send your medical records overnight to the FAA so that no time is wasted," said Gary Crump, AOPA director of medical certification. "Before you go to your AME, call AOPA (800/USA-AOPA) to make sure you have everything you need, and in the correct chronological order. We know how the FAA works, and we can help you get your special issuance." See AOPA Online. (www.aopa.org/whatsnew/newsitems/2005/051117\_medical.html )  
From AOPA\_ePilot

### **Dues Due Jan '06**

You, the Quad City Aviator, have a great organization here. It needs your support. At this time we have 105 people who are supporters of aviation in the Quad Cities (Listed as QCAA members), but only 66 of them are paying dues. We'd like to increase that number.

The organization doesn't have a burning issue in front of it at this time, but who will you turn to if one does come up? Support for QCAA means numbers. That's the strength of the organization.

**Dues are due the first of January, 2006**, and we'd like to remind you at this time to pay your dues. A dues statement is attached.

**Thanks in advance!**

### **You Can Help!**

The QCAA is looking for people who help out by serving as officers or chair committees for QCAA activities.

If you are interested in serving as an officer or on a committee such as the banquet or "Wannabe Weekend" for next year please contact **Pat Rynott** at 309-737-3435 or email at [pryno@mchsi.com](mailto:pryno@mchsi.com).

This is an opportunity to help local General Aviation, and your personal growth by being involved in your local aviation community.

| <b>Area Flight Instructors</b> |                                     |
|--------------------------------|-------------------------------------|
| ➤                              | <b>Diane Beauchamp 309-764-4210</b> |
| ➤                              | <b>Gene Fildes 309-667-2364</b>     |
| ➤                              | <b>Brandon Frazier 563-391-5650</b> |
| ➤                              | <b>Ranier Frazier 563-391-5650</b>  |
| ➤                              | <b>Jim Goetsch 309-799-7559</b>     |
| ➤                              | <b>Tim Leinbach 309-787-4233</b>    |
| ➤                              | <b>Gyan Ray 309-799-3299</b>        |
| ➤                              | <b>Gary Smith 563-391-5650</b>      |
| ➤                              | <b>Kevin Strong 563-391-5650</b>    |

"The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline luggage." --- Mark Russell

### **VFR Chart Seminar**

**Target Aviation**, and the **QCA Flying Eagles** sponsored a WINGS eligible seminar Wednesday, November 16<sup>th</sup>. The subject of the seminar was how to read and use aviation VFR charts, and "little known facts."

Scott Landorf, Specialist with the FAA DuPage FSDO, introduced Richard Neher, Staff Aeronautical Information Specialist from the National Aeronautical Charting Office (NACO) of the FAA.

The seminar was held at MLI in a large hanger next to 68<sup>th</sup> Street on the south side of the airport. I felt the hanger was a little chilly, but tolerable. The directions to get there were pretty good also, until you got on 68<sup>th</sup> Street. As you approached the hanger there was some confusion about parking.

There were close to 100 pilots in attendance. Drawings for door prizes were held for attendees, and a special drawing for those who had registered in advance. Ironically, most of those names drawn weren't present.

The seminar was given in two parts with a break between. **Target Aviation** and **QCA Flying Eagles** provided great refreshments.

Mr. Neher was a good speaker. He told us the NACO mission, and the types of charts they issue. He talked about the NACO products in detail, and that the military is getting out of the chart business. He told us situational awareness is important, and the charts provide important data towards that end.

We learned the typical TFR violator is middle aged, a private pilot with SEL rating, and a transient within a three state area of the violated TFR area. (He describes middle aged as up to and including age 60!) That means the typical violator is pretty average.

It was pretty easy to figure out the reason he was stumping was because of all the GA TFR violations, especially in the D.C. area.

Heher reviewed airspace structure and how it's shown on the chart, and how to fly VFR with TFRs today. He was emphatic that TFRs and GPS direct do not mix, and you can understand why. Another tidbit: TFR violators will be prosecuted. In the past you might get a "bye", but no longer.

He told us how to get airport charts at [NACO.FAA.gov](http://NACO.FAA.gov). An explanation on how the maximum elevation number for a sector was figured. There are fudge factors involved, but that's because the data is not verified by field surveys. He cautioned that chart legends *DO* change, so don't get too comfortable with remembering them.

Use a highlighter for your course. He chuckled at those pilots who don't like to mark up their charts, but told us alcohol and Q tips will erase yellow or pink highlighter from the chart.

The top four reasons pilots get lost: 1) reading charts like a Rand-McNally map, 2) Pilot 'comfort' altitudes, 3) focusing on desired course line, 4) picking bad check points.

He continually referred to the Airport Directory as the "ugly green book."

He generally kept the attendees active in the seminar by asking questions and expecting answers...the right ones of course.

### ***South T's Gate Security***

The VFR Chart seminar at MLI had a problem peculiar with the location. The directions to get there were pretty good until turning west on 68<sup>th</sup> St. You had detailed instructions, and the Target Aviation/Learn to Fly signs. However, the signs eventually take you towards the large vehicle pass gate. Seminar parking was *outside the fence* along 68<sup>th</sup> St adjacent to the hanger. There were a couple people outside freezing in the cold trying to keep drivers going straight past the vehicle pass gate, but that had mixed results. Those based at MLI T hangers generally went through the vehicle pass gate, often followed by people not privy to the gate code.

For example: I went through the vehicle pass gate, and stopped to let the gate close. However, a white Jeep Cherokee came in behind me, and decided to pass my stopped vehicle. I learned he was a pilot who didn't know the gate protocol, and actually didn't belong inside the gate without a 'sponsor.' This happened several times.

While it might seem like little deal to some, access to the south T hangers via the vehicle gate is a privilege. Airport security watches how we use that gate. If they believe we are violating the security protocol we will be faced with parking our cars outside the vehicle gate, and restricted to using the pedestrian gate. For those of us any distance away from the pedestrian gate that would really change the utility and dynamics of the south T's. So in addition to the security issue, MLI tenants have a large stake in seeing the security protocol followed.

### **GBG to Offer Self Serve**

According to Jet Air's website, Jet Air GBG will soon be offering "self serve fueling" in Galesburg. The company currently has self serve fuel in Iowa City, IA where they charge \$3.25 per gallon for 100LL. Since their full service fuel is the same at both locations it seems probably that will be

the price for self serve at GBG. Check their website for prices.

### **Conference Site Selected**

**Ralph Stephenson** gave us a heads up regarding comments from **Dr. Susan Shea**, Director of Aeronautics for the State of Illinois, in December issue of the Illinois Aviation newsletter. Dr. Shea mentioned that the annual Illinois Aviation Conference will be held at the Quad City International Airport, May 9 and 10<sup>th</sup> of 2006.

Your QCAA leadership will be investigating to see if our interests are served by being involved.

### **Are You Signed Up?**

The FAA website [www.faasafety.gov](http://www.faasafety.gov) is an excellent website for pilots. You can register for seminars, and also register your seminar preferences such as notification of seminars within a selected radius of home base and type of seminar you are interested in. By registering at this website you'll be one of the first to know about seminars in your area. This can really help in planning your calendar.

### **Notables**

- The new website for **AirVenture** is up and running
- A brand new Cessna 182 was stolen from its locked hanger in California recently. Even the logs were stolen.
- There seems to be more and more airplane parts fraud out there. Be sure you know the source of your parts.
- Punta Gorda, FL will be the site of Capt. Nicole Malachowski's first performance as the first female member of the Air Force Thunderbirds. She's No. 3 right wing, and will perform during the Florida International Air Show April 1 and 2.
- XCOR's EZ-Rocket piloted by Dick Rutan made it from Mojave to California City in 10 minutes. This is a record: The first time a piloted rocket has flown point to point.
- I know Joe's in Coal Valley has become a meeting place for pilots (noon most days), but I'd bet there are other places in the Quad Cities that haven't been discovered. Let us know about them.
- And last, but not least: Chicago is going to try to ban seaplanes. I suppose, now that Meigs has closed, pilots are getting around that by flying into the boat harbor. What will "Hizzoner Jr." think of next?

## “Wing Tips”

### QCAA Apparel with logo from Land's End

#### Your Choice of Pocket & Color

|                                      |         |
|--------------------------------------|---------|
| Short Sleeve polo shirts             | \$33.00 |
| Long Sleeve twill casual dress shirt | \$46.00 |
| Ball cap                             | \$20.00 |
| Coats & Jackets on request           | Quoted  |

Contact Bill Swaim at 563-344-4240 or [bill@midwesteq.com](mailto:bill@midwesteq.com) for orders

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

|                                           |                                                      |                                                                                                   |                              |
|-------------------------------------------|------------------------------------------------------|---------------------------------------------------------------------------------------------------|------------------------------|
| <b>AMC Corporation</b>                    | Dwayne Trautman                                      | <a href="mailto:MRODT@mchsi.com">MRODT@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>                  | Sam Kupresin                                         | <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                                         |                                                                                                   | 309-949-2771                 |
|                                           |                                                      | <a href="http://members.tripod.com/~EAA_Chapter_75">http://members.tripod.com/~EAA_Chapter_75</a> |                              |
| <b>Elliott Aviation</b>                   | Jace Stone – General Mgr<br>Rick Kent – Line Manager | <a href="http://www.elliottaviation.com">www.elliottaviation.com</a>                              | 309-799-3183                 |
| <b>Flying Country Club, Inc.</b>          | Gene Fildes, President<br>Dennis English, Secretary  | <a href="http://www.netexpress.net/~flyingcc">www.netexpress.net/~flyingcc</a>                    | 309-799-7446<br>309-799-7522 |
| <b>Flying Eagles</b>                      | Diane Beachamp                                       |                                                                                                   | 309-764-4210                 |
| <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 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>Target Aviation</b>                    | Gyan Ray                                             | <a href="http://www.targetaviation.com">www.targetaviation.com</a>                                | 309-799-3299                 |
| <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?***

Thanks to **Ray Holland** we're publishing these ASOS phone numbers.

|             |              |               |              |
|-------------|--------------|---------------|--------------|
| 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)



## QUAD CITY AVIATORS ASSOCIATION

### *2006 Association Dues Statement & Ballot*

Dear fellow Aviators and Aviation enthusiasts,  
**If you have not done so already, please remit Membership Dues for 2006.** 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.

**MEMBERSHIP DUES \$20.00**  
**(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 2005 MEMBERSHIP DUES ENCLOSED*

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

