

# THE LANDINGS

[www.eaa75.com](http://www.eaa75.com) [www.facebook.com/EAA75/](https://www.facebook.com/EAA75/)

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

January 2020

### THE EXPERIMENTAL AIRCRAFT ASSOCIATION

#### From the Desk of the President



#### Chapter Presidential Announcement

##### From the Editor....

Jim Skadal has been elected as president of the chapter as of last month! Jim is a retired Logistics Analyst/Equipment Specialist from TACOM, Rock Island Arsenal. After 37 years of government service, he has a lot to offer as president. Jim is also a veteran of the Air Force which is where he received his AFSC training in electronics and communications. Jim flies a Taylorcraft BC 12 D 1946, which is basically his flying restoration project. His main wingman is a good friend named Glen Desplinter. Glen and Jim go way back. They both learned to fly down at Aledo, IL. Glen and Jim moved over to the Davenport airport about three years ago from Otto Stender's airstrip in Maysville, IA. After Jim became acquainted with Jim Smith, Paul Fisher, Bob Thomas, Bernie Nitz, Tom Shelton, Jerry Cousins and Marty Santic he knew, he was at home. When the position of president of the chapter became available, Jim was excited for the opportunity and the rest is history.

#### Words From Jim

I count it an honor to be in the lead of the highly successful EAA Chapter 75. This chapter has a legacy that goes almost all the way back to the pre-Oshkosh days. Back when the chapter was started in and around the Rockford, IL EAA event. We must endeavor to continue to live up to this great legacy!

I feel so blessed leading this chapter! I am so excited to lead a group of the greatest people I have ever met. I feel I have joined a group of great leaders. Just because I am president, does not mean I am the only one to lead. I expect to be one of the many leaders/coaches in our group and share the responsibility of making, expanding and continuing to keep this chapter as one of the best!

Now, please set a priority to come to more chapter meetings, stay informed, and help continue to build a greater legacy for Chapter 75. One way is by helping educate young people, helping get new members involved, and continuing to expand the chapter. As we do new activities, we must continue to make safety and fun a high priority!

#### Chapter 75 Update

Let us see what the chapter is doing and how it is running. Let's take a look at 2018-2019 and then to the future. First, as an overview this chapter is firing on all cylinders and only an occasional misfire. Let's break this down and see how each cylinder is firing.

#### IMC Club

IMC Club is having great attendance organized by Paul Fisher. On the second Tuesday of the month, one of the High Points was an educational program using ForeFlight on the iPad. We also had a Lancair Evolution IMC talk that put us on the edge of our seats. We are having a great turn out. However we have room for a few more attendees at Lindquist's Ford dealer-

*(Continued on page 3)*

**Next Meeting - January 11th 7PM - Jim Sweeney - ADS-B**  
**[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)**

## **Congratulations Nick!! We Have a NEW Private Pilot, Chapter 75's Ray Scholarship Recipient**

From Keith Williams (Our Ray Scholarship Coordinator)

**Congratulations to Nick Hayes, our Ray Aviation Scholar. Nick is now a private pilot. He will be at the meeting Saturday. Please come and join in congratulating him on getting his "license to learn".**

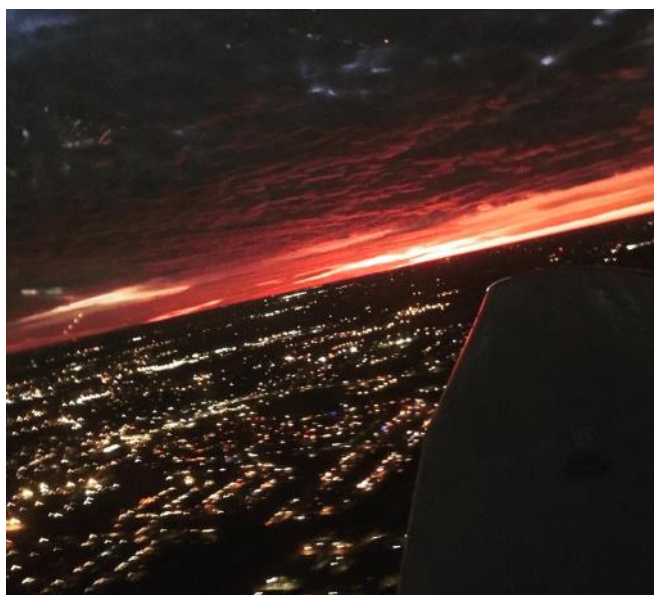
From Nick.....

I want to start this article with a huge thank you to all the members of Chapter 75 for helping me earn my private pilot certificate. You all have been instrumental in helping me achieve this. I passed my check-ride on December 23rd. There were times during the year that really tested my spirit. Whenever I felt down on myself be it for not getting to fly for a period of time, or not understanding certain topics as quickly as I'd hoped. All of you were there to encourage me, and inspire me to push through.

Some of my favorite times in my training were post-solo. Flying on my solo cross countries made me feel so free. On these flights I really had time to remember why I was learning to fly. There is something about flying by the cities and towns that you drive to and from everyday thousands of feet below you that really makes the world feel small and your opportunities endless.

I am really looking forward to gaining more experience flying in the years ahead. My next steps are to begin studying for my instrument rating, and building a lot of flight time. Perhaps take a few friends on a hamburger run to some faraway place. I will continue to be involved with the EAA of course! I intend to fly young eagles this spring. Currently 542CA is down for maintenance right now. So I will be flying in the Cherokee 140's at Carver Aero until 542CA out of the shop.

Attached are a few photos taken on my first flight with a passenger on board. We flew out past Moline towards Kewanee to see all of the windmill lights, and see the Quad Cities lit up for Christmas.



## January 11th Chapter Meeting

WE are at Deere-Wiman in January!!

The January Chapter Meeting will be held on **Saturday, January 11th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

The January program will be a presentation by Jim Sweeney. He is a man from the Clinton area who has spoken to us in the past regarding the ADS-B requirement for lightplanes starting Jan 2, 2020. His program will focus on how it applies to pilots who operate mainly outside the Class B and C airspace but may consider installing the equipment in their airplanes. He has an in depth knowledge of the subject and it should be worth while to any pilot flying today to give the topic some consideration.

## From The Desk of the President

*(Continued from page 1)*

ship, that provides the free conference room. Be sure to invite your friends!

### Young Eagles

Bob Thomas and the team planned and led many events. The weather this year did not deal them any favors. Bob had to cancel many of the events due to poor flying conditions. With perseverance they were still very successful, and were able to have more than 160 flights for young eagles.

### EAR

EAR (Emergency Aircraft Repair) had a highly successful year. Chairman Tom Shelton, Vice Chair Bernie Nitz, and Jim Smith were able to complete over 140+ work orders even though we had water standing in the aircraft holding area at the beginning of the week. Hope the volunteer team keeps up the good work!

### Ray Scholarship

The Ray Scholarship is a new program, it is a \$10,000 flight training scholarship administered through EAA. Through the persistent efforts of Keith Williams and his writing capabilities, we were able to secure a scholarship. This scholarship was a complete success story. Nick Hayes, the recipient, was able to complete the program and get his PPL on the day before Christmas Eve. Wow, what a present for Nick just before Christmas! Congratulations Nick! More to follow as Keith is working to organize a second

scholarship for another well deserving young person.

### Board of Directors

#### President

Thanks to Jerry Coussens for the past leadership as President of the chapter. Jerry has written about some of the most inspirational, heart to heart, and truthful flight adventures. Reading about his flight adventures has been a huge informative advice filled contribution! He has not completed his contributions to the chapter and the newsletter. He will continue to write his great articles and share them with us. That is the only way we let him step down from his presidency. All joking aside, thank you Jerry for all you do and have done for this chapter.

#### Vice President

Thank you to Ron Franck for serving as Vice President and his take charge attitude. Ron runs a lot of our meetings and organized our Christmas party, his help is much appreciated! The Christmas party was a huge hit. The Deere Wiman Carriage House was full of people. We all enjoyed some great food that night. Thanks to Ed and Mindy Leahy for providing the ham, turkey, and dressing. I am so pleased that Ron agreed to continue on as Vice President.

#### Treasurer

Thank you to Ron Ehrecke for serving as treasurer and his dedication to this never-ending detailed position. I am so grateful for his monthly reports and keeping us in the black. He has done above and beyond the call of duty, especially with the added duties of the Ray Scholarship funds.

#### Secretary

Last, but not least, thank you to Don Fey for serving as Secretary. He always has a way with "filling in the blanks" for keeping us organized. Thanks for doing a great job of rendering and capturing our meetings in excellent detail.

### Activities

#### Air Academy

We sponsored two campers this year and we had some of the most enthusiastic reports about their activities at Oshkosh camp. One camper booked for 2020 already.

#### Newsletter

*(Continued on page 4)*

## From The Desk of the President

*(Continued from page 3)*

Our newsletter continues to excel! Our editor and publisher Marty Santic was nominated to EAA as a newsletter editor of the year but graciously turned it down as he had previously been awarded this award. Marty Santic is a fantastic guy and a super asset to this chapter!

### Saturday coffee and program events

Rich Lowe continues to organize and plan out great locations and special events for our once a month Saturday morning coffee and meeting activities. This is not an easy job, but it always gets done! Thank you so much Rich! NOTE: We need someone to step up and volunteered to make coffee at the Saturday coffee and the monthly meetings. Please let Jim Skadal, or any of the Board know if you are interested in helping with this need. Coffee and all needs are organized and ready to go.

### Membership coordinator

John Riedel always presents and assists with new visitors and members at our meetings. This is a very important job to incorporate new members into the chapter. Keep up the good work John. More info later.

### Tech counselors

Jim Smith, Paul Kirik, and Terry Crouch are still handling many daily and weekly inquiries for information and help. Paul and Jim Skadal both own a Taylorcraft Aircraft. Thank you Paul for helping me keep my Taylorcraft up to standards. Jim Smith always has good advice on the detailed maintenance that pilots can perform on aircraft. We know who to turn to when needing detailed advice.

### Internet Web Presence

Adam Santic and Jim Skadal are working on our electronic media presence, Facebook. We will explain more in the future on how and why this is SO important.

### 1500 club (new this year)

Great turn out on Wednesdays at Carver Aero. Thanks for the free coffee provided by Carver FBO Davenport, Iowa KDVN and snacks provided by Bob Gibson and Rich Lowe. 1500 club is at 3 o'clock for all you civilians not used to military time. This event has developed into a VMC info sharing time. Come to the meeting to hear some great hanger flying stories!

See All at the Next Coffee, Meeting or at the Davenport Airport!

Jim Skadal—President

## Flight Physicals (from Richard Lowe)

Most of you reading this are well aware of what I am saying. If you have been flying for a number of years, you recall the dread of having to make the long walk to the Aviation Medical Examiner's (AME) or flight surgeon's office to take your periodic flight physical. Before the days of Basic Med, Light Sport or Driver License medicals, every pilot, whether he or she flew Clippers for Pan Am or was just a Cessna 150 captain, had to have a medical card Issued by the FAA. Most of us held a Class III, which at the time was good for two years. Anyone who said he or she did not worry about the outcome of the exam was not being truthful in my opinion. A bad outcome could mean the end of a career or a major change to the lifestyle we had found in the aviation world.

The AME was not your friendly doctor when he or she gave you the physical. Rather, he or she was an agent of the government who was authorized to give the exam and make decisions on the pass or fail. In some cases, the decision was "deferred" to the FAA at Oklahoma City. This often lead to you writing some big checks if you wanted to continue to fly. I was told by one flight surgeon not to volunteer too much information. Only tell them what they need to know to do the exam. Never use your family doctor for an AME. He or she knows too much about your health history.

Some of you were able to use the same AME year after year. I moved a lot due to military service, so I had to experience a lot of different situations when taking the periodic exam. Recall you had to take and pass one before you were allowed to solo when you were a student pilot. My first one was at the civilian employee clinic at Aberdeen Proving Grounds, MD. I noticed the AME graduated from medical school in Germany prior to WW II. He was my kind of AME. He had a cigarette in his mouth, one in his hand and one burning in the ash tray. No worry about a lecture on my life style. He looked through my military medical records and signed me off. I took several from military flight surgeons over the years. The best part was the cost...free. When I paid for one the first time, I think it was \$20. The folks at the airport asked if I wanted a physical or a ticket to fly. I told them I got my physicals from the Army, so they gave me this guy's name. It was in a rural area. When I walked in, the office was dark. There was an older woman at a

*(Continued on page 9)*

## EAA Chapter 75 Saturday Coffee

EAA Chapter 75's first Saturday coffee and donuts for the month of December 2019. This is an interesting airplane project, a Janqua Ibis RJ03. It's a wooden tandem seat pusher canard light aircraft built by Roger Junqua. This is being built by George Oliver of Orion, Illinois. [CLICK HERE for a video.](#)



# EAA Chapter 75 December Party



# EAA Chapter 75 December Party



## Jerry's Blog of the Month-January

Wow we made it to 2020, as a kid I remember thinking that was like pie in the sky. I'm also writing to you as the ex-president of Chapter 75. Hard to believe I was president for 4 years. The board told me the term was 3 (a lie) years but the board members told me I only did two years. With this in mind I agreed to another term. I kept track this time so I didn't fall for that twice ;-).

It has been a great run, we have a great chapter of doers. When I needed something done, someone would agree to take care of it. Jim Skadal will be a great replacement for me. I was riding on Jim Smith's shirt tails, just trying to keep up with the idea's coming out of the chapter. I saw myself as a facilitator; my job was to help the chapter accomplish what the members wanted. That being said I never had a real plan for the future of the chapter. My future planning was focused on my remodeling company. Jim has plans for the future, He'll be great.

I didn't really go anywhere by plane this December. I spent the month finishing jobs and planning for next year. Because we are between jobs I closed the company for two weeks over the holidays. I thought I'd have lots of time to take care of my projects but instead I really enjoyed the down time. I did finish the rental house I was working on so that has freed me to get back to fun stuff like the Lancair 4 project. I've been priming and sanding my wings, maybe that is why I didn't get right on my project (I'm pretty tired of that). Well it looks like I'll be able to get them sanding for the last time this weekend. My goal is to get them ready for primer coat for finish paint, then get wings ready for flight. Since I plan to fly the plane with primer for a year I'll get them ready for flight then store them at the airport. That is advice I received from other 4 builders. That way if I need to change something I won't mess up my finish paint.

The real fun is at my house, the fuselage. Since it's so accessible I have started to make some progress. This week I installed the 1/2" fuel lines, pump and valve. I ordered what I need for the 1/4" hydraulic lines so that is next. I temporarily installed my instrument panel so I know where to put the hydraulic control. Hoping to get the hydraulics completed this month. I have spent the last month getting educated online though. I have made my engine decision and have been searching to learn the market. My plan is to find a run out Continental IO550N which is popular in Cirrus aircraft. I want it run out so I can rebuild it like I want. Electronic ignition, 10:1 pistons, no vacuum pump. I don't

*(Continued on page 9)*





## Jerry's Blog of the Month-January

*(Continued from page 8)*

have the money for that purchase yet but I need to know the market. What can I say it's fun to dream! What might get in the way of the hydraulics is my plan to take my plane to Florida this late January. The weather has been so great here what is the rush. Since I'm on the topic of my Lancair 235 plane. I did order a new Auto Pilot that needs to be installed; I had planned to install it during the holiday break but was notified there is an 8 week wait. So it looks like I'll be flying south with my existing AP, it works great while hooked to the Garmin GPS but can't find its way when it stands alone. I also have a leak in my brake caliper. This will be the second time fixing it. In the past I would contact Lancair in OR and order the right "O" ring. With the ownership change some of that info has been lost. Not knowing the right Matco part number to order I'm reluctant to just guess so I bought an "O" ring from the local hardware store. I believe that is why it is leaking again. I have talked to Matco and have ordered the correct "O" ring so we'll see what happens. I also now know the brake replacement kit part number so I can replace the entire unit. The old one is 20 years old and my disk are quite worn so I am pondering the purchase. I am afraid it won't be a direct replacement and might not fit in my wheel well. My plan is to install the correct "O" ring then if I have problems I'll replace the entire setup. Besides that, the plane is running great, and ready to get out of town.

Well that about does it for this letter so I'll see you at the meetings. ....Jerry

## Flight Physicals (continued)

*(Continued from page 4)*

desk, and a guy who looked like Col Sanders in an office. The place looked more like a medical museum than a doctor's office. All wood and chrome. He sat at the desk and filled out all the forms. When he asked me to read the eye chart on the door at the end of the hall, I asked him to turn on the light. He said, "Don't worry, I can't see them either, even with the light on". I don't recall filling the bottle. I got my medical and he got probably the only \$20 he made that day. Nurse Cratchet may have been his mother.

I did get some good ones though. I took one at the clinic at Hamilton AFB from the guy who examined the fighter pilots. I thought my blood pressure was pretty good, but the corpsman told me I was at the upper limit for fighter pilots. A flight surgeon from Ft

Ord gave me one when he came to our ROTC detachment to examine cadets applying for the advanced course leading to a commission. At Ft Huachuca, AZ, a retired USAF flight surgeon was filling in for our Army guy who was on leave. We had a nice discussion about our assignments. At Ft Sheridan, IL, the flight surgeon was on the way out the door in his running clothes when I arrived. He told me another medical officer would do the exam and he would sign the papers and mail them to me the next day. A few weeks later the FAA returned my medical papers to me for signature by the flight surgeon. When I retired and started using local doctors, I found a couple who really tried to do it right. The rules got more complex, the internet started so you had to fill out the stuff on line and take the secret code to the AME so they could access your file to complete it.

One piece of advice I got from an old pilot was, "When you are at an antique or EAA fly in, and you are among a group of older members, it probably is not a good idea to bring up the subject of who they use for an AME." ...Richard

## Mark Bauer Receives Awards



Congratulations to chapter member Mark Bauer in being awarded the Charles Taylor Master Mechanic and the Wright Brothers Master Pilot Award. These awards are for building and maintaining aircraft for 50 consecutive years and for promoting safe flight as a pilot for 50 consecutive years.

## Trevor Christoffersen Featured in EAA Sport Aviation Magazine

Our 2019 EAA Air Academy attendee, Trevor Christoffersen is featured in an advertisement for the 2020 EAA Air Academy on Page 94 of the January 2020 edition of EAA Sport Aviation magazine.



## AOPA Rusty Pilots Hosted by P&N Flight and Charter - Clinton Airport January 25, 2020

An AOPA Rusty Pilots event will be held at the Clinton Municipal Airport, 2000 S. 60th St., Clinton, IA 52732 on Saturday, January 25, 2020. It will begin at 9:00am and is FREE for AOPA members and \$79 for nonmembers. Registration is required: [Click Here](#).

Life may have gotten in the way, but the dream of flight can be yours again. Returning to the skies is not as difficult as most rusty pilots think. We're inviting you back in the cockpit and will help you get there. Come and participate in this Rusty Pilots program with fellow lapsed pilots. We will help you understand what's changed in aviation since you last took the controls and brush up on your aviation knowledge.

For More Information: <https://hangar.aopa.org/events/item/52/2823>

## Carver Aero—SOLD

CL Enterprises, the investment company of the Carus-Limberger family in Ottawa, IL, announced on Tuesday that it obtained Carver Aero, a Flight Base Operator business with two locations at the airports in Davenport and Muscatine, Iowa.


## 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							



Wall built around a suspended Cub. One of the guy's hangers at Broadhead, WI. Some very interesting people up at Broadhead!??



**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

**DAVENPORT MUNICIPAL AIRPORT**

**Airport Manager**  
1200 E 46<sup>th</sup> Street  
Davenport, IA 52807  
(563) 326-7783

**Operations Manager**  
9320 Harrison Street  
Davenport, IA 52806  
(563) 391-5650

December 26 2019

All,

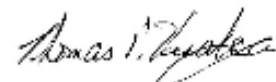
Today I received the enclosed letter from the Federal Aviation Administration regarding the decommissioning and removal of the Remote Communication Outlet (RCO) at the Davenport Municipal Airport. The FAA has identified our RCO as one of the 641 RCO's to be decommissioned throughout the United States as part of their cost saving initiatives. This letter really comes as no surprise when you consider the program cuts and policy restructuring the FAA has been implementing over the past number of years.

As most of you already know, the RCO at the airport has provided pilots with vital radio communications in the form of flight plan opening and closing, real world weather information, and communications directly with Air Traffic Control, just to name a few. The RCO facility has provided this for more than a decade and has become a critical part of the services available at the airport.

I ask that you please take the time to read the enclosed letter and provide your comments directly to the FAA before the January 17, 2020 deadline. Their contact information for your comments is shown on page 2 of the letter. Remember, everyone's comment will count. If you feel very strongly regarding this situation, please feel free to contact other organizations such as AOPA, NBAA, and EAA to allow them to voice their opinions as well.

The RCO has provided us with much needed and appreciated communications. It's now time for us to voice our comments to keep that which has become an important part of our airport. Remember that once it's gone, it will not return.

Sincerely,



Thomas Vesalga, Airport Manager  
Davenport Municipal Airport  
1200 E. 46<sup>th</sup> Street  
Davenport, IA 52807



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Air Traffic Organization  
Central Service Center

18101 Hillwood Parkway  
Fort Worth, TX 76177

**AIRSPACE CASE NUMBER:**

19-ACE-19/20/21/22-NR

**TO ALL INTERESTED PARTIES**

**PROPOSAL:** The Federal Aviation Administration (FAA) has received a request to decommission four Remote Communication Outlets (RCOs) located within the Central Service Area, Central Region. The FAA maintains a network of over 2,100 remote communications outlets throughout the conterminous United States, Hawaii and Puerto Rico. The RCOs are used by a contract service provider to communicate with pilots in flight. By using these frequencies, pilots can obtain weather briefings, file flight plans and receive numerous other services.

On April 28, 2016, the FAA published a notice of proposed policy outlining the plan to reduce the number of radio frequencies used by Flight Service Stations (FSS) to communicate with aircraft in flight (81 FR 25484). The FAA noted that a network of 1,223 RCOs and 398 Very High Frequency Omnidirectional Range (VOR) frequencies cover a vast majority of the conterminous United States and include duplicate, overlapping, and seldom used frequencies. Based on a study conducted by MTRP, the FAA proposed a policy to decommission 641 RCOs in the conterminous United States, Hawaii, and Puerto Rico. The FAA estimated that, by reducing radio coverage, the agency could save approximately \$2.5 million annually in maintenance costs alone. Additional savings would be realized once property leases are terminated and the voice-switch communications infrastructure is decreased. The FAA noted that frequencies for emergency use only, frequencies for military use only, frequencies used in the State of Alaska, and Ground Communications Outlets (GCOs) would not be considered for decommissioning.

The following RCOs from the Central Region have been identified for decommissioning:

- 18-ACE-19-NR Grand Island, Nebraska GRI
- 18-ACE-20-NR Columbus, Nebraska OLU
- 18-ACE-21-NR Davenport, Iowa DVN
- 18-ACE-22-NR Fort Dodge, Iowa FOD

Tech Ops District	SSC	ID	City	State	Freq. (MHz)	Latitude	Longitude
Minneapolis	Grand Island	GRI	Grand Island	NE	122.450	N 40° 58' 03.00"	W 103° 18' 31.20"
Minneapolis	Grand Island	OLU	Columbus	NE	122.400	N 41° 26' 52.80"	W 097° 20' 33.50"
Minneapolis	Cedar Rapids	DVN	Davenport	IA	122.500	N 41° 36' 42.10"	W 090° 35' 21.50"
Minneapolis	Fort Dodge	FOD	Fort Dodge	IA	122.300	N 42° 33' 04.32"	W 094° 11' 30.63"

**PROPOSER:** Laura Reyes  
10101 Hillwood Pkwy  
Fort Worth, Texas 76177

This circularization is intended to provide the public with the opportunity to review and comment to the effect this proposal may have on aeronautical activity. The issuance of this non-rule circular is to give notice of pending action within the National Airspace System. Impacts to this proposed decommissioning, if any, are attached.

Comments regarding this proposal can be made electronically to:

9-NATL-CSA-Public Notice-Airspace  
Subject: Airspace Study 19-ACE-19/20/21/22-NR Proposed ACE RCO Decommissionings.

**NOTE:** Please include your name, physical address and email address.

Written comments regarding this proposal should be addressed to:

Federal Aviation Administration  
ATO Central Service Center  
Operations Support Group (A/V-C2)  
Non-Rulemaking Case No. 19-ACE-19/20/21/22-NR  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Comments received prior to January 17, 2020, will be considered before final action is taken on this proposal.

If you have any questions, please contact Michael McCully, Contractor Support Specialist, Operations Support Group, ATO Central Service Center, at 817 223-5904 or by email at [mike.ctr.mccully@faa.gov](mailto:mike.ctr.mccully@faa.gov)

Issued in Fort Worth, Texas,  
December 16, 2019

For  
WAYNE L  
ECKENRODE

1901 Eagle  
2023 ACE  
11/16/2019 10:14:04 AM  
1/17

Steven Szukala  
Manager (A), Operations Support Group  
ATO Central Service Center

## 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](http://www.eaa.org/webinars) to view the schedule and to register.

**AOG! Dealing With Breakdowns Away From Home**  
Wednesday, January 8 at 7 p.m. Mike Busch

**Transportation Security and You — What's New Since 9/11?**  
Wednesday, January 15 at 7 p.m. Prof. H. Paul Shuch

**Basic Aerodynamic Principles Demonstrated in Aerobatics**  
Tuesday, January 21 at 7 p.m. Dagmar Kress

**EAA Proficiency365™ – Stay Active and Current Year-Round**  
Wednesday, January 22 at 7 p.m. Radek Wyrzykowski

**Compression Testing Aircraft Engines and Maximizing Cylinder Life**  
Wednesday, January 29 at 7 p.m. Bill Ross

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](mailto: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.

**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. 309 230 0944.

**Hangar Space at Whiteside County Airport.** Prices range from \$92 - \$140/month depending on the hangar unit. Call Darin Heffelfinger at 815-626-3750 or Drew Wilkins at 909-912-9175 for availability.

**For Sale: Flo-Fast 15 Gallon Container and Pump** Was \$250+ new. Will entertain your offer. Also have three 5 gallon jugs that can be used with the hand pump. Perfect for mogas. See <https://flofast.com/> Call Marty Santic 563-340-9919



Have Anything to Sell? Will be more than Happy to List It Here!!

**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](mailto: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](http://www.eaa75.com)  
 Facebook: <https://www.facebook.com/EAA75/>

### EAA CHAPTER 75 OFFICERS

(Effective January 2020)

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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](http://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

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

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 Phone (920) 426-4800  
 Fax: (920) 426-6761  
<https://www.eaa.org/ea/ea-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  
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What are You Building? \_\_\_\_\_  
 \_\_\_\_\_

What are You Flying? \_\_\_\_\_  
 \_\_\_\_\_