

THE LANDINGS

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

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

May 2018

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



(Ed. Note: This is Part 2 of a two part series from Jerry's transcontinental trip a few years ago. Enjoy.)

PART 2

Day 9 Sept 17th

Sunday and Monday, toured Seattle, with my friends Steve and Robin, Monday afternoon I got a message from Leif, he wanted a ride to check out his favorite fishing holes. Leif with his Brother Eric own a remodeling company in Seattle, which was our case study for the round table. So I planned on a flight at 9:00am, but Seattle weather being what it is, the airport was clear but, Puget Sound was fogged in. So I had Leif pick me up at 3:00 and we headed to the airport. When we got there I paid my fuel bill 8.3 gallons @ \$3.93. Leif's Production Coordinator "Roy" wanted a ride, so I gave him the first one. We stayed around the north end of Seattle and just into Puget Sound, I let Roy fly it for awhile so he could get the feel for it. Roy was very excited about the ride so I asked him if he wanted to see what the plane could do, and he said yes. So I did some 60 degree banks rolling out of one into another. Roy was loving it, I was afraid of making myself sick so it was time to go

back and give Leif a ride.

After letting Roy out I helped Leif get buckled in then we taxied to 36 for a departure to the north, which takes us over Lake Washington and past Bill Gates' house which looks very secluded from the Lake, I was told that most of the S.F. is under the mountain where you can't see it. We traveled to the north of Lake Washington over the Seattle's two floating bridges. When I heard about the floating bridges I assumed they did that because of the earthquakes, but the real reason is the lake is like 300' deep in the center and it cost a lot less to float them (because of Seattle's growth the nick name for these bridges is the floating parking lot). When we got to the rivers that drain the lakes into Puget Sound we turned west following the river which took us over Leif's house, we rocked the wings so his kids would know us. Once we were over Puget Sound we turned north following the coast. We flew past Boeing's Plant in Everett, then turned west to follow Whidbey Island, then we turned south to follow east shores of Bremerton's Islands making sure to stay clear of the TFR in Dabo Bay (Temporary Flight Restriction, if you would like a fighter jet escort just fly over these areas you'll have plenty, TFR's are new since 9/11).

We traveled south to Blake Island then turned to fly next to downtown Seattle careful to stay clear of Boeings airspace. After Leif took pictures of the downtown we headed back to Renton and were cleared for a left downwind to 36 and then cleared to land. We parked the plane, tied it down, covered it up and told the FBO to top off the tanks for my Saturday departure.

Day 13 Sept 24th

Saturday came and I was ready to get home 12 days is a long time to be away from home. I woke up at 4:30 am and couldn't get back to sleep so I took my shower and got ready to go, when I looked outside I was glad to see clear blue sky, one of my concerns was waking up to fog and having to wait for it to burn

(Continued on page 2)

Next Meeting - Saturday, May 12, 7PM - Steve Rahlf - Building Ribs
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

May 12th Chapter Meeting

The May Chapter meeting will be held on **Saturday, May 12th at 7P**. It will be held at the Deere-Wiman Carriage House, Moline, IL.

May's meeting program. Steve Rahlf. Steve will be showing us how he builds wing ribs.

Should be very interesting and hope all will attend. Bring a new member. Bring a guest. Bring the family. The weather is no longer an excuse. This is the last meeting of the Spring at Deere-Wiman.

From The Desk of the President

(Continued from page 1)

off. I called flight service to check the weather en route, NOTAMs and TFRs. The briefer said there was a low pressure area over Colorado which was causing rain and thunderstorms from Canada down to the bottom of Colorado. We decided the best route to get home was to fly southeast and get below it then go home, one of the beauties of traveling at 200 mph is that I can deviate 500 miles out of the way and not affect the trip time too much, the trip takes longer but you get home. The briefer also said if I wait awhile it may break up some. So with plan in hand I decided to eat breakfast with Steve and Robin before leaving for the airport. After breakfast I ordered a cab. The trip to the airport cost \$28 and took about 20 minutes. I went into the FBO to pay for my gas bill 12.2 gallons @ \$4.30 (40 cents in 3 days, most of the FBO's I stopped at told me they were raising their fuel prices only when they got a new tanker). I then uncovered the plane and checked her out. Added a quart of oil then loaded my bags and got in to leave.

I noticed some low clouds moving in from the north, could be fog, glad I was leaving. I called ground and was cleared to runway 18, when I got there I did my preflight checklist then called tower. Tower gave me clearance to depart and turn on course, I climbed out at 800 fpm to 1000' then I setup a more modest 500 fpm to keep my speed above 140 kts. I set a heading of 150 in the autopilot with a climb of 500 fpm then I set the mixture and changed the radio to 122.00 (the weather watch station) I heard a pilot to the north report fog moving south, good to be heading south to clear blue skies. Off to my right was Mount Rainer, further south was Mount Adams, to the right of that was Mount St. Helens with its broken top, to my left rear quarter was Mount Baker, it's a great day to be flying in the northwest. I leveled off at 11,500' and switched fuel tanks (I have one tank in each wing

holding 22 gal's ea.). I had a 10 kts headwind so I was cruising around 190 mph. As I came up on Walla Walla, Washington I could see the clouds building in the distance, (time to earn my pay) I called flight watch to see what the weather was doing. Turns out the weather did not unfold as was expected, it actually traveled south faster than expected and my path was blocked by MVFR (Marginal Visual Flight Regulations), but the Canadian border was clearing up. I asked what route I could take to skirt the weather, he suggested Glacier Park, I said I'd like to go further if I could, not wanting to land with plenty of fuel on board.

The briefer thought I could head for Cut Bank, Montana (elevation 3854'), so I told him my present weather conditions and thanked him. I turned my heading to Cut Bank thinking I could have saved some time and gas if I had checked the weather just before takeoff. I soon heard a pilot calling flight watch, reporting he was traveling south close to my route and reported that the weather in route was great. I called flight watch and told them I heard the news. As I traveled NE the weather on my left was clear and the weather on my right got darker and darker. My goal was simple, I was planning to get out of the mountains rather than dealing with low ceilings (because of clouds) on my terms, on the flat lands.

As I got to Glacier Park the clouds got thicker and thicker, so I climbed up to 13,000 feet to go over them. After I was above them I decided it was a bad idea considering I was going to drop down in a few minutes to land at Cut Bank, so I started looking for holes in the cloud layer, my concern turned out to be unfounded the farther east I went the clouds started to breakup. I still decided to go down, so I picked a hole and started to descend. I came out under the cloud layer at 7,000' and good visibility. I tuned in Cut Bank Unicom to listen for traffic in vicinities of the airport; there was a plane practicing touch and goes. Five miles away I called with my intentions to land, I told the other aircraft I'd follow him into runway 13. Cut Bank is an old WWII airbase, you can still see the old runways with grass growing through them. I landed and taxied up to the self serve pump and went inside to check the weather. There were two pilots sitting in the lounge that just came from ND, they said the way to ND was clear, when I called the briefer he said the weather was IFR (Instrument Flight Regulations), when I questioned him about that he checked the most recent reports and apologized for saying it was IFR, but the weather in Minnesota was not too good.

So the plan was to go to Minot, ND, land for fuel and

(Continued on page 3)

From The Desk of the President

(Continued from page 2)

plan the next route, it was now 1:00 pm and I was running out of time to get through the weather before dark. I like to fly at night, but it's more dangerous for many reasons. For example if the engine quits you can't see where you're landing and landing at airports is more difficult (there's an old saying when emergency landing at night, if you don't like what you see turn your landing light off). Well back to the reason I'm concerned about flying in weather at night is because you can't see the sky's conditions or what's ahead of you and if you climb you'll climb right into a cloud.

I filled the plane up with fuel 23.8 gallons @ \$3.80 and answered some questions about the Lancair to some fellow pilots. I taxied to the runway, did my checklist, called my intentions on the radio, and departed to the east. I climbed to 9,500' to get above the clouds, I didn't need to, but I like being in the clear smooth air. In airplanes, altitude is your friend, 50' above the ground will kill you, so being higher isn't any more dangerous and it gives you more time to handle emergencies. After 200 miles the clouds started to recede south. When I got to Yellowstone River and Missouri I abandoned my plan to go to Minot and tuned in Bismarck, ND for my fuel stop. About 30 miles out I tuned in ATIS to get the airport info, at 10 miles out I called the tower with my request to land.

He cleared me to land on 30. After landing I taxied to the nearest FBO and told them to top off the tanks, it was almost 5:00 pm, the clock is ticking. As I was going to the pilots briefing room I walked by a popcorn machine, realizing 9:00 am was the last time I ate, I grabbed some on my way to the phone. Looking at the radar I saw some thunderstorms moving northeast just to the south of Bismarck. The briefer told me it was going to be tough to get home with the weather to the southeast being IFR with ceilings at 300'. Not yet willing to give up the fight I asked what if I go directly south and find a way between the two systems? He did some checking and said if I go to Pierre, SD I might be able to get around behind the warm front, so I thanked him, paid for my gas 23.4 gallons @ \$3.34 and hurried out to the airplane.

I did my checklist and called ground for taxi, the airport was under construction so I had to back taxi on some runways, very time consuming. I did my run up and told the tower I was ready to depart to the south. A tail dragger had just landed and he slow taxied the whole runway before getting off, tick, tick, tick, it was now 5:30. I was cleared to take off and made a

right turn to the south, climbed to 4500', set my mixture and trimmed for cruise. On my left there were rain showers, on my right in the distance I thought I saw lightning, a minute later I didn't have to guess. I turned southeast to avoid the storm. As I traveled southeast I kept skirting the showers on my left to avoid the lightning storm. Soon I was past that band of weather and I turned straight south. The weather seemed to be getting better as I went south. When I got to Pierre, SD it started getting dark to the south. I called flight watch to get weather information and see the best way to get home to Davenport, Iowa. The briefer told me to turn towards Sioux City, Iowa. It looks like there is a break, I might get through the front. So I tuned in Sioux City on the GPS, to stay below the clouds I had to descend little by little till I was about a 1000' above the ground, it wasn't dark yet so I could still see the clouds. There was a layer of dark clouds coming up, as I passed under them it started to rain hard, but it only lasted about a minute. After that the clouds seemed to be lighter, but still low.

As I approached Sioux City, it was now dark and I could no longer see the clouds, just the lights below. It was very hazy, but there was at least 10 miles visibility. When I looked up I thought I could see stars, but I was reluctant to climb and be wrong. I soon was sure I saw stars, so I climbed to 5,500' and turned towards Davenport with one hour left to go. When I travel low I burn more gas than high, so I closely monitored my fuel status to make sure I could make it. Ten gallons will give me 1 hr of flight time and I had 18 gallons left on board, so I checked my mixture to be sure I wasn't wasting fuel.

When I passed over Cedar Rapids I had 13 gallons left and 15 minutes left to go. I knew I had it made and didn't have to stop before home. Ten miles from Davenport I listened to AWOS and tuned the radio to 123.00, clicking the mike 7 times turns the runway lights on. I love flying at night in a cloudless sky, the lights are beautiful, especially the lights from your home airport. There was no one in the pattern, so I announced a left downwind to 15, dropped the gear, put on some flaps and landed. I then taxied to my hangar, turned off the engine and the main power. It was now 9:30 pm.

As I sat there glad to be home it occurred to me that I needed the key to get in the hangar, now where did I put that key 12 days ago, but that's another story.

In Davenport, 32.7 gallons to fill the tank.

Some specifics of my trip:

Distance is in nm and this is the most direct route, if I deviated at all or gave any rides the distance would be

(Continued on page 4)

From The Desk of the President

(Continued from page 3)
further.

Davenport to Fort Collins	659 nm
Fort Collins to Las Vegas	543 nm
Las Vegas to Oakland	344 nm
Oakland to Reno	156 nm
Reno to Sunriver	273 nm
Sunriver to McMinville	109 nm
McMinville to Renton	143 nm
Renton to Richland	139 nm
Richland to Cutbank	314 nm
Cutbank to Big Sky	315 nm
Big Sky to Bismarck	174 nm
Bismarck to Pierre	144 nm
Pierre to Sioux City	207 nm
Sioux City to Davenport	263 nm

Total - 3789 nm x 1.15 = 4357 statute miles

April Board of Directors Meeting Minutes

CALL TO ORDER: A board meeting was not called to order as the majority of board was at Sun N Fun.

MEMBERS PRESENT: Ron Franck (was setting up projector for guest presenter), Ed Leahy, John Riedel, Nick Anagnos, Marty Santic.

THOSE NOT PRESENT: Jerry Coussens, Ron Ehrecke

OTHERS PRESENT: Richard Lowe and Jim Frey

TREASURERS REPORT:

The treasurer's report was emailed to the board for review several days prior to the meeting. The report will be presented by Ed Leahy for approval during the general membership meeting as a quorum of the board was not present.

APPROVAL OF MEETING MINUTES:

The meeting minutes as published in the last newsletter will be approved during the general membership meeting as a quorum of the board was not present.

OLD BUSINESS: None discussed

NEW BUSINESS: None discussed

These minutes respectively submitted by John Riedel, interim Secretary this date 4-14-18

April General Membership Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:07p by Chapter Vice President Ron Franck.

VISITORS AND NEW MEMBERS: Stacy Christopherson and her son. Stacy's son wants to be an Air Traffic controller and has a collection of Airline scale models.

Mike Paul and his wife. Mike is an A&P many years ago and a diesel engine mechanic by trade.

Bob Weil who is our program presenter this evening.

TREASURERS REPORT:

The treasurer's report was read by Ed Leahy. A motion to accept the treasurer's report was made by Jim Fry and was seconded by Dave Jacobson. Approval by the membership was unanimous.

APPROVAL OF MEETING MINUTES:

A motion to approve the minutes as published in the last newsletter was made by Ron Franck and was seconded by multiple members. Approval by the general membership was unanimous.

TOOL LIBRARY: Nothing to report.

TECH COUNSELOR REPORT: Nothing to report.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Nothing to report.

YOUNG EAGLES: Same dates as published in the April news letter

PROGRAM COORDINATOR: Same presenters and topics as published in the April news letter.

AIR ACADEMY ADVISOR: Nothing to report.

MEMBERSHIP COORDINATOR: Nothing to report.

ACTIVITIES / FLY-IN/OUT COORDIATOR:

There were 43 persons in attendance at last weeks Saturday coffee hosted by Carver Aero. Thank you Carver for hosting!

The chapter is looking for a volunteer to fill the activity / fly-in fly-out coordinator role and secretary.

(Continued on page 5)

April General Membership Meeting Minutes

NEWSLETTER EDITOR: Nothing to report.

WEB EDITOR: Nothing to report.

IMC CLUB: We should have an IMC meeting reminder on the chapter Web site.

OLD BUSINESS: Nothing to report

NEW BUSINESS: Nothing to report

PROGRESS REPORTS / GENERAL DISCUSSION / INFORMATION:

Greg discussed installing a different transponder and Garmin GTX 327 into his 1950 Pacer. Ron discussed that he has made significant progress on his Panther this summer.

A motion to adjourn the meeting was made by Nick Anagnos and was seconded by Marty Santic. The general meeting was adjourned at 7:25.

THE EVENING PROGRAM: Bob Weil gave a very good program outlining his love of aviation from child hood through his long aviation career.

These minutes respectively submitted by John Riedel, interim secretary this date. 4-14-18

Champ 6387N - My Pride and Joy

(from Richard Lowe)

When I left active duty in 1984, I went to work for a firm called PECO. We did data collection work on Army weapons systems around the world. Our home office was in Davenport. We had field offices in Europe, Korea, Hawaii and many locations in the states. The small company of 300 employees had a closely knit workforce and we published a monthly company news letter. One issue, I was asked to write an article about our airplane at the time, It was a 1967 Citabria which we flew for fifteen years. This is a reprint of the article.

Champ 6387 November is the radio call sign of our family airplane. It is not the modern type plane that you see in the media today. It is from another age in aviation, dating from the years near WW II. Although it was built in 1967, the design dates to the 1930's. They don't build them like that anymore.



A 1967 TECA Citabria

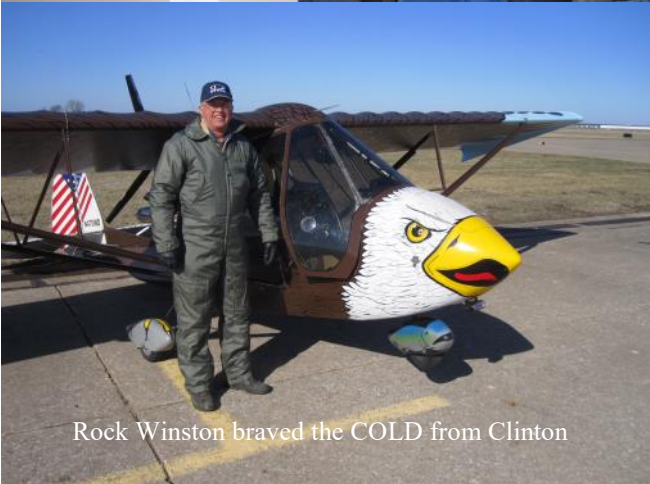
As it sits on the ramp, it looks like it wants to fly. The third wheel is under the tail, not under the nose like the modern airplanes. The skin is composed of tightly stretched fabric mounted on a frame of welded steel tubes, aluminum wing ribs and wooden wing spars. Its fat belly sags below the short main landing gear legs. The tail, with its large rudder to control direction during transition from ground transporter to flying machine and back, is swept to the rear giving the appearance of more speed than the machine is actually capable of producing. The propeller extends from the nose as though it is grabbing for air even as it sits dormant. The slight upward bend in the wings produces an appearance that the airplane is reaching for the sky. It reminds one of an eagle about to launch.

The paint scheme is also of another time in aviation. The light golden base with the white trim is not found in planes coming "off the shelf" today. The white trim is laid on in stripes nose to tail, and accented by large white stars on top of the wing, on the rudder and on the large wheel pants, all in a similar bursting pattern. The white under belly provides a nice contrast to the golden top. Two black lines run the length of the plane from the cowling to the tail.

Other features which stand out on '87 November include the steel spike radio antenna mounted on top of the cabin at the base of the left wing. The red electric rotating beacon is mounted on top of the cabin at the rear of the wing. The wing strut arrangement which joins the wings with the base of the cabin produces an indication of strength which give the pilot and passenger confidence in even the most turbulent air. The two short exhaust pipes which extend from the bottom of the engine cowling provide the only clue that the airplane is dependent on an engine as a source of motive power.

On close inspection, one can see the cracks, dents and scratches which tell the age and hours of the air frame. But, a visit to any airport on a weekend still draws compliments from many viewers and constantly reminds us that Champ 6387 November is not just another airplane. It is our pride and joy.

April 1st Saturday Coffee at the Davenport Airport - Hosted by Sandra Barrett and Carver Aviation



Rock Winston braved the COLD from Clinton



Sun N Fun (from Jim Smith)

After months of planning by Mark Brault arranging housing, rental vehicles and arranging for 17 people with 7 airplanes for the trip to Sun-n-Fun 2018 began.

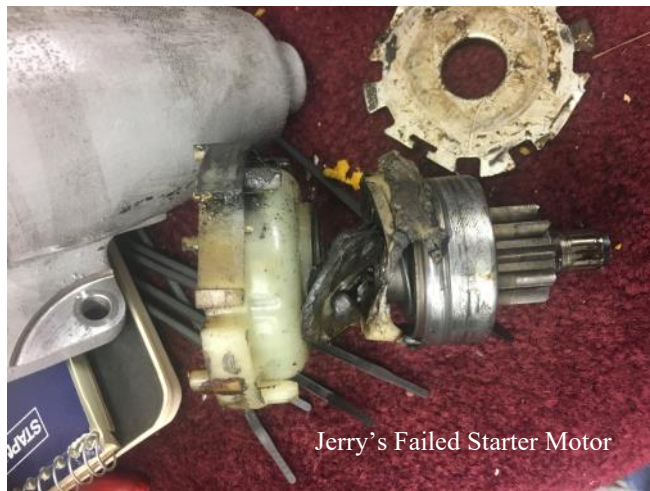
Weather looks best for a Wednesday April 13th departure. All made plans for departure time to arrive in Zephyrhills Florida late afternoon. Tom Shelton and I loaded plane at o-dark 30, departed DVN at daybreak to M21. IFR smooth at 7000'

Fueled with others of our flight and departed to LGC LaGrange GA. Some bumps and flight school traffic. At LGC we fueled with Craig Olsen and Dan Murphy in their 180. Jerry Coussens and John Eagles came in and fueled while we departed to ZPH, Zephyrhills Florida. We later found out that Jerry had a hard time getting the engine started after fueling. On climb out from LGC the vacuum pump on Tom's plane failed. Those post it notes came in handy for covering non operating instruments. Landing at ZPH was uneventful with four of our group in line for fuel. Not bad timing. Tom secured service for his pump and Jerry Coussens said we will look at the starting problem later. We tied down all aircraft, secured 3 vans, loaded bags with 17 people and headed for the rental houses.

Thursday Friday and Saturday at Sun-n-Fun. Steak fry Friday evening with Paul Kirik as cooker of the steaks. Then, Friday and Saturday A.M. we went to ZPH to check on the planes. Pump in process, Battery not needed for Jerry. Starter ordered and canceled. Larger starter installed, engine turns over great, problem solved. Sunday to Fantasy of Flight open for this week. Rain was scheduled for the day.

Monday A.M. load and head for ZPH unload prepare aircraft and depart to 06A, Tuskegee Alabama. Rough air with 20 Knots on nose 2,500 feet. Four of our group land and fuel at Tuskegee. Lunch in town at the only recommended restaurant, someone said eloquent food and accommodations. Return to field and depart for Paducah Kentucky. We turn to Cape Girardeau for better wind on their runway that ended up being closed. Tower said it was NOTAM'd but two planes could not find it. Landed cross wind, tower shut down at 5:00 with two of us in the pattern, fueled and depart for DVN. Moline said five had come through that afternoon.

Two stayed, one in Florida for update training, one waiting for wind to improve one stop out. Craig and Dan turned on the lights at DVN for our arrival home. All in hangar by dark.



Jerry's Failed Starter Motor



Sun N Fun Gallery



To Sun N Fun and Back in the RV-9

(from Mike Nightingale and Craig Olson)

Got back from SnF 18:50 local Monday. One day late due to weather. We stayed in Florida one day longer. The trip home was very rough. It was a 6.5 hour flight time down and a 8.5 hour flight time back. Total time coming back was almost 11 hours.

First leg KZPH to K06A (Zephyrhills Fl. to Tuskegee Al.) was the worst. It was like riding in a tumble clothes dryer. Very very bumpy with lots of altitude deviation. Altitude hold couldn't do it's job. 300' swings and even the AP was having trouble getting blown off course and then flying back on course. It was so unpleasant Rog and I considered stopping at Tuskegee for the day. Four planes of our group stopped in Tuskegee, so we borrowed the crew car and went to lunch.

After lunch our courage returned so we launched again. Right into the same headwinds and turbulence. 40 to 50 kts headwinds giving only 112 kts over the ground. The higher we went the worse the headwinds. We settled on 4500' and put up with the turbulence. The next leg to KPAH Paducah Ky. was much like the first. Gas and a pee then back in the air to KDVN. The turbulence and headwinds backed off so we were making 130kts over the ground on 150 kts IAS (indicated air speed). The last 150 nm we dropped down to 3500' for ceilings. The broken clouds went solid overcast at 100 nm with snow falling like virga (columns of rain that doesn't reach the ground).

Called up MLI to transition their airspace for landing at KDVN. The gave us a squawk and we shot a straight in on 33 at KDVN. Wind was 15 to 17 @ 290. At hangar the wind was so bad, Rog stayed in the holding the controls and brakes while I opened the hangar and got the tug. Glad to be home.

AND a bit more from Craig Olson.....

We all had tail winds as we headed down, and paid for it on the return trip. Aside from turbulence, the westward return trip route chosen by several enabled us to enjoy blue skies and sunshine for most of the trip.

There were lots of planes to see, and some interesting people as well. Met Col. Richard "Dick" Cole, (101 yrs. old), the only surviving member of Doolittle's raiders. He was in fact, Doolittle's co-pilot. Lots of warbirds and neat other aircraft. Saw several C 47s, making plans to fly to Normandy next June 6 for the 75th Anniversary of the D- Day invasion. The hope is to also have the largest single parachute drop since WW2.



Friday Lunches at the Clinton Airport

(from Adam Santic)

Another Friday lunch in the books -Thanks for stopping by! #FlyCWI If you would like to get emails about our next event send me an email at:

msokolovich@cityofclintoniowa.us



EAA 's B-17 in Burlington, IA - May 4th to May 6th

(from Adam Santic)

EAA's B-17 "Aluminum Overcast" Visiting Burlington, Iowa (May 4th - May 6th)

EAA Chapter 700 out of Burlington, Iowa will be hosting a restored Boeing B-17G Flying Fortress when it'll be coming to the area for public display from Friday, May 4th through Sunday, May 6th as it kicks off its 2018 tour schedule with a visit to the Southeast Iowa Regional Airport in Burlington, Iowa.

Address: 2515 Summer St., Burlington, IA 52601. Tour Stop Chairman & EAA Chapter 700 President: Jeff Diewold, jeffdiewoldrv@hotmail.com

Rides and tours on the heavy bomber nicknamed "Aluminum Overcast," operated by the Experimental Aircraft Association (EAA) will be available each day.

Flights are available from 10:00 am to 1:00 pm; \$435.00 for EAA members and \$475.00 for nonmembers. **The Interior tours are available from 2:00 pm to 5:00 pm each day;** the cost is \$10.00 per person or \$20.00 per family. Veterans and active military can receive a free interior tour.

To schedule a flight you can book online by visiting (<http://www.eaa.org/en/eaafly-experiences/aluminum-overcast-aea-b-17-bomber-tour/b-17-aluminum-overcast-tour-stops>) or by calling 1-800-FLY-NB17 (1-800-359-6217). You can also purchase



tickets in person at the event.

EAA's Aluminum Overcast was built in 1945 but was delivered too late to see active service during World War II. This B-17 was donated to the EAA in 1981. This airplane made its national tour debut in the spring of 1994 and is still going strong today. Out of the 12,371 B-17s built, only 11 are still airworthy today.

EAA Chapter 700 encourages our members to attend as it is only a short drive from the Quad Cities area. This is a perfect opportunity to see up close or even have the privilege to go for a ride on the legendary heavy bomber that helped our nation achieve victory in World War II.

For more information: <https://www.eaa.org/en/eaafly-experiences/aluminum-overcast-aea-b-17-bomber-tour>

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, May 5, 2018
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Tim Baldwin
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 Tim Baldwin. Come for some good hangar talk. Plenty of room for all.

FLY IN: Davenport Airport (KDVN). We will be meeting at Tim Baldwin's T-Hangar, I4. 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!!!



JOIN THE FLIGHT!



Climb aboard EAA's B-17G *Aluminum Overcast* for a once-in-a-lifetime opportunity to fly in one of World War II's most vital aircraft.

Southeast Iowa Regional Airport Burlington, IA * May 4-6, 2018

FLIGHT EXPERIENCE PRICING AND TIMES

Flights available 10 a.m. to 1 p.m.

EAA MEMBERS
\$435

NONMEMBERS
\$475

Includes a FREE one-year EAA membership



GROUND TOURS PRICING AND TIMES

Ground tours available 2 to 5 p.m.

INDIVIDUALS
\$10

8 & under w/paid adult are FREE

FAMILIES
\$20

Adults and children up to age 17

**VETERAN/
ACTIVE MILITARY**
FREE

Visit B17.org or call 800-359-6217.



"Keep 'Em Flying" – Revenue from the B-17 tour helps cover maintenance and operations costs for *Aluminum Overcast*.

© 2016 Experimental Aircraft Association, Inc.



May 12th
2018

Tail Wheel Fly-In/ Drive In



Everyone is invited to a great weekend event for the whole family!
Activities for kids, airplane rides, and many aircraft on display!

SCHEDULE:

All Day - Airplane Rides!
8am-11am - Breakfast Is Served!
10:30am - Awards Announced!

BREAKFAST:

\$5 / Person
PIC's & Kids Under 5 Eat Free!

For More Information Call: (515) 465-3970

Perry Municipal Airport (KPRO)
14381 Galveston Ct,
Perry, IA 50220
Rwy 14/32 (Hard) & 04/22 (Grass)
CTAF: 122.80

Discounted Fuel Prices!

- \$0.15/gal - 100LL
- \$0.10/gal - JetA




*Aircraft Awards will be given in 3 categories.
Aircraft must arrive prior to 10:30 to be considered.*

Still NOT Too LATE to Attend!!



PLANES OF FAME MAY
AIRSHOW 5-6
CHINO
AIRPORT



John Bruesch Spacewalker II Project

(Photos from John Riedel)

John's project is really coming around. Just recently fitted the wings to the fuselage and all seems to be well. Congrats!!

Carver Aviation in Davenport is Looking for Two Full Time Flight Instructors

Carver Aero, Inc. is seeking full time certified flight instructor for a busy Part 61 flight school based in Eastern Iowa (KDVN). The instructor must be a professional and energetic individual with a strong work ethic. They must also be motivated to work with many students and have an attitude that makes flying fun. We operate in a fast paced and dynamic environment and our standards of safe operation are high. We also offer many opportunities to advance into multi engine and turbine airplanes through our charter department.

The schedule is variable. Base plus hourly. Health, dental, and vision available.

Minimum application criteria for the is: CFI and CFII rating, current second class medical, and airplane single - engine land commercial certificate. Minimum hours preferred 300. Previous instruction given is a plus.

If you are looking for a great opportunity to start your aviation career send resume to:

Sandra.barrett@carveraero.com



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

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

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



NEW ITEM Also FOR SALE

I have a hangar winch to pull an airplane in and out of the hangar.

\$125



PRICE REDUCED!!

NOW \$34,000

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.



UPDATED 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.

Where Fuel Meets Air Wednesday, May 2 – 8 p.m
 Presenter: Mike Busch

Four Fundamentals of Flight – Breaking it Down to Basics - Wednesday, May 9 – 7 p.m. CDT
 Presenter: Prof. H. Paul Shuch

TFR and ADIZ: How to Avoid a Fighter Escort Wednesday, May 23 – 7 p.m. CDT
 Presenter: Douglas Dal Soglio

Developing the Next Generation of Online Aviation Weather Forecasts Wednesday, May 30 – 7 p.m. CDT
 Presenter: Jamie Enderlen and Brian Hirsch

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.

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



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. Club house privileges included, Fridge, refreshments, coffee, microwave, shower, and rest room. 89 fuel on site. Call Jim Robinson, at Erie Airpark. 3H5. 309 230 0944.

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 \$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 \$15 check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807



Baseball Cap in Light Khaki

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

EAA CHAPTER 75 OFFICERS

(Effective January 2018)

President

Jerry Coussens
 jerry@jdcoussens.com 563-529-3706

Vice President

Ron Franck
 ronalffranck1@gmail.com 309-937-2751

Treasurer

Ron Ehrecke
 ehrecke@sbeglobal.net 309-236-9785

Secretary

OPEN POSITION - NEED SOMEONE to STEP UP and VOLUNTEER!!

Board of Directors

OPEN POSITION (1-Board of Director's Positions)

Ed Leahy
 me24nas@mchsi.com 563-285-4352

John Riedel
 johnriedel57@gmail.com 563-209-6005

Nick Anagnos
 nickflys2@yahoo.com 563-650-5592

Marty Santic (Contact Info Below)

Jerry Coussens - President

Ron Franck - Vice President

Ron Ehrecke - Treasurer

OPEN - Secretary

Flight Advisors

Bernie Nitz
 bernien@visioncrest.com 309-787-0813
Kyle Voltz

kvoltz21@gmail.com 309-945-5188

Technical Counselors

Terry Crouch
 Q1terrymdt@aol.com 563-359-4127

Cy Galley
 cgalley@mchsi.com 309-788-3238

Paul Kirik
 pjkirik@mchsi.com 309-781-0002

Jim Smith
 387js@mchsi.com 563-322-5485

Repair Barn Chairman

Tom Shelton
 tshelton72@gmail.com 563-468-9039

Tool Librarian

John Bruesch
 bruesch@mchsi.com 708-341-7083

Tool Committee

John Bruesch (Chair)
 bruesch@mchsi.com 708-341-7083

Roger Nightingale
 r.nightingale@mchsi.com 309-207-0266

Cy Galley
 cgalley@mchsi.com 309-788-3238

Terry Crouch (Contact Info Above)

Paul Fisher (Contact Info Above)

Ron Franck (Contact Info Above)

Jim Smith (Contact Info Above)

Bernie Nitz (Contact Info Above)

Tool Loan Officers

John Bruesch (Contact Info Above)

Roger Nightingale (See Above)

Jim Smith (See Above)

Ed Leahy (See Above)

Paul Fisher (See Above)

Marty Santic (See Below)

Coordinators

Bob Thomas (Young Eagles Coord.)
 rbettendorf@aol.com 563-343-1825

OPEN POSITION (Fly-Out Coord.)

Tim Toal - (Air Academy Advisor)
 timtoal@mchsi.com 309-235-0087

John Riedel - (Membership Coord.)
 johnriedel57@gmail.com 563-209-6005

Richard Lowe - (Program Coordinator)
 vicriclowe@aol.com 563-355-3424

Paul Fisher (IMC Club Coord.)
 rv7a.n18pf@gmail.com 309-230-8719

Web Site Editor

Cy Galley
 cgalley@mchsi.com 309-788-3238

Newsletter Editor

Marty Santic
 marty.santic@gmail.com 563-340-9919

Social Media Editor

Adam Santic
 adam.santic@gmail.com 563-940-1765

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

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

National EAA Membership:
 1-800-JOIN-EAA (564-6322)
 Phone (920) 426-4800
 Fax: (920) 426-6761
<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? _____

