

THE LANDINGS

www.eaa75.com www.facebook.com/EAA75/

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

July 2019

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



June has been a busy month. All winter I've been complaining we don't have any work and now I have my just reward. With being busy at work it means I don't have as much discretionary time. My plane has been parked in the hanger I think I flew it once to keep the oil fresh.

It has been a time of reflection though. I'm the owner of two airplanes. I'm amazed I'm able to do that, so far I can afford it. One eats gas and upkeep the other resin and hardware. As long as I don't have any major repairs I can do this. My original goal was to keep my Lancair 360 flying till I was done with the new one. That way I can enjoy the build time and still have a plane to go places. Let's face it flying is what it's all about.

Having said that, the frugal side of me is clamoring to be heard. I could sell my Lancair 360 and have the money to finish the new one. I could rent a plane to stay current and keep the flying bug at bay. With Oshkosh coming up the timing is perfect to put a sign in the window. So what should I do? What's the down side of selling? If I rent the plane is not always available when I want it. I will miss the speed, I can



visit my friends in Columbus , OH in 2 hrs. I can visit my son in Dallas in 4 hrs and stay for a week. In January I like to visit my friends in Florida. They don't

(Continued on page 2)

Next Meeting - Saturday, July 13th, NOON - Potluck Lunch at Davenport Airport
Fly In or Drive In

July 13th Chapter Meeting

The July Chapter potluck lunch will be held on **Saturday, July 13th at NOON**. It will be held at the Davenport Airport., Jim Smith's hangar.

FLY IN or DRIVE IN!

Bring a dish to pass and your eating utensils. Should be a great time!!

And bring a NEW chapter member !!

From The Desk of the President

(Continued from page 1)

live in the same place so I stay for a few days then get in the plane to visit my other friends. I do enjoy flying that plane, on a smooth day I feel like it just glides through the air effortlessly. On a rough day I can climb above the bumps and enjoy the cool air. OK, I talked myself out of it, I'm not putting my plane up for sale yet, maybe next summer.

What's happening on the Lancair 4? I have finished the gear doors and have primed the underside of the fuselage. With the help of my friends we walked it down the street on Sunday morning to my house. That way I can work on it at home. This will speed up the work and beats watching TV. At the shop I now have room to work on the wings. Although I finished the wings 10 years ago they weren't really done. The flaps and ailerons were sticking in travel nothing was ready for paint. Now that I have mated them up to the fuselage it's time to get them ready for paint. Once I prime them I'll move them to hanger for storage and focus on fuselage. Over the past few months I've been finishing the bottom of the fuselage and primed it. Before I moved it to the house I fitted the wings one more time to be sure it all fits. The wings attached nicely but the rear fairing next to flaps doesn't match well. I decided to make up the differences on the wings. Now that I'm finishing the wings I realize that is stupid. I'm changing the flying characters so I don't have to change the wing fairing that is already painted. With this in mind I've decided after the wings are finished I'm bringing the fuselage back to the shop to mate them and fix the problem.

Two months ago Dave Skinner ask me if I had to re-work anything. I said," not really", well that was only because I was in the early stages of building. Fact is I didn't know much about the Lancair IV's mechanicals or how the finished details would look. I've been building things according to manual, but I'm a visual person. Show me a picture and I can build it, I have a



harder time with words. When I went to Sun and Fun I was looking forward to seeing finished fours but I only saw two. Even those were helpful for my understanding of the finished product. Part of the fun of building these airplanes is the educational side. I like learning new things.

Which brings us back the theme of the article. If I sold my Lancair 360 I would begin working on the new one like a mission from god. I've done that before. My first plane was a kitfox which I built in 18 months. When I was less than a year from finishing my 360 I sold the kitfox. Two years later I was finally ready to fly the 360. Lesson learned, it is true. When the homebuilt is almost done I only have 99% to go.

Chapter 75's Ray Aviation Scholarship Recipient Nick Hayes has SOLO'ED (from Nick)

*Editors Note: I encourage each and every Chapter 75 member to send a short e-mail to Nick to congratulate him. E-Mail Nick at
nicholashayes2001@gmail.com*

I am proud to announce to all of you that I may finally call myself a pilot. I have taken flight with nothing but me, the airplane, and the wind beneath my wings. At long last the time has come to solo! I knew I was ready to solo at the end of June. After flying to CWI from DVN for favorable wind conditions then 8 touch and goes later, I was ready to solo. Although I had to wait for approval from the chief flight instructor to let another CFI sign me off for solo. It was today July 2nd that I finally was able to take to the skies by myself.

This morning I took a flight to CWI really hoping that I would be able to solo. I did my pre-flight on 542CA. Clinton seemed to be quite busy this particular day. I made a good call to extend my upwind leg for incoming traffic for the downwind. As I continued to do my touch and goes the wind was picking up and changing direction. I did one last cross wind landing then I was on my way back home. We did 2 landings on runway 33 to see if the wind was calm enough to solo. Wind was from 250 at 9 knots. The crosswind was just a little too strong to sign me off. As I taxied back to Carver I was told to wait around for the winds to change. After about 2 painfully long hours the wind was coming from 330, then I got the text that I was good to go! I rushed back from Davenport to Carver. When I got back to DVN the wind had regressed to 270. At this point my family was there to see me off. My instructor and I did a few laps around the airport to test the waters. I did 3 landings that were safe but not fantastic. As I was taxiing back to the ramp my CFI asked me what I thought. I thoughtfully replied with "I have no doubt I can land this airplane in one piece!" He replied with "I'm going to let you try...come back safe and don't forget the rudder!"

The first thing I noticed was that the plane taxis much faster with one person aboard. The only thing running through my mind at this point was "What did I get myself into!?" I trekked on towards runway 33. When I reached the runway threshold I said my prayers and made my call "Davenport traffic, Warrior 542CA, taking runway 33, remaining in the pattern....First solo, Davenport traffic." The next thing I knew the plane was speeding down the runway and the wheels were off the ground. I waved at my family on the



ground while I climbed to pattern altitude and into my crosswind leg. My downwind was just long enough to give me plenty of distance on final to get settled with a stable approach. During my base leg I added a touch of power to gain a little altitude.

There I was on final about to make my own history, my flaps were set, my speed was on, and the VASI lights were off. I was landing this plane with raw pilot skill alone. With my family and CFI watching, I knew that I had to land safely. As I glided across the threshold sweat dripping from my brow, power pulled back, airspeed bleeding off, and yoke pulling into my belly, the plane was on the ground, slowing down to a stop.

I taxied the plane back to the Carver ramp as I had done countless times before. Parked the Warrior thanked God then stepped out on the wing and thought. That is how you fly an airplane.

Young Eagles are Flying!

A bit of information from Bob Thomas... Due to one more conflicts we have been forced to move the Davenport Young Eagles Rally to August 31st. The reason it is moving is because the Clinton Touch A Truck event and their Young Eagles rally is set for August 24th. More info will be forthcoming.

And Ron Franck reports the Young Eagles event at Kewanee on June 29th was a success!

15 Boy Scouts, 4 planes and pilots, 2 ground crew

Pilots Randy Stisser / RV6-A, Nick Anagnos / Piper Cherokee, Bob Thomas / Piper Archer, Bjarne Sorensen / Thorp T-18 (sincere apologies to Bjarne for not getting a picture).

Ground Crew Diane Carbiener and Ron Franck.

The Scouts worked on earning their Aviation Merit Badge as Scout Leaders conducted the ground school and Chapter 75 members provided the Young Eagle Flight experience of actual flight, a first for many of the Scouts.



June Coffee at the Davenport Airport Hosted by Craig Olson (Photos-John Riedel)



Young Eagles Rally at Rock Falls on WQAD - Bob Thomas on KWQC

WQAD's Coverage of EAA Chapter 75's Young Eagles Rally on June 15, 2019

On June 15, 2019, WQAD News 8's Giang Nguyen came out to the Whiteside County Airport in Rock Falls, Illinois where we were holding an EAA Young Eagles Rally event. Although, we were only able to fly 17 youngsters as the bad weather didn't stay away; we have about 70 youngsters waiting for a rescheduled date. She did a marvelous job with the coverage with the event.

Article Link & To Watch Video: <https://wqad.com/2019/06/16/wingsfest-entices-kids-to-take-flight/>

Bob Thomas on KWQC

Bob Thomas, EAA Chapter 75 Young Eagles Coordinator and Laura Azuela, EAA Young Eagles youngster was recently on the Paula Sands Live show which airs on KWQC discussing the upcoming EAA Young Eagles event on August 31, 2019 at the Davenport Municipal Airport in Davenport Airport. This event will be from 8:30 AM to 12:30pm PM.

Article Link & To Watch Video: <https://www.kwqc.com/content/misc/Young-Eagles-Program-511902192.html>

Cost to Fly (from Richard Lowe)

When I was working for the airlines, we had a discussion in the bag room one day about interviews for flying jobs. One of our colorful ATR captains said he interviewed for a flying job one time and the owner of the company asked him what makes a plane fly? He said I could have gone into the four forces, the principle of differential pressures on the upper and lower surface of the wing, etc., but I assumed he knew all of that. I just answered, "Money makes the plane fly". The owner said, "Good, where does it come from?" He said, "The back of the plane". He was hired.

Anyone who has dabbled in the trucking industry knows that "cost per mile" is a key factor in staying in business. It is just not the cost of the fuel, but involves such things as insurance, scheduled and non-scheduled maintenance, loan payments, permits, license fees, wages (you have to pay yourself), labor, etc., you get the idea. You have to set freight rates high enough to cover all of the cost per mile to oper-

ate or you won't be in business very long.

In the airline business, there are some terms which deal with cost to operate. One is load factor. Load factor can be complicated, but basically it is the percent of seats which must be filled in order for the flight to break even, that is, cover the cost operate. At one time, it was something like 30% for a DC-9 for our company. That is just the direct cost to operate the plane. Of course cost also involves more than just the money to operate that plane. The whole operation of the company must be recovered by the money which comes in from the operation of the airplanes. Not only crew salaries, but those of all the employees, ramp equipment, gate rent, advertising, management, etc. Some carriers get too focused on the load factor which involves only butts in the seats. The plane makes money in other ways also. That may be referred to as yield. One of the big incomes on some flights was the U.S Mail contracts. One captain told me of a mistake his company made on a nightly flight between Seattle and Alaska. The belly of the MD-80 was stuffed with U.S. mail from nose to tail. The income from the mail contract more than paid the cost of the flight. The income from the seats upstairs was pure profit. Then one day, the bean counters at their headquarters noticed that the Saturday night passenger count was way down compared to the other nights, so they took the Saturday night flight off the schedule. The post office immediately canceled the mail contract for that route. Real smart move on the part of the airline management.

I have seen on more than one occasion where a company would configure a plane to carry both air freight and passengers. When I was in Sudan, Swiss Air ran a DC-8 through Khartoum and up to Athens and Zurich three times a week. The front half was loaded with air freight and the back half was in normal passenger mode. It was some of the best cabin service I ever experienced on an airline. World Airways had a contract with Military Airlift Command to operate a daily B-727 between Japan, Korea and the Philippines. It was in similar configuration. One of the principal air freight shipments was daily copies of the Pacific edition of the Stars and Stripes. It was the daily newspaper for the U.S. Forces in the Far East. If the printing press in Japan broke down, the flight was delayed so that the paper could make distribution on time.

Most EAA members fly for the pleasure and satisfaction they get from it. No need to keep adding up the cost for that flying. Just do it. If it bothers you, maybe you should take up something that makes more sense, like golf or bowling.

Book Review - How We made the First Flight by Orville Wright (from

Dennis Crispin)

Perhaps this should have been titled as a “pamphlet review” as the publication is only 20 pages in length.

If you have an interest in the history of aviation, you have seen everything in this booklet before. But still it is interesting to read Orville’s own words as he recalled the flight ten years after the fact. The article was first published in December 1913 in two aviation journals.

Reprinted in 1988 by the FAA’s Aviation Education program, the document contains an extensive forward written by Dr. Paul E. Garber, Historian Emeritus of the National Air and Space Museum.

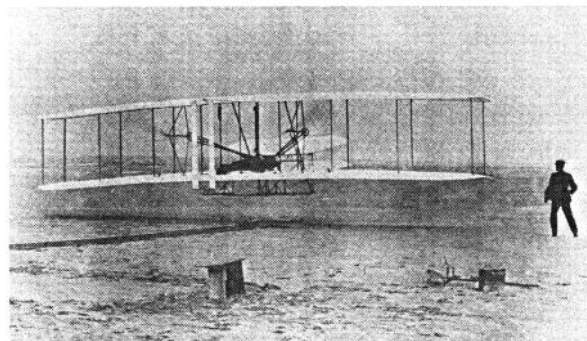
The Wright’s were, among other things, photography hobbyists and extensively documented their aeronautical experiments with photos. Many of the significant photos are included in the pamphlet.

While they were refining their control system with glider tests at Kitty Hawk in 1902, the brothers began the preliminary design of a powered machine.

Later historians give the great engineer Octave Chanute credit for advising the Wrights to use the trussed biplane design for their wing. It is interesting to note that Orville doesn’t mention this, but he does tell of when Chanute reviewed their engineering calculations and estimated that the power loss in the chain drive system would be 20%. Crude tests showed that the loss would be only 5%, reinforcing the Wrights faith in their own design work.

Unable to find a suitable engine in the fledgling automobile industry, they were forced to develop their own. Charles Taylor, a skilled machinist in the Wright’s bicycle shop, earned his place in aviation history by creating a useable engine in only a few weeks’ time. The design goal had been eight horsepower and 200 pounds installed weight. The completed powerplant weighed 179 pounds and would produce 16 horsepower for a minute or so then develop a constant 12 horsepower. (This from a 200 cu/in motor.) Orville notes that they were rather naive in thinking that they were doing well – even in that era the motor should have produced a good bit more power. With the extra power over their original computations, they were able to make the *Flyer* larger, increasing the total weight from 550 to 750 pounds.

After arriving in Kittyhawk in the fall 1903, the *Flyer*



was beset with numerous problems, the biggest of which was the failure of the drive shafts due to what a modern engineer would call torsional vibration. Twice they went back to Dayton to make new shafts, finally abandoning the tubular shafts for heavier solid units. The delays pushed the first flight back into December.

When all was finally in order, the wind was above the limits that they had set. Knowing that a storm was coming in off the ocean and it was their last opportunity, they decided to take a chance and try anyway.

In his article, Orville admits that it was very foolish to attempt flight in an unproven machine in such a wind.

Wilber won the coin toss but caught a wingtip in the sand and damaged the plane on the first try. A couple more days were lost with repairs.

On December 17, 1903 at 10:35AM, Orville made the world’s first successful, controlled powered flight of 120 feet in 12 seconds. The brothers took turns making four more flights that day, the best was when Wilber made 852 feet in 59 seconds.

Then a gust of wind upset the *Flyer* damaging it beyond immediate repair and ending the test flights for 1903. The expected storm came ashore, and conditions were unflyable for the rest of the winter.

It would be the better part of a century before more knowledgeable engineers analyzed the flight for a better understanding of what happened on that day. The cold temperature, high humidity, high barometric pressure and 27 MPH headwind combined to create the *only* conditions in which the *Flyer* was capable of lifting off the ground.

In 2003 an exact replica of the 1903 airplane was built with the goal of recreating the first flight. With a large crowd of invited guests looking on, the craft simply refused to fly in more normal conditions.

[Entire FREE publication available here.](#)

July Calendar of Events from the Iowa DOT

TUESDAY, JULY 2

Dubuque Regional Airport (DBQ)
Public viewing of airshow aircraft
4 p.m. – 6 p.m.
Phone: 563-589-4237 (Karin Spisak)
Email: kspisak@cityofdubuque.org
Website: www.flydbq.com

WEDNESDAY, JULY 3

A.Y. McDonald Park and Boat Ramp (Dubuque)
Airshow and fireworks demonstration over the river
5 p.m. – dusk
Email: kspisak@cityofdubuque.org
Website: fireworks.radiodubuque.com

THURSDAY, JULY 4

Atlantic Municipal Airport (AIO)
Flight breakfast
7 a.m. – 11 a.m. (Breakfast)
Fly-ins eat free
712-243-3056 (Airworks)
Email: airworksαιο@gmail.com

THURSDAY, JULY 4

Estherville Municipal Airport (EST)
Flight breakfast
7 a.m. – 11 a.m.
712-362-3541 (Chamber)
Email: echamber@gmail.com
Website: www.estherville.org

THURSDAY, JULY 4

Iowa Falls Municipal Airport (IFA)
Flight Breakfast
7 a.m. – 11 a.m.
PIC's eat free
641-648-3191 (Airport)

THURSDAY, JULY 4

Corning Municipal Airport (CRZ)
Flight breakfast (live music)
7 a.m. – 10 a.m.
Fly-ins eat free
641-322-3243 (Adams Community Chamber of Commerce)
Email: acmsc@adamscountyiowa.com
Website: www.adamscountyiowa.com
Facebook: www.facebook.com/AdamsCommunityCorningIowa/

SUNDAY, JULY 7

Emmetsburg Municipal Airport (EGQ)
Flight breakfast
7 a.m. – 12:30 p.m.

Pilots eat free
712-260-5651 (Mark Evans)
Email: mevans@maxyieldcooperative.com

SUNDAY, JULY 14

Northeast Iowa Regional Airport (Charles City-CCY)
Flight Breakfast
PIC eats free
8 a.m. – 12:30 p.m.
641-228-3553 (North Iowa Air Service)
Email: bill@northiowaair.com
Website: www.northiowaair.com

SUNDAY, JULY 14

Viroqua Municipal Airport (Y51), Viroqua, WI
Fly-In
7:30 a.m. – noon
608-606-0878 (Wallace McHenry)
Email: powershootphotos@gmail.com

SATURDAY, JULY 13

The Eastern Iowa Airport (Cedar Rapids- CID)
Free Young Eagle flights
Ages 8-17
8 a.m. – noon
EEA Chapter 33
Email: YoungEaglesCoordinator@eaa33.org (Justin Cook)
Website: eaa33.org/young-eagles

TUESDAY, JULY 16

Boone Municipal Airport (BNW)
Sweet corn feed and fly-in
6 p.m. – 8:30 p.m.
515-432-1018 (Dale Farnham)
Email: farnhamaviation@outlook.com
Website: www.farnhamaviation.com

THURSDAY, JULY 18 – SUNDAY, JULY 21

Dubuque Regional Airport (DBQ)
North American Trainers Association (NATA) Formation Clinic
Public welcome for viewing
Phone: 563-589-4136 (Gordy Vetsch)
Website: www.flydbq.com

SUNDAY, JULY 21

Forest City Municipal Airport (FXY)
Flight Breakfast
7 a.m. – 11 a.m.
PIC eats free
641-581-2880 (Richard or Theresa Trimble)

MONDAY, JULY 22 - THURSDAY, JULY 25

Waterloo Regional Airport (ALO)
Wings of Freedom Tour
Email: info@collingsfoundation.org

July Calendar of Events from the Iowa DOT

Website: www.collingsfoundation.org/event/waterloo-ia/

WEDNESDAY, JULY 24 - FRIDAY, JULY 26

Clinton Municipal Airport (KCWI)

Cessna 150-152 Fly-in

301-275-2476 (Mark Buchner)

Email: cessna150flyin@gmail.com

Website: www.cessna150152flyin.org

FRIDAY, JULY 26 – SATURDAY, AUGUST 3

National Balloon Classic

Indianola National Balloon Classic Field

515-961-8415 (Mark Buchner)

Website: www.nationalballoonclassic.com

To see all calendar listings beyond this month, go to [Calendar of Events](#). If you have an aviation event you would like to list on the calendar, please send information to tim.mcclung@iowadot.us.

New Text Message System Adds Information To EAA AIRVENTURE NOTAM Arrival Procedure

Text OSHARRIVAL to 64600 to receive arrival status updates

A new text message system will add further information for pilots as they prepare their arrivals at EAA AirVenture Oshkosh 2019, using the FAA Notice to Airmen (NOTAM) procedures. The text message availability is one of several enhancements to the NOTAM process for AirVenture, the 67th annual Experimental Aircraft Association fly-in convention on July 22-28 at Wittman Regional Airport in Oshkosh.

By texting OSHARRIVAL to 64600, pilots can receive the latest status updates for AirVenture arrivals and plan accordingly, whether that means continuing to Oshkosh or perhaps temporarily stopping at an outlying airport if traffic levels are very high.

“We used pilot feedback to create recommendations to the FAA for enhancing the NOTAM and arrival processes,” said Sean Elliott, EAA’s vice president of advocacy and safety. “It is every pilot’s responsibility to read and understand the current Oshkosh NOTAM before they fly to AirVenture, but the text message system adds a level of up-to-the-minute complementary information that was not available previously.”

The NOTAM, which is in effect from 6 a.m. CDT on Friday, July 19, until noon CDT on July 29, outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports. The NOTAM was designed by the FAA to assist pilots in their EAA AirVenture flight planning. Some of the 2019 changes include:

- New procedures for aircraft diversion to Fond du Lac (KFLD) in the event of airport closure at Wittman Regional Airport (KOSH)
- Removal of restriction on transponder use
- IFR routing changes

Other changes are part of the updated Oshkosh arrival “best practices,” such as procedures to limit the impact of VFR mass arrivals and ATC utilization of a ground stop/delay system out to 150 miles.

The new OSHARRIVAL text message system is in addition to two long-standing AirVenture text message systems: OSHALERT (AirVenture site weather and other updates) and OSHFUN (AirVenture feature and highlights). Each of the three text message systems can be obtained by texting the specific term to 64600. [The Airventure NOTAM can be viewed here.](#)

Boeing KC-46 Pegasus Coming to Airventure Oshkosh 2019



A Boeing KC-46 Pegasus, the newest tanker in the U.S. Air Force inventory, is scheduled to appear at EAA AirVenture Oshkosh 2019.

Developed from the Boeing 767 airliner, the KC-46 first flew in 2015 and is currently being phased into service with the Air Force. The intention is for the KC-46 to eventually replace the older KC-135 Stratotankers. The KC-46 is expected to arrive on the evening of Monday, July 22, go on display on Boeing Plaza on Tuesday morning, and depart on Thursday.

Airventure Event for Veterans (from Ron Franck)

I thought this might be of interest to our membership attending AirVenture who are also Veterans. Seating limited, first come first served, RSVP.

<https://eaa.org/airventure/features-and-attractions/special-events/veterans-breakfast>

Chapter Activities at Airventure (from Ron Franck)

Chapter Activities at AirVenture July 22-28, 2019 | Oshkosh, WI

EAA AirVenture Oshkosh is less than a month away, which means it is time to plan for these Chapter at AirVenture activities!

Chapter Leaders Corn Roast Sunday, July 21 at 5:30pm

Located at the Camp Scholler Chapters Pavilion - Sponsored by DeltaHawk Engines. Enjoy a relaxing evening with fellow chapter leaders and a fresh ear of roasted sweet corn! Click here to register.

Chapter and Young Eagles Awards

EAA will be recognizing outstanding Chapter and Young Eagle volunteers throughout the week.

Chapter Mass Gathering Photo at the Brown Arch Wednesday, July 24, 9:00am

Don't miss out on the annual gathering of chapter members beneath the Brown Arch. Be sure to wear

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
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
e-mail - Marty Santic to add your Name to the list							

your chapter gear and wave your chapter banner while your members take part in the mass chapter photo.

Chapter Leaders Breakfast

Saturday, July 27, 8:00am

All chapter leaders are invited to the annual Chapter Leaders Breakfast, where we will celebrate the accomplishments of chapter members. Register for breakfast here.

Chapter Social Hours at the Camp Scholar Chapters Pavilion


Sponsored by DeltaHawk Engines

EAA chapters have the opportunity to hold their own private get-together. To learn more and reserve a social space for your chapter, click here!

Daily Chapter Pancake Breakfasts

Located at the Camp Scholler Chapters Pavilion - Sponsored by DeltaHawk Engines

Throughout the week, various chapters will be hosting Pancake Breakfast fundraisers in the pavilion located just south of the Fly Mart. Stop by for a delicious \$8 breakfast! To learn more about hosting a breakfast and raising nearly \$2,000, click here!



EAA Chapter 75 IMC Club
 "To promote instrument flying, proficiency, and safety"
<http://eaa.org/imclub>

Meets First Tuesday of each month at 18:00
 Lindquist Ford, 3950 Middle Rd., Bettendorf, IA

For more information contact:
 Paul A. Fisher - rv7a.n18pf@gmail.com
 Bernie Nitz - bernien@visioncrest.com
 Ron Franck - ronaldfranck1@gmail.com

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, JULY 6, 2019
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Jerry Coussens and
Tom Shelton
Davenport Airport



DRIVE IN or FLY IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Jerry Coussens. Come for some good hangar talk. Plenty of room for all.

FLY IN: Davenport Airport (KDVN). We will be meeting at Jerry Coussens/Tom Shelton's T-Hangar, I2. These are the new hangars in the northeast corner of the hangar area. The gate should be open.

DRIVE IN: Just drive to the Davenport Airport. See you there!!!



CELEBRATING 50 YEARS IN OSH

EAA AIRVENTURE OSHKOSH 2019

JULY 22-28
EAA.ORG/AIRVENTURE

Year of the Fighter
Featuring the F-15, F-16, F-18, F-22, F-35, XP-62, and a gathering of P-51's

World-Class Daily Air Shows including more than 180 performing aircraft
Presented by Dassault Aircraft Company and Pratt & Whitney Canada

Two Night Air Shows with Fireworks
Wednesday presented by Covington Aircraft and Saturday presented by GE Aviation

Twilight Flight Fest located in the Fun Fly Zone
Featuring the GA-8100, imitations, Paraflyt Aerobatics team, and Paraflyt Parachute Team

75th Anniversary of D-Day
Featuring types of aircraft that participated in the invasion on June 6, 1944

U.S. Air Force Heritage Flights
Featuring the F-22, F-35, A-10, F-60, A-1, and P-51s

Apollo 11 50th Anniversary Commemoration
With command module pilot Michael Collins

10,000 Airplanes
2,500 Showplanes
1,000 Forums and Hands-On Workshops
900+ Exhibitors
Evening Programming
And Much More!

OPENING NIGHT CONCERT
The Fray
with **ANIMAL YEARS**
Presented by 



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 Calendar of Events](#)
[Iowa DOT Office of Aviation Calendar](#)
[Wisconsin Fly-Ins and Airshow Event Calendar](#)
[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.

A Matter of Policy Wednesday, July 3 at 7 p.m.
Presenter: Mike Busch

Adventures in Examining: One DPE Confesses All Wednesday, July 10 at 7 p.m. Presenter: Prof. H. Paul Shuch

Aerobatics: Basic Through Advanced Maneuvers Training Tuesday, July 16 at 7 p.m. Presenter: Mike Lents

How to Start a Type Club Wednesday, July 17 at 7 p.m.
Presenter: Robbie Culver

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. Dan Murphy 309-752-3887, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

Want to RENT - Safety minded, conscientious, courteous, congenial 500 hour IFR and complex rated pilot is looking to rent a plane 20-30 hours a year; no weekends, only on weekdays. Would prefer an Arrow or similar type (all my hours are in Pipers), but

would be amenable to discussing other options. Mike Van Dyke 563-209-7752 mikel@cmeflow.com

WANTED: LongEze or Varieze project that needs a new home. Derelicts are also welcomed. Thanks in advance for your kind gesture. Contact Sam Ajayi at the North Little Rock Airport at soajay@hotmail.com

Hangar Space at Erie: Need hangar space? I have some ready to rent. \$100.00 a month 24 x 36 x 8 ft tall. These are private enclosed hangars. Electric. Hangar door and rear pass door. Call Jim Robinson, at Erie Airpark. 3H5. 309 230 0944.

For Sale: Bose A20 headset with Bluetooth \$750.00, One Telex ANR headset \$150.00, One Bendix KX99 handheld \$75.00, One Sporty's SP-200 handheld \$75.00 Offers considered. Call Rich Qualmann 309-235-9545

Twin Cities Flying Club - Located at the Whiteside County Airport. Limited memberships in a 1984 Piper Warrior are available. See www.twincitiesflyingclub.org for more information.

Hangars available at the Whiteside County Airport. Prices range from \$92 - \$140/month depending on the hangar unit. Visit www.whitesidecountyairport.org or call Darin Hefelfinger at 815-626-3750 for availability. Drew Wilkins. My cell is 909-912-9175.

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 are available now! Let me know and I can bring a cap to the chapter meeting or coffee.

I will ship in a Priority Mail package for an additional \$7.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$17. 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 \$17 check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807. A new order has arrived. We have about 30 caps now.



Baseball Cap in Light Khaki

Chapter Website: www.eaa75.com
 Facebook: <https://www.facebook.com/EAA75/>

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(Effective January 2019)

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Fly-Out Coordinator - ??
OPEN Position - Need a Volunteer! You can work with John Bender in Waterloo!

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**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:
 Ron Ehrecke - EAA Chapter 75
 1597 Deer Wood Dr
 Bettendorf, IA 52722

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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? _____
