

# The QC Aviator

Quad City Aviator's Association



Official Newsletter of the Quad City Aviators Association

August 2006



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.

Regular Meeting - 3<sup>rd</sup> Thursday – 7:00 p.m. (No meeting in July)

Civil Air Patrol Headquarters Bldg – North Side of MLI

**Meeting August 17 – Wannabe Planning**

## Officers & Staff

Pat Rynott	President
Dean Maupin	Vice President
Diane Beauchamp	Secretary
Bill Swaim	Treasurer
* * * * *	
Pat Rynott	Wing's Banquet Chair
Diane Beauchamp	Publicity Chair
Dean Maupin	2006 Wannabe Chair
Dennis English	"The QC Aviator"
Bill Swaim	Historian



Nick Anagnos won the first drawing and chose a ride in a Great Lakes biplane.



Larry and Renee Kerr won the second drawing and chose to ride in a Yak monoplane.

## Hangar Party

The QCAA Hangar Party was a huge success again this year. I believe President Pat Rynott told me there were about 50 pilots, friends, and family in attendance.

Thanks go to Jim Goetsch who provided the cooked meat, and Tim Baldwin who provided many helicopter rides for kids during the event. Thanks to Tim Baldwin and Dr. John Baker for the use of the hangar. Thanks goes to many others for their work in helping set up and clean up. Their help is invaluable.



Ben and Ann Mangan won the third drawing for a ride in a Stearman biplane.

Thanks to Don Grunstrom for providing the Great Lakes and Stearman. Thanks to Dean Maupin who has the unfortunate chore of flying

those airplane rides (yeah, right!) Thanks to **Paul Kirik** for providing the ride in his "new" Yak.

Thanks to **Joe Newberry** for providing the great entertainment!



## Chuckles

This year we were having a serious problem with the price of fuel. The price of 100LL had gone up as high as \$4.30 around here. Prices rose faster than the dickens. After reading numerous aviation magazines, technical manuals and tuning tips, I set out to "optimize" my airplane.

1) I increased tire pressures, not only to reduce tread wear, but also saving 15% in fuel during taxi compared to under-inflated tires.

2) I changed my air filter, to allow the engine to breathe easier. This, by all accounts, would reduce my consumption by 20%.

3) Since my airplane has 400 hours on the engine, I replaced the spark plugs. Weak or fouled plugs can increase fuel consumption by 25%, so score another gain for me.

4) I removed several pieces of unnecessary equipment from the baggage area. Reducing the weight of the machine and its contents can improve efficiency by another 10%.

5) I noticed that some hangar rash I had on the airplane was causing considerable wind drag. I also installed wing root fairings and wing tip mods. Result: A 15% saving in fuel mileage.

6) I began using synthetic motor oil, which reduces friction and wear in the engine. Reducing engine friction accounted for a 20% improvement in fuel efficiency.

7) Finally, I reduced my cruise speed to operate my engine at 55%. Operating in excess of 55% of rated power gives you more speed, but causes an exponentially increasing amount of parasitic drag that must be overcome. Reducing my speed saved me 18% in fuel consumption.

Unfortunately, after taking all these steps, I've introduced another problem that is becoming an annoyance, and I hope somebody can help. As you can see, I've made considerable improvements to the fuel efficiency of my

airplane. So many improvements, in fact, that I'm now saving 123% of my fuel consumption.

It results in the fuel tanks continually needing to be drained. I am able to fly for maybe 100 miles or so, and then have to land somewhere to drain off the excess gasoline from my fuel bladders. I'm afraid some sharpie from the EPA or the FAA is going to see me doing this and I'll be in real trouble. **HELP!!**

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

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 \$20 per year, and are not wasted. A membership form is attached.

*Thank You!*

## Notables

○ **Cliff Robertson** was inducted into the **Aviation Hall of Fame** in Dayton, Ohio this past July. Cliff washed airplanes at the local airport as a kid, hoping for a ride.

○ Did anyone else watch the shuttle grease the landing in Florida July 17<sup>th</sup>? It was the first time I've ever seen the re-entry through the lens of the shuttle camera. The approach through the cloud deck reminded me of IFR flights we have often done...from much lower heights. Since they say, "We have lift-off," when the shuttle launches, do they also say, "**We have gravity**" when it touches down?

○ BRS safety chutes have saved at least 190 people so far. They estimate there are many in the Ultralight community who have deployed the chute, but have never documented them. The company, Ballistic Recovery Systems, is ready to take on the 5,000 – 5,300 lb aircraft category as they continue to improve the system. (Editor: I wonder how long it will be before some sharpie lawyer will sue Cessna or Piper for a pilot's death as the result of not having these things as standard equipment on all airplanes?)

○ Condolences go to **Diane Beauchamp** for the passing of her beloved companion, **Buddy**.

## Situational Awareness

During the last day of AirVenture there was a tragic accident. An RV-6 on the south taxiway for 18/36 apparently stopped for some reason (That they had stopped is still a rumor.) about 150 feet north of the take off point for the runway 18 departure. The pilot of a Grumman TBM Avenger taxiing behind the RV-6 didn't see the aircraft, and chewed up the back of the small plane, killing the passenger, Gary Palmer of Ottawa, Ontario, Canada. The pilot, Bill Reed, walked away from the accident. Both RV pilots were very experienced. They had the right of way since they were ahead of the TBM.

There is a question whether the TBM was doing S turns as tail draggers usually do. The TBM is a huge single engine torpedo bomber, perhaps the largest carrier based airplane the Navy had in WWII. The south taxiway is not wide enough to accomplish much of an S turn.

I'm not sure where the two airplanes began their journey on the field. The TBM was likely coming from the north end warbird parking. The RV-6 may have been coming from any one of several parking areas near the north end of OSH.

I wonder if either pilot obtained an EAA departure briefing for 36/18 before climbing into their airplanes. There are five departure briefing locations scattered on the grounds at OSH, plus 2 fellows touring the parking areas to give departure briefings. Those briefings are very detailed in order to get you out of OSH safely. The NOTAMS only have part of the story.

So I'm wondering: If the RV-6 stopped on the taxiway, then why? I'm wondering: Do pilots flying airplanes with restricted forward visibility just keep going without knowing what's up there? A lot of things broke down and became a factor in causing this accident.

As pilots of small planes we must maintain situational awareness at all times. That is drilled into our heads regarding flight, but perhaps not enough regarding ground operations.

Remember those silly rear view mirrors they used to put in Cessna's? Maybe they're not such a bad idea when you're in a line of airplanes.

Like many pilots, I also ride a motorcycle. We have a saying in that sport, "You might be in the right, but you could be dead right." That might not be the exact wording, but it makes the point. The accident may not have occurred if the RV pilot been watching that TBM behind him. It doesn't matter that the RV-6 had the right of way. When you have a hazard bearing down on you, you know you have to avoid it.

I am only trying to use this accident as a way of explaining the importance of situational awareness. I do not wish to imply any guilt or negligence on the part of either pilot. That's the NTSB's job.

## **Runway Improvement Money**

In an article in the "The Dispatch" and "Rock Island Argus" newspapers August 4<sup>th</sup>, it

was released by Representative Evans office that \$1.2 million will be spent on safety improvements to runway 31/13. The article states "...which is expected to relocate a portion of the northwest and southwest ends of the runway, airport director Bruce Carter said."

This money may be spent adding to the runway southeast, and making the northwest portion shorter. This would be done to improve the "Runway Security Area" at the northwest end.

The money also could be used to install a porous concrete section of runway to further reduce hydroplaning on runway 13/31. Both of these projects are goals of the airport.

## **More Chuckles**

Abe and Esther are flying to Australia for a two-week vacation to celebrate their 40th anniversary.

Suddenly, over the public address system, the Captain announces, "Ladies and Gentlemen, I am afraid I have some very bad news. Our engines have ceased functioning and we will attempt an emergency landing. Luckily, I see an uncharted island below us and we should be able to land on the beach. However, the odds are that we may never be rescued and will have to live on the island for the rest of our lives!"

Thanks to the skill of the flight crew, the plane lands safely on the island. An hour later Abe turns to his wife and asks, "Esther, did we pay our \$5,000 PBS pledge check yet?"

"No, sweetheart," she responds.

Abe, still shaken from the crash landing, then asks, "Esther, did we pay our American Express card yet?"

"Oh, no! I'm sorry. I forgot to send the check," she says.

"One last thing, Esther. Did you remember to send checks for the Visa and MasterCard this month?" he asks.

"Oy, forgive me, Abie!" begged Esther. "I didn't send that one, either."

Abe grabs her and gives her the biggest kiss in 40 years.

Esther pulls away and asks him, "So, why did you kiss me?"

Abe answers, "They'll find us!"

## **Utah Airport Gets Hit**

A Provo, Utah airport got hit with 100 mph winds as a result of a thunderstorm. Several airplanes were damaged by large hail and overturned by wind. 85,000 electric power customers were left without power as a result of the fast moving nighttime storm.

## AirVenture

For the last 8 years in a row my wife and I have packed up our things and migrated to Oshkosh, Wisconsin during the last part of July to attend the EAA Convention, otherwise known as AirVenture. Years ago we started taking our oldest grandson to Oshkosh. Then in 2002 we started taking both of them. They both love their time there, and so does my wife.

I began volunteering about 7 years ago, and that has been fun and educational. This year was my 3<sup>rd</sup> year in "Departure Briefing," which used to be known as "Fly-by Briefing." This year I put in more than 30 hours and did almost 300 briefings for 36/18 departures.

As usual, Oshkosh had the usual strong showing of war birds old and new. One old war bird that was new to the show was the Canadian Avro Lancaster bomber. It is like a B-17, B-24, and four Mustangs rolled into one. I say that because it's an armed to the teeth, tail dragging bomber, but it has a fuselage section that's rectangular similar to the B-24. It also has 4 Merlin engines, and therefore sounds like 4 P-51 Mustangs in flight. The Canadians have done a wonderful job of restoring it.



The military had a strong showing again this year. There were the obligatory F-16s, F-18s, and F15s, but the F-22 Raptor made its first showing this year, putting on a wonderful display of maneuverability and speed unmatched in the world. The B-1 bomber and C-17 transport were doing fly-bys and on static display.



The home built aircraft were also on display and flying. After all, that's what it's all about.



The roar over the Light Sport Plane isn't over yet, and Cessna brought a prototype shell to the

show to get input from pilots before doing the final engineering. I like that approach.



The **Blue Angels** made their very first appearance at Oshkosh, but the crowd was disappointed that they weren't able to do their show. Instead, a few moderate speed passes in formation were all we saw.

The **Beach Boys** also made their first appearance at OSH to the delight of young and young at heart. The crowd stayed put through threatening weather, and so did the **Beach Boys**. **Mike Love** is the only remaining **Beach Boys** member, but the sound was still authentic and exciting. The new, young guys did a heck of a job entertaining us all.





*Area Flight Instructors*

<b>Diane Beauchamp</b>	<b>309-764-4210</b>	<b>Gene Fildes</b>	<b>309-667-2364</b>	<b>Brandon Frazier</b>	<b>563-391-5650</b>
<b>Ranier Frazier</b>	<b>563-391-5650</b>	<b>Jim Goetsch</b>	<b>309-799-7559</b>	<b>Tim Leinbach</b>	<b>309-787-4233</b>
<b>Gyan Ray</b>	<b>309-799-3299</b>	<b>Gary Smith</b>	<b>563-391-5650</b>	<b>Otto Stender</b>	<b>563-386-1775</b>
		<b>Kevin Strong</b>	<b>563-391-5650</b>		

**Things To Do...Places To Go... What's Happening**

Aug 6	Fly-in Breakfast, Humboldt, IA (OK7)	Dave Dodgen	515-332-1863
Aug 13	Fly-in/Drive-in Breakfast, Manchester, IA (C27) 7-11am		563-927-3636
	Fly-in Breakfast, Mendota, IL (OC7), 7am-noon, Sweet Corn Fest.		815-875-8320
Aug 19	7 <sup>th</sup> Annual Potluck Fly-in/Drive-in, Danville, IA (McCoy, Turf) Rex Ott		319-392-4178
	Young Eagles Rally, Lake In The Hills, IL (3CK) Robert Skalany		815-459-6027
Aug 20	EAA Pancake Breakfast, Monona, IA (73C) Sharon & Wayne Desotel		563-539-2561
	Ice Cream Social, Brookfield, WI (O2C), Jim Brown		(414) 702-5175
EAA Ch 1315	Pancake Breakfast (7-11 a.m.) Taylorville, IL (TAZ)		217-226-4005
Aug 20-27	Wisconsin Rapids CMN Balloon Rally & Music Fest (ISW) Rose Dorcy		715-421-0055
<b>Aug 26</b>	6 <sup>th</sup> Annual Abel Island Fly-in/Float-in Potluck BBQ - Guttenberg, IA		319-480-0913
Aug 27	Open House, Greenwood, IL. 7 <sup>th</sup> of 9 fly-ins by Southern WI EAA		815-444-7784
	Lincoln Hwy. Heritage Festival Fly-in, Rochelle, IL Food 11am-3pm		815-562-4617
	Fly-in/Drive-in Breakfast, Manchester, IA (C27) 7-11 a.m		563-927-3636
	28 <sup>th</sup> Annual Fly-in Breakfast & activities, Iowa City (IOW) 7am-1pm		319-338-9222
<b>Sept 7</b>	<b>Stearman's Over Geneseo</b> - Lunch & Aerobatic contest. Gen-Airpark	Geneseo, IL	
	(3G8) 309-944-8126		
Sept 17	EAA Ch 1315 Pancake Breakfast (7-11 a.m.) Taylorville, IL (TAZ)		217-226-4005
Oct 11	<b>QCAA Wannabe Ground School</b>		
Oct 14	<b>QCAA Wannabe Weekend Flying</b>		
Nov 1	<b>QCAA Annual Banquet</b> (Tentative Date)		

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



## “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

---

#### **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	<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		309-799-7446 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>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?***

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

### *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.

**Send to: QCAA; POB 9202; Moline, IL 61265.**

**MEMBERSHIP DUES \$20.00**  
**(Family membership dues option is \$30.00)**

All members please make any updates or changes below and return

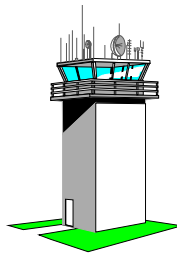
---

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 \_\_\_\_\_

---

***QCAA 2006 MEMBERSHIP DUES ENCLOSED***

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



*The Helpful Guys in the Tower*