

THE LANDINGS

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

December 2016

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

I always start these letters with the statement.

Where has the month gone, 2017 is only a month away. Time only flies when you have goals, so I'm eliminating all goals, and I'll go through life with no stress. But stress helps me get up in the morning, and I'll be stressed because I should be stressed. I guess that's why God gave me goals.

Just got back from a flight lesson for IFR, shot three approaches into Davenport. Cold dreary cloud covered day. When we landed and put plane away we had ice on the leading edge. I didn't even notice it as I was flying. Guess that's why you have to be watching for it. My problem, my seat leans back like a Lazy-boy chair. I have trouble seeing the leading edge and have no struts to look for. Open to suggestions.

As you can tell I had a IFR lesson, that says I still don't have my rating yet. Been a busy month and I was glad my instructor was busy too. I'm getting caught up at work and I'm getting better at this IFR stuff. Maybe December will be the month I get examined and pass, could happen. I've got a trip planned

to Florida in January, would like to do it IFR. Don't want to make that my goal though, remember no stress. Besides there are other people needed to give me the OK before that can happen.

I thought I was going to have my ADS-B out taken care of by now but it seems the company I bought the unit from is fighting with the FAA. Maybe they never heard the adage "Don't fight City Hall" Hopefully they work it out otherwise I wasted my money.

Enough about me and my personal challenges. Let's talk about me and my EAA challenges. I believe we have an opening for a board member, easy job just bring your experience and good judgment. I'm also looking for someone that will take care of setting up the meeting programs and the Coffee and doughnut Saturdays. I'm already a scatter brain so it's just a matter of time before I forget something. Just ask Marty, he thinks it's already happening. Ron E. was doing a great job of it but has gracefully agreed to be our new treasurer. So he has given me the coffee makers.

With this in mind anyone that wants to do a presentation, or hold the coffee and doughnuts let Marty or I know. I'm willing to do one presentation about building my glass panel to share the poor decisions and mistakes so you can do it better. I can do it any month, but would prefer to be in the wings in case one of our presenters has to back out.

We now have a new US President; maybe he'll make some improvements. I see we already have a fight on our hands to keep from privatizing general aviation. Doesn't matter who's in office they will do something that I don't agree with. I only hope the Pluses outweigh the negatives. I guess that is why we belong to associations, to give us a voice. I like the saying, "Better attend the meeting, if you're not on the agenda, you're probably on the menu". Glad the elections are behind us. Now we can get back to work to pay for this stuff.

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Next Meeting - Saturday, December 10th, 6PM - Christmas Potluck
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

December 10th Chapter Meeting

The December Chapter Potluck XMAS meeting will be held on **Saturday, December 10th at 6PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

The December meeting is our annual Christmas Potluck. Note, this is one hour earlier than usual.

Bring your own table service and a dish to share. **Our Santa, St. NICK** will arrive shortly after dinner, so if you have a young person or someone young at heart be sure to bring a gift to place under the tree.

November Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter President Jerry Coussens at 1900.

MEMBERS PRESENT: Jerry Coussens, Ron Franck, Paul Fisher, Dave Jacobsen, John Riedel, Wayne Sapp

THOSE NOT PRESENT: George Bedeian, Ed Leahy, Nick Anagnos,

OTHERS PRESENT: Marty Santic

TREASURERS REPORT: The treasurer's report was read by Paul Fisher. A motion to accept the treasurer's report was made by Dave Jacobson and was seconded by Ron Franck. Approval by the board was unanimous.

APPROVAL OF MEETING MINUTES: A motion to approve the minutes as published in the last newsletter was made by Dave Jacobson and was seconded by Wayne Sapp. Approval of the board was unanimous.

OLD BUSINESS: Discussion was held concerning excessive funds in the chapter checking account. Several options were discussed, including a donation to high flight and the purchase of an addition Certificate of Deposit. Renting a chapter hangar and/or a chapter project was also discussed. It was decided to solicit ideas from the chapter in January.

Since no nominations for the vacant positions were received, Ron Ehrecke has volunteered to act as treasurer and Wayne Sapp as secretary.

John Riedel has suggested making up a welcome let-

ter/packet for new members. Follow up in January.

NEW BUSINESS: Christmas party preparations were finalized. Arrival will be @ 17:00 if you would like to assist in the preparation, and 18:00 for the potluck.

A motion to adjourn the meeting was made by Dave Jacobson and was seconded by Paul Fisher. The meeting was adjourned at 18:53 (time).

These minutes respectively submitted by Wayne Sapp.

November General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 18:11 by Chapter President Jerry Coussens.

VISITORS AND NEW MEMBERS: Bob Singer, friend of Ron Ehrecke.

TREASURERS REPORT: The treasurer's report was read by Paul Fisher. The treasurer's report was approved at the Board of Director's meeting.

APPROVAL OF MEETING MINUTES: The minutes of the last meeting as published in the last newsletter were approved at the Board of Directors meeting.

TOOL LIBRARY: Several small hand tools have been purchased. It has been determined that the prop balancer is not repairable, and will not be replaced. As an alternative, it has been suggested that a balancer be rented, and members notified ahead of time of when that unit will be available.

TECH COUNSELOR REPORT: IMC club is being well received and is drawing large turnouts.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Nothing to report.

YOUNG EAGLES: Nothing to report.

PROGRAM COORDINATOR: Nothing to report.

AIR ACADEMY ADVISOR: Nothing to report.

MEMBERSHIP COORDINATOR: Nothing to report.

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November General Meeting Minutes

(Continued from page 2)

ACTIVITIES / FLY-IN/OUT COORDIATOR:
Nothing to report.

NEWSLETTER EDITOR: Need a lot more input from the membership. Submissions are being solicited. Send Marty ANYTHING!!

WEB EDITOR: Nothing to report.

OLD BUSINESS: No one was nominated for the vacant Treasurer/Secretary positions. Ron Ehrecke has volunteered for the treasurer position, Wayne Sapp for secretary.

NEW BUSINESS: Discussion concerning the purchase of picnic table(s) to be placed outside of the new Davenport FBO. The cost for them is being researched.

A motion to adjourn the meeting was made by _Jerry Coussens and was seconded by Ron Erhecke. The meeting was adjourned at 18:50.

These minutes respectively submitted by Wayne Sapp.

Tom Brady (from Richard Lowe)

I took my turn in the SE Asia war games from Sept 67 -Sept 68. I was a member of the Chu Lai Class of 68.

My assignment was as a unit commander and staff officer in the maintenance battalion which supported the AMERICAL Division. We were located at the south end of the base camp, near the Marine air base.

At the north end, over looking the South China Sea, was a large heliport called Ky Ha. It was home to a number of Army flying units including the 54th Medical Company, (air ambulance).

The commander of the small unit was a major by the name of Pat Brady. I recall visiting Ky Ha where we had an aircraft maintenance company which was attached to our battalion.

There always seemed to be towing the medivac helicopters over to our company. One of the mechanics suggested they may as well land here when they come home as we will usually get them at the end of the day to patch the holes in them. Chu Lai was relatively quiet the first few months I was there, but you may recall

in late January 1968, the enemy launched the Tet Offensive throughout RVN. The monsoon season comes in the winter months in the north, so the daily weather was low ceilings, fog, drizzle, etc. Not good flying weather.

When Tet hit, there was a lot of fighting on all of our fire bases. Lots of wounded. They found that if a wounded soldier made it to a helicopter for a ride to a medical facility, his chance for survival was greatly improved.

For that reason, the "Dust Off" crews may every effort to complete their missions. One day during the Tet Offensive, Major Brady and his crew went through three helicopters, rescued 60 wounded soldiers and picked up over 400 holes in their ships. He had been working on ways to get to fire bases in bad weather, and this day was the worst. He had to hover down roads in the fog much of the time.

We heard about his actions, but not much was made of it, as we all had our problems at the time. Months later, the story came out when Major Brady was awarded the Medal of Honor for his actions that day.

About ten years later, I was attending a prayer breakfast at the Presidio of San Francisco, and, then, LTC, Pat Brady sat across the table from me. I told him I was in Chu Lai the day of his MOH action.

We discussed memories of Chu Lai. He was the speaker at the breakfast. I recall I could not take my eyes off the little blue ribbon with the white stars that he wore on his uniform. He did not wear any other decorations as the MOH says it all.

I followed his career over the years. He served a total of 34 years, retiring with the rank of Major General. In addition to the MOH, he was also awarded two DSC's, six DFC's, two BSM's, the Purple Heart and 53 Air Medals.

During two tours of RVN, he flew over 2500 medevac missions and transported over 5000 patients. It was a real pleasure to meet him and follow his career. He is a real patriot, working with the American Legion in their efforts to show respect for our flag among other causes following his retirement.

For more information, read "Dead Men Flying", a book written by him and his daughter about the history of the air ambulance development in the Army. She is also a veteran. --Richard Lowe

Don't FORGOT Your 2017 Chapter Dues

November Coffee at Davenport Courtesy of Jerry Coussens - Tom Shelton



Carburetors and Ethanol

How to Protect Your Carb from the Harmful Effects of Ethanol (from Cy Galley)

Quoting from the ASTM fuel specification D4806-13a and D4814-13a (the document that defines the properties of the pump fuel we use here in North America, as well as in Australia and New Zealand), “Some fuels corrode fuel system metals other than copper, but there are no ASTM test methods to evaluate corrosion of these metals. Depending on the type and concentration of oxygenate (ethanol), gasoline-oxygenate blends can corrode metals such as zinc, magnesium, aluminum, and steel.” In plain English, the ethanol in your gas can damage your carburetor.

This is not a rant about ethanol. This is information on how to protect your carburetor from the ethanol. Lets begin with some basic facts about ethanol that can help explain why ethanol is harmful to carburetors, and that same information is helpful in defending your carburetor from ethanol.

- Ethanol fuel is derived from Ethyl Alcohol (AKA Grain Alcohol)
- Chemical identity C_2H_5OH (for you Breaking Bad fans)
- Added to fuel as an oxygenate for emissions purposes
- Hygroscopic – A fancy word for ethanol absorbs moisture
- (even from the atmosphere)
- Corrosive – ASTM D4806-13a and D4814-13a states
- ethanol can corrode parts made from Zinc, Magnesium, Aluminum and Steel (aren't carburetors made from all of these metals?)
- Ethanol boosts octane in low octane fuels (your 87 octane fuel is actually 83 octane gasoline plus 10% ethanol) – 83 octane gas blend + 10% ethanol = 87 octane – 91 octane gas blend + 10% ethanol = 93 octane
- Lower octane hydrocarbons are typically less stable and more likely to varnish. As the fuel begins to degrade, it leaves deposits that effect the performance of the carburetor.
- Some of the problems attributed to ethanol are actually triggered by the lower octane hydrocarbons used in the base fuel. The fuel begins to breakdown, and that can trigger reactions with the ethanol.
- Some of the problems are also caused by too much water in the fuel system. In high moisture environments, the ethanol pulls moisture from the atmosphere. This can lead to phase separation where the ethanol and water combine and drop



Ethanol Blended Fuel plus Carb Specific Fuel Additive



Ethanol Blended Fuel plus Multi-purpose Additive



Ethanol Blended Fuel



- out of suspension from the fuel.
- Because ethanol is corrosive, it is only added to fuel at the terminal. The fuel in the pipeline does not contain ethanol.

So what can you do about all of this? The obvious answers are avoiding ethanol if possible, and use high quality fuels.

Even ethanol free fuels can cause deposits that hurt the performance of the carburetor, so what are some real-world steps to take to protect your carburetor?

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Carburetors and Ethanol

How to Protect Your Carb from the Harmful Effects of Ethanol

(Continued from page 5)

First, use a multi-functional fuel additive that contains corrosion inhibitors, detergents and fuel stabilizers. If the carbureted engine sits often more than it runs, a bottle of additive with every tank of fuel will protect your carburetor from corrosion and keep it free from deposits that can affect the performance of the carburetor.

If the engine runs on a regular basis, add a bottle of additive when you change the oil (you do change the oil, don't you?) When it comes to choosing a fuel additive, it is buyer beware. Many fuel additives at the local parts store actually contain alcohol, and some do not contain any detergent additives or corrosion inhibitors. It pays to do some research before selecting a fuel additive. Some are formulated specifically for carburetors and can deliver results beyond the standard parts store fuel treatment additive.

Another option is to purchase a new carburetor designed for ethanol blended fuels. These new carbs utilize materials and coatings that resist the corrosive nature of the ethanol. Even if you go this route, the fuel lines, fuel cell and other rubberized components should be replaced with materials that are compatible with high ethanol content fuels. All modern (since 2007) cars feature these upgraded materials that are compatible with ethanol blended fuels (that is one of the special parts in a flex fuel vehicle). If your vehicle does not have fuel lines that are compatible with ethanol fuels, it is a safety issue, and you should replace any rubber component in your fuel system with parts that are compatible with ethanol.

The second step to take involves storage. The best way to prevent phase separation is NOT adding another bottle of fuel stabilizer into your tank. A multi-functional fuel additive with a corrosion inhibitor for your carburetor is all you need. The best way to prevent phase separation is by making sure the fuel cell is full when you put your vehicle, lawn mower or boat away in storage. With less room to breathe the fuel cell cannot absorb enough moisture to cause phase separation. If the fuel cell can't be stored full, then run it dry before putting it away for winter storage.

The fastest route to phase separation is a partially full tank of ethanol blended fuel allowed to breathe in atmospheric moisture. Obviously, the best course of action is to use an ethanol free fuel. However, these fuels are hard to find in metropolitan areas due to

clean air regulations, and these fuels cost more. Fortunately, the worst side effects of ethanol can be dealt with by using the correct materials in the fuel system, taking care to use a carburetor specific fuel additive, and making sure the tank is full when you put away your vehicle, lawn mower or boat for the winter.

The Night Before Christmas

(from Kirk Foecking)

Twas the night before Christmas, and out on the ramp, Not an airplane was stirring, not even a Champ. The aircraft were fastened to tie downs with care, In hopes that – come morning – they all would be there.

The fuel trucks were nestled, all snug in their spots, With gusts from two-forty at 39 knots. I slumped at the fuel desk, now finally caught up, And settled down comfortably, resting my butt.

When the radio lit up with noise and with chatter, I turned up the scanner to see what was the matter. A voice clearly heard over static and snow, Called for clearance to land at the airport below.

He barked his transmission so lively and quick, I'd have sworn that the call sign he used was "St. Nick." I ran to the panel to turn up the lights, The better to welcome this magical flight.

He called his position, no room for denial, "St. Nicholas One, turnin' left onto final." And what to my wondering eyes should appear, But a Rutan-built sleigh, with eight Rotax Reindeer!

With vectors to final, down the glideslope he came, As he passed all fixes, he called them by name: "Now Ringo! Now Tolga! Now Trini and Bacun! On Comet! On Cupid!" What pills was he takin'?

While controllers were sittin', and scratchin' their heads, They phoned to my office, and I heard it with dread, The message they left was both urgent and dour: "When Santa pulls in, have him please call the tower."

He landed like silk, with the sled runners sparking, Then I heard, "Left at Charlie," and "Taxi to parking." He slowed to a taxi, turned off of three-oh, And stopped on the ramp with a "Ho! Ho! Ho!"

He stepped out of the sleigh, but before he could talk, I ran out to meet him with my best set of chocks. His red helmet and goggles were covered with frost, And

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The Night Before Christmas (from Kirk Foecking)

(Continued from page 6)

his beard was all blackened from Reindeer exhaust.

His breath smelled like peppermint, gone slightly stale, And he puffed on a pipe, but he didn't inhale. His cheeks were all rosy and jiggled like jelly, His boots were as black as a cropduster's belly. He was chubby and plump, in his suit of bright red, And he asked me to "fill it, with hundred low-lead." He came dashing in from the snow-covered pump, I knew he was anxious for drainin' the sump.

I spoke not a word, but went straight to my work, And I filled up the sleigh, but I spilled like a jerk. He came out of the restroom, and sighed in relief, Then he picked up a phone for a Flight Service brief. And I thought as he silently scribed in his log, These reindeer could land in an eighth-mile fog. He completed his pre-flight, from the front to the rear, Then he put on his headset, and I heard him yell, "Clear!"

And laying a finger on his push-to-talk, He called up the tower for clearance and squawk. "Take taxiway Charlie, the southbound direction, Turn right three-two-zero at pilot's discretion"

He sped down the runway, the best of the best, "Your traffic's a Grumman, inbound from the west." Then I heard him proclaim, as he climbed through the night, "Merry Christmas to all! I have traffic in sight."

THE DAY MINNIE FLEW THE COUPE (from Bob Johnson)

My logbook entry for 3-30-55 simply says "Tri-Pacer 8973C check-out, 1.0, B.A. Freed #59892." But when Bas Freed got in, he didn't fasten his seat belt. I reminded him before I started the engine, but he replied that he didn't use them. I wanted to ask why not but since it was his airplane and I was anxious to fly, we did the check out without his belt fastened. And now, "The Rest of the Story".

Bas was a member of an Ercoupe club hangared at Moline, IL (MLI) and decided to take his wife, Minnie, to Galesburg for a pancake breakfast or spaghetti dinner, depending on who tells the story. The Ercoupe had no electrical system so had to be hand propped. When they were ready to go back to Moline, Bas pulled it through a few blades and switched the mags on. He told Minnie to pull the throttle out when it started and he would get in. He pulled it

through again and it started right away, but Minnie pushed the throttle in, knocking Bas head over heels and the 'Coupe took off. Bas got up and yelled for bystanders to call an ambulance, fire department and emergency equipment. Minnie grabbed the "steering wheel" and drove the coupe around, closing the throttle and making a perfect landing – but- her hat blew off and as she reached for it, she opened the throttle and became airborne again. Everyone thought she wouldn't have a problem since she did such a beautiful job before. She made a nice, big circle, approaching the grass as before, but something went wrong when the nose wheel broke off and the Ercoupe went end-over-end. Minnie hadn't fastened her seat belt and was thrown out. Bas ran over, expecting the worst, but Minnie got up and shook herself off, proclaiming that everything was all right.

So that's why Bas didn't fasten a seat belt. Incidentally, Ercoupes got such favorable publicity that Erco (Engineering Research Company) furnished the parts to repair the bird at no cost.

From The Desk of the President

(Continued from page 1)

In a parting note, I decided to build another Lancair. The last few years I've been thinking I'll be too old to build and then fly another plane. Last month I realized "so what". If I'm too old to fly when I get done at least I had fun building. I already have the wings, what I need now is a Lancair that had an accident and needs new wings. Hopefully it will take me a few years to find as the flying around to find it will be fun. I'm presently adding on to our company shop to make it more efficient. When I get it done I'm sure there will be a corner that is heated and is perfect to build another plane. That takes care of how, now I just need money ;-)

Enough of my ramblings, looking forward to seeing you at the chapter Christmas party. Jim Smith is supplying the turkey and I will be supplying the ham. Bring a side dish, and your eating utensils to the potluck and join us.

And don't forget the Saturday coffee in a few days being hosted by Craig Olson at the Davenport Airport. Everyone is invited!!

Did you FORGET to PAY YOUR 2017 CHAPTER DUES. Please do so at the COFFEE, the POTLUCK or SEND to Paul FISHER. See the last page for Paul's address.

Items for Sale (from Tom Henry)

We are redoing the panel in our plane, N678RA and have the following for sale. Contact me at tomhenry3@aol.com or 402-417-8558

N678RA avionics for sale.

Dynon EFIS-D10A p/n 100321-000 rev A, s/n 003926 with panel mount, magnetometer p/n 100323 s/n 003600 and mount, blind encoder converter p/n 100362 and p/n 100433-001 OAT probe.
 D10A new \$2200.00 asking \$1200.00
 Mag. new \$100.00 included with D10A
 Conv. new \$80.00 included with D10A
 Mount new \$20.00 included with D10A
 Oat probe new \$65.00 included with D10A
 This is the correct part number EFIS to be installed in certified airplanes using the EAA STC.

Dynon HS34 expansion module p/n 100790-000
 NEW never used in original packing.
 HS34 new \$650.00 asking \$325.00

Bendix/King KT-76A p/n 066-1062-00 s/n 133089
 mode A/C transponder with rack & connector.
 91.411, 91.413 cert. August 2016. Removed for ADSB installation.
 Asking \$500.00

Trutrak flight systems digitrak s/n 1321 with model DSB-B servo s/n 1826. No brackets for servo.
 Asking \$500.00

2ea Vans Aircraft fuel quantity gauges, no senders.
 New \$37.00 ea, asking \$15.00 ea

Whelen model A500A-V-14, p/n 01-0770024-00
 white tail light assy. with strobe tube. No strobe pow-

Chapter 75 Flight Instructors

Per a member request, am including a listing of Chapter 75 members that are flight instructors and would be willing to help with primary flight instruction, your next BFR or other. *If you are a Chapter member and a flight instructor please let me know and will include your name in the listing. Additions/Corrections are welcome!*

| CFI / CFII | Phone | New Students | CFII | BFR | IFP | Airports | Plane |
|--------------|--------------|--------------|------|-----|-----|----------|--------------------------|
| Mike Nass | 563-357-6068 | No, Booked | Yes | Yes | Yes | CWI | Owners Plane |
| Dean Jones | 309-752-3841 | Yes | Yes | Yes | Yes | DVN MLI | Owners, QC Flying Eagles |
| Tim Leinbach | 309-781-9585 | Yes | Yes | Yes | Yes | DVN MLI | Owners, FBO, Club Plane |
| Tim Toal | 309-235-0087 | Yes | Yes | Yes | Yes | DVN MLI | Owners |
| Barry Logan | 309-303-0211 | Yes | | Yes | | C75 | Owners, Club Plane |

er supply unless you want the bad one.
 New \$229.00, asking \$100.00

Are You Curious What You Are Seeing at the Davenport Airport?

From Tom Vesalga via Craig Olson.

The construction you're seeing is for the new National Weather Service building. The GSA, through a developer put out a RFP for a new location for the NWS facility. We threw our hat back into the ring and ended up winning the land lease. The GSA is terminating their contract for the old location so we offered the new location that still gives them access to their radar. It's a win-win all the way around as they do not have to build a new radar and we get fair market value for the land.

Free FAA Airplane Flying Handbook

The FAA announced Nov. 4 the release of a new version of its *Airplane Flying Handbook*. The reference book, which covers ground operations, flight maneuvers and more. [Download here.](#)



EAA Chapter 75 IMC Club

"To promote instrument flying, proficiency, and safety"

Meets First Tuesday of each month at 18:00
 Carver Aero conference room at KDVN

For more information contact:
 Paul A. Fisher - rv7a.n18pf@gmail.com
 Bernie Nitz - bernien@visioncrest.com
<http://eaa.org/imclub>

EAA CHAPTER 75 – QUAD CITIES
1ST SATURDAY COFFEE AND DONUTS
MEMBER OR NON-MEMBER
ALL ARE INVITED – BRING THE FAMILY

**FREE COFFEE AND DONUTS AND SOME
GOOD HANGAR TALK AT THE DAVENPORT AIRPORT**

SATURDAY, December 3, 2016
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Craig Olson at the
Davenport Airport



FLY IN or DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Craig Olson at the Davenport Airport. Come for some good hangar talk and meet your fellow chapter members. Craig's Hangar is G4.

FLY IN: Davenport Airport (KDVN). Flying in, just taxi to the T-Hangars at the northeast end of the airport. You will see us.

DRIVE IN: Come to the North side of the airport at the T-Hangars. Call Craig Olson (563-549-0855 if you do not know the gate code.

For Sale: 1959 Piper Comanche 180

BEAUTIFUL IFR COMANCHE 180 • \$39,900 • www.sustainedflight.com for logs and additional pictures Engine 400 hrs Complete overhaul in 2008: PROP 200+ hours new bolts installed 1/2016: Airframe ~6000 Hangered at KDVN Tied Down at KPDK. Constant speed prop, retractable gear: Great handling aircraft very easy to move from high wing to this plane: Easy access to engine compartment: 9.5gph cruise: Annual 5-2015: IFR Cert 8-2015: AVIONICS Rebuilt/Recalibrated 5/2015 Narco MK12D TSO-TKM MX12 King KX78 Transp: ADs Current: Great cross country aircraft: Pilot seat rebuilt 5-2015: 50 gal fuel: Room for negotiations Lets Go for a ride! • Contact [Mark Clark](mailto:Mark.Clark@Continuoustouch.com), Owner - located Atlanta, GA USA • Telephone: 5635086275 . 8772771940 . • Mark.Clark@Continuoustouch.com



FOR Sale: Waix Kit partially finished including all control surfaces, tail and main spars. The Waix is the Y tail version of the Sonex. The kit is configured with dual controls, Aerovee engine mount, and conventional, tail dragger gear. The optional configurations could still be changed as these parts are not yet installed. I will include most tools and a 4x12 work bench if so desired. Kit is available for inspection/pick-up in Clinton, IA Asking \$10,000

Contact David Leners at 563-357-5104.



1974 C-23 IFR Beechcraft Sundowner For Sale



This is an outstanding aircraft, needs nothing, nicest Sundowner you will find. Excellent IFR platform. Exterior is a 9 and interior is a 7. Autopilot with altitude hold. All logs since new all AD's complied with, all equipment manuals included. Last annual and IFR certification completed Dec 2015. Hangered at KMLI.



- 4,230 Hours Total Time
- 530 Hours Since Major Overhaul
- Paint looks great
- ~\$20,000 in electronics above most Sundowners
- UPS SL70 Digital Transponder w/P.A. Display
- UPS SL15 Audio Panel with copilot isolate-music input – 4 place intercom
- UPS SL30 NAV/COM Digital Flip Flop
- TKM 170B NAV/COM Digital Flip Flop
- UPS GX50 IFR GPS – Enroute, Terminal and Approach certified
- UPS Attenuator Panel
- UPS MD-200-306 Localizer / Glideslope / VOR
- TKM Digital Localizer / Glideslope / GPS / VOR
- S-TEC System 30 Autopilot with altitude hold – slaved to everything
- S-TEC DG with heading bug

Sale price \$ 49,900

Contact Nathan 563-940-7293 anytime.

Skjersestet@icloud.com

- AK360 Altitude Encoder
- Electronics International Digital Fuel Functions
- Electronics International Digital EGT / Cylinder Temp
- Electronics International Digital Volts / Amps
- Recent New Sensinich Prop – Balanced
- Electric Trim
- Electric Flaps
- Dual Landing Lights
- Rosen Visors
- Vertical Card Compass
- Tanis Engine Heater
- Custom Cockpit Cover and Engine Blanket included

1974 C-23 IFR Beechcraft Sundowner – For Sale



Local Calendar of Events

For many other Aviation Related events, visit the following websites. Click on the following links. Will only list events submitted to the editor and other most local events here.

[EAA Aviation Calendar of Events](#)
[AOPA Aviation Calendar of Events](#)
[Iowa DOT Office of Aviation Calendar](#)
[Wisconsin Fly-Ins and Airshow Event Calendar](#)
[Illinois DOT Division of Aeronautics Newsletter](#)
[Fly-In Calendar Website](#)
[Fly-Ins.com Calendar Website](#)
[Fun Places to Fly Website](#)
[Social Flight Calendar](#)
[Midwest Flyer Magazine Calendar](#)

Upcoming EAA Webinars

Go to www.eaa.org/webinars to view the schedule and to register.

December 7 - 7 p.m. CST
[TBM Avenger Returns to Hawaii](#)
Presenter: Brad Deckert

December 14 - 8 p.m. CST
[When Metal Lets Us Down](#)
[FAA Wings & AMT Credit](#)
Presenter: Mike Busch

December 21 - 7 p.m. CST
[Enhance Your Flying by Adding an Instrument Rating](#)
[FAA Wings Credit](#)
Presenter: Andy Miller

Send event information on those activities that would interest the membership. Will be delighted to include any information on aviation related activities, fly-in breakfasts, etc. e-Mail your information to marty.santic@gmail.com

Classified Ads

DAR Services: Amateur Built/Light Sport Airworthiness Certification Inspections, Ferry Permits (Certified and Experimental), Replace lost/damaged Airworthiness Certificates (Certified and Experimental). Call Ross Carbiener (A&P) at 309-738-9391.

Hangars Available: At the Davenport Airport!! Call Tom Vesalga at **563-326-7783**.

For Sale: One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496 GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. Asking \$4000. Dan Murphy 309-230-2679, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

For Sale: Wampus Cats Flying Club Share

Here is your opportunity for very economical flying! Wampus Cats Flying Club has been in existence since the 1950's. We have a well kept 1978 Cessna 152 which was purchased new and has always been hangared at Davenport. It has 5000 airframe hours

and 500 SMOH. Monthly dues are \$39.00 and hourly rate is \$50.00 wet. For more information on joining our Club please contact Bernie or Chris Nitz. (309) 798-2011. bernien@visioncrest.com or cnitz@visioncrest.com



For Sale: Quad City Flying Eagles Shares

Shares for sale, Quad City Area Flying Eagles. Contact Ray Holland, [563 359 0450](tel:5633590450).

A QUICK REMINDER

Paul Fisher will gladly accept your \$10 for the EAA Chapter 75 DUES for 2017!!

Help him by bringing your crisp bill to a the next meeting or coffee. Or send it to Paul at the address on the final page of this newsletter.

Plenty of room for YOUR ad. Send it to me. marty.santic@gmail.com

To place an ad: Submit requests for aviation related For Sale or Want ads to the newsletter editor. Ads are free to Chapter 75 members. Ads from nonmembers will be run on a space available basis. Ads will be run / re-run at the newsletter Editor discretion. If we run out of room, will make some more!!

Chapter 75 Merchandise Now Available

(from Marty Santic)

As mentioned at the meetings, baseball caps are now available with the new Chapter 75 logo. The caps are of nice quality and the logo is embroidered, not printed. The caps are available for \$10 and will be available at our future monthly meetings. I will ship in a Priority Mail package for an additional \$5.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$16. I ordered 30 and received a discount. If you would like a cap, please send me an e-mail. marty.santic@gmail.com If you would like me to ship, send a check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807

Also available via CafePress are men's clothing items such as T-shirts, sweatshirts and jackets, women's clothing items, child's clothing items, accessories and holiday items with the logo. The logo is printed and not embroidered on all of the items from CafePress. Visit our store at www.cafepress.com/eaachapter75



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

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(Effective January 2016)

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New Volunteers!! Thank-YOU!!

We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 75, regardless of the form, format, and/or media used, which includes, but is not limited to, "The Landings" and audio/ video recordings is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. Therefore, no responsibility or liability is expressed, or implied, and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.



**Always Remember.....
The Time Spent Flying is NOT Deducted
from Your Lifetime!**

Chapter Website
www.eaa75.com

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
 Renewal
 Info Change

Membership dues for EAA Quad Cities Chapter 75 are \$10/year.
 Make checks payable to EAA Chapter 75

Mail application/renewal to:
 Paul Fisher - EAA Chapter 75
 8428 114th Av West
 Taylor Ridge, IL 61284

National EAA offices:
 Experimental Aircraft Association
 EAA Aviation Center
 PO Box 3086
 Oshkosh, WI 54903-3086
<http://www.eaa.org>

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<http://www.eaa.org/membership>

Name: _____
 Copilot (spouse, friend, other): _____
 Address: _____

 City: _____ State: _____ Zip: _____
 Phone (Home): _____ (Work): _____
 (Cell): _____
 Email Address: _____
 EAA#: _____ Exp Date: _____
 Pilot/A&P Ratings: _____
 Occupation: _____ Hobbies: _____

I am interested in helping with: _____

Tool Committee Tech Advisor Flight Advisor
 Repair Barn Young Eagles Social/Flying
 Hospitality Board Member Newsletter

What are You Building? _____

What are You Flying? _____
