

THE LANDINGS

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

May 2019

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



Because of work load I was planning to leave for Sun & Fun April 4th but the weather forecast didn't look friendly. My passenger John Einck and I decided to leave Wednesday at 1:00 to get to Zephyrhills (KZPH) before the weather deteriorated. The weather was calling for ice above 8,000' so I flight planned for 7,000'. John and I are big people so with baggage we we're maxed out, but my little plane climbed to altitude effortlessly. The weather was clear in the DVN area but there was a band of clouds above us in the distance. We are on our way cruising about 187 kts. As we passed Peoria ATC had me climb to 9,000' to avoid traffic. Now we are in the clouds, temperature was "0" C. no ice that we can see. As we were handed off to Springfield John noticed some ice on leading edge. Kind of a mix of rime and glare, not building up to fast so I let ATC know and stayed at 9,000', thinking we might breakout soon.

After a bit we had not broken out and our speed was now 168 kts. I called ATC asked and received down to 7,000'. Now the temp is "3" C. I thought the ice would melt and go away but it took much longer then expected then it started to flake off in 3" chunks. After the ice was gone we were back to 187 kts. I had



planned to land at Alexander City (ALX) for fuel but with the slight headwind, full load, and altitude changes I didn't feel comfortable pushing it that far. We decided to stop at Abernathy (GZS) instead. Nice runway and the manager filled up the plane for us, good place to stop. We took a 15 minute break and visited with the manager. Soon it was time to go, we squeezed back into the plane. Fully loaded again I did my preflight then held the brakes for a full power takeoff. Once again no problem, what a machine. This time I filed for 9,000' in the hope of burning less fuel and maybe get some tailwind. Still not high enough for tailwind but air was nice and smooth and fuel burn was down some. The air is very hazy until we see the Gulf. We landed at Zephyrhills about 7:30 EST. fueled up with gas and waited for Mark to come pick us up. Another successful flight under our belt, 5.6 hrs. tach time.

The plan was to stay till Sunday then go home. As before the weather forecast for Sunday was looking bleak so we decided to leave Saturday morning. I filed my flight plan to leave at 8:30 but the field had 200' of fog and $\frac{3}{4}$ mi visibility. I could have left IFR but didn't feel like doing it by phone and waiting for my slot. A decision I was glad of as I watched the planes lined up for takeoff were idling for 15

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Next Meeting-Saturday, May 11th 7PM - Greg Stauder - GPS & ADS-B
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

May 11th Chapter Meeting

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

Greg Stauder, a member from Galena, will present the May program. In his own words he says, "The main theme would center on global navigation systems, GPS in particular, and then some on ADS-B. This might touch on theory but the gist of what I think we ought to cover is how it applies to the average GA pilot.

I've been doing quite a bit of research since I started preparing for the presentation and it's been an education for me but like I said, it really needs to be summarized into a sentence or two that begins "What this means to you as a pilot is this....."

Greg is a very knowledgeable person in this area and the program appears to be well worth the time for all chapter members to come and listen. Recall that he did the aviation trivia program a few years ago. We all learned from that one. See you there.

From The Desk of the President

(Continued from page 1)

minutes before they were released. My engine would have gotten hot.

About 10:00 the fog lifted enough we could leave. Takeoff was uneventful as we flew straight North to avoid Tampa airspace. The climb was turbulent. I had the Auto Pilot on as I was prepping for hookup with ATC. As we were climbing we hit an updraft and the plane abruptly pitched for the sky. Being fully loaded this scared me so I decided to hand fly till we were straight and level. I reached my planned altitude of 8,000' and contacted Jackson Center. They had no plan on file (I was afraid of that as we were on the ground to long). Not having an IFR clearance I was told to climb to 8,500' and contact center when I was further North. John and I watched the ADS-B as there was traffic all around us. So cool to see them on the iPad then look for them in real life. When center handed me off to the next area I asked for and received IFR clearance. We are in the system and on our way. I have storms and rain up ahead and wanted to be IFR in case we went into clouds. When we were handed off to Atlanta they gave me another fix to avoid the coming storm and avoid Fort Benning airspace. When we reached that we received another fix to keep us out of Atlanta space.



Then we were cleared direct to our fuel stop Tullahoma, TN. My chosen altitude of 8,000' turned out to be a good choice as we seem to be between layers. Ahead there is a cumulus cloud building right in our path. I tell John to get ready could be bumpy. It was a little bumpy but not bad, received some heavy rain to clean off the plane, but that was all. In a short time we were out with no clouds in front of us. Soon center asked me to lower to 7,000' for traffic which I did. They left us there for some time, with my destination coming up I soon received word they were keeping me at 7,000'. Odd to be at odd altitude when traveling west but it was good for me. It was a little windy coming into Tullahoma, but not bad. We filled up the plane with fuel and took a 15 min break. With only two hrs. to go for home it was time to leave. We taxied to runway 24 and waited for traffic, it was an RV and sounded like Paul F. As he was coming in on final Paul said, "Hey Jerry". Always fun to see a friend fly in to the same location as we travel across the country. On my way climbing to 9,000' I contact Huntsville ATC for my IFR clearance.

Cleared to DVN we now have an overcast under us. During the trip the plane is undulating gently up and down like it is searching for altitude. I have always contributed this to being so balanced the AP would keep over correcting. I find it very annoying and occasionally turn off the AP to feel the stick for trim adjustments. Not able to fix it I decide to live with it. In an hrs. it stops, it could be contributed to fuel burn off, but I agree with John it could be wind flow up high. The clouds below did have that wavy appearance. At 2:00 CST we land at Davenport safe and sound so ends another Sun and Fun. The Tach says 5.4 hrs. It's good to be home. During this trip I kept thinking it would be nice to have more room in the plane, all good things come to those that wait. See you at the May meeting, Jerry.

April Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter President, Jerry Coussens at 6:03 pm.

MEMBERS PRESENT: Jerry Coussens, Ron Franck, Ron Ehrecke, Don Fey, John Riedel, Jim Skandal.

THOSE NOT PRESENT: Ed Leahy, Nick Anagnos, Marty Santic.

OTHERS PRESENT: Rich Lowe

TREASURERS REPORT: The treasurer's report was read by Ron Ehrecke. A motion to accept the treasurer's report was made by Ron Franck and was seconded by John Riedel. Approval by the board was unanimous.

APPROVAL OF MEETING MINUTES: A motion to approve the minutes as published in the last newsletter was made by Ron Ehrecke and was seconded by John Riedel. Approval of the board was unanimous.

OLD BUSINESS:

The board approved an expenditure of \$20.22 to refill the nitrogen bottle.

Summer pot-luck locations have been confirmed as:

- June, CWI - Clinton
- July, DVN – Jim Smith's hangar
- Aug, 3G8 - Geneseo

NEW BUSINESS:

Ron Ehrecke: Informed us that Chapter 75 is a 501C7, not for profit organization.

We are expecting a check from EAA for \$10,000 for the Ray Foundation activity. Ron Ehrecke will bank the check and pay out to Nick Hayes (our Ray Scholarship selectee on Keith Williams' OK).

Ron Franck: We need to have all torque wrenches calibrated this year, prior to AirVenture. Ron Ehrecke moved to spend the amount required for the appropriate calibration/certification paperwork. John Riedel seconded the motion. Approval was unanimous.

Ron Ehrecke: On membership – 181 members have paid 2019 chapter dues, end of last year had 185. Six have resigned/moved, 16 others have yet to respond to our pleas to renew. Call them!!

Ron Franck: June coffee and donuts will be at Craig Deek's location on 7th Street, Moline. Asked that a map be placed in the newsletter. AirVenture pancake breakfast fund raiser: Chapters selected by EAA to "host" will be notified the first week in June.

Tools: Need tool committee meeting for AirVenture, before our May meeting. John Bruesch will email the committee to schedule.

Ron Franck moved to donate \$250. To the Marv Hoppenworth memorial, seconded by John Riedel. Approval was unanimous.

Ron Franck moved, second Ron Ehrecke, to use our Chapter Blast to help Drew Wilkins promote the Whiteside Co. (Sterling/Rock Falls) Airport.

A motion to adjourn the meeting was made by Ron Franck, seconded by Ron Ehrecke. The meeting was adjourned at 6:58 pm.

April General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:02 pm By Chapter president Jerry Coussens.

VISITORS AND NEW MEMBERS: Nick Hayes, Ray's Scholarship selectee, Dominic Mathias

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

APPROVAL OF MEETING MINUTES: A visit to the MLI Fire Station was substituted for the March meeting.

Minutes of the February meeting were approved at the board meeting.

TOOL LIBRARY: Need to sort tools and populate the new tool box prior to AirVenture.

TECH COUNSELOR REPORT: Nothing to report.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Nothing to report.

YOUNG EAGLES: First event will be Father's Day at Geneseo. Bob Thomas is willing to set up a one-on-one Young Eagle flight for anyone interested.

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April General Meeting Minutes

(Continued from page 3)

PROGRAM COORDINATOR: Rich Lowe reported that the May program will be on ADS-B.

AIR ACADEMY ADVISOR: Jim Skadal and Nick Anagnos are attending the EAA Leadership Academy in Oshkosh.

MEMBERSHIP COORDINATOR: Nothing to report.

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

NEWSLETTER EDITOR: Nothing to report.

WEB EDITOR: Nothing to report.

IMC CLUB: Nothing to report.

SHOLARSHIP COORDINATOR: Nothing to report.

OLD BUSINESS:

Keith Williams: Our Ray Aviation Scholar is moving along. We expect to receive a \$10,000 grant check from EAA soon. AT our next (May) meeting, Nick Hayes will give us a progress report. Keith will do a press release ASAP. Lightspeed will award a headset to one hundred Ray Scholars.

NEW BUSINESS: The board approved a \$250 contribution towards a memorial brick in the name of Marv Hoppenworth. Marv had been an early member of Chapter 75.

Drew Wilkins is trying to garner interest in building an EAA presence at Whiteside County Airport. Doris Nuentefel, long time AirVenture volunteer, has passed.

PROGRESS REPORTS / GENERAL DISCUSSION / INFORMATION: Members shared project updates and some Sun n Fun "stories."

A motion to adjourn the meeting was made by Ron Franck and was seconded by John Riedel. The meeting was adjourned at 7:41 pm.

THE EVENING PROGRAM:

The Story of the DC-6.

These minutes respectfully submitted by Don Fey

The April Program - Richard Lowe - DC-6 Maintenance

(Photos from John Riedel)

The April program was presented by Richard Lowe. It was on the DC-6 in airline operation during the mid-1950's. Douglas built over 700 between 1946 and 1958.

It was the main stay long haul of many airlines at the time. Pressurized and able to fly over 300 mph, it carried up to 56 passengers. Two short videos made by United Airlines in the 1950's showed what flying the line was like at the time. One was of a Boeing Stratocrusier on a Hawaii trip and one was a DC-6 from California to New York via Chicago.

The DC-6's trip through a 3000 hour inspection at the San Francisco maintenance base was the high light of one of the shows. It was well received by the members present at the meeting.



Checklists (from Richard Lowe)

Those of you who followed the writings of Ernest Gann may recall him discussing how the old captains he flew with in the 30's were disturbed that, "Some damn fool is talking about using written check lists to fly large airplanes. Who the hell ever heard of such non-sense?"

This was in the cockpits of the American Airlines DC -2's of the 1930's. In the late 1930's, Boeing built what was to become the B-17. When it was sent to Dayton AAF for testing by the Army Air Corps (still the Air Corps at that time), the test crew of the first flight had a fatal accident and the plane was destroyed along with the crew. It was almost the end of the B-17 program. Think what a disaster that would have been a few years later! Luck would have it, someone discovered there was nothing wrong with the plane. Someone forgot to remove a control lock before flight. I guess we need check lists.

Enter the world of check lists. Even those of us long of tooth recall doing our first pre-flights with the check list in hand. The CFI was in the window of the FBO watching us, coffee cup in hand, to make sure we did it right. Check lists were on cardboard with lamination to protect them from the weather, slowly they moved to cockpit screens in the more modern planes. The cockpit voice recorders now are always running, so it is hard for a crew to cheat as the "tape" will go to the board if there is an accident. More than one bad accident is on record where running the check list was interrupted causing a key element to be missed.

A United DC-8 freighter was lost in Detroit when the crew failed to reset the elevator trim and could not get the nose down after take off. A North West DC-9 was lost at the same airport when the crew failed to set take-off flaps for the same reason, crew was interrupted. The teaching point is to start over when ever you are interrupted in a check list drill.

It is not just the flight operations that must be considered. A South American airline lost a wide body into the ocean after take off a few years ago. It turns out, the plane had been washed prior to the flight. To protect the instruments from the power washer, the ground crew placed clear tape over the static port openings.

They failed to remove it and the instruments which depend on that information were confused. Check list, checklist. In moving a plane into and out of parking, check lists are also a way of life in the airlines. Cap-

tains and ground handlers exchange a series of set signals to confirm check list items such as ground power install/remove, clear for engine start, chalk blocks, etc. I had one captain of an ART that was too busy to bother one day, and he taxied over a set of chalk blocks on the way out of the gate. (Later, I read he was killed in a flying accident in a light twin. Makes you wonder?)

I worked for a general officer one time who had a motto, "Check, re-check and double check". We hated it because it was had to explain a screw up if you were following his policy.

Richard Lowe

Chart Display at Carver (from Richard Lowe)

The next time you are in the Carver Terminal at the Davenport Airport, check out the chart display on the wall outside the professional pilots' lounge.

Behind glass frames, there are two old Davenport sectional charts. One is dated 1945 and one 1952. A close study reveals how the navigation system slowly developed in the Midwest.

The older chart has the low frequency radio range stations with the A and N legs forming the colored airways between the Quad Cities, through Des Moines and out to Omaha.

The Ottumwa Naval Air Station with its twelve stage fields are clearly marked on the chart. Of course there is also some of the early non-directional beacons at many of the airports.

Then, if you switch to the 1952 chart, you see some of the early VOR's start to appear. The compass roses we are familiar with are still to come. One can imagine a pilot using one of these (the markings of some early pilot are on one of the charts) in his Cub or Champ, or maybe one of those new fancy "V tailed jobs" with the radio, as he or she found the way to the next check point on a student cross-country or a business flight to buy some cattle or look at some land.

For us long of tooth, it brings back some good memories. Bring your readers as the print is rather small, but well worth the effort to dig out the information.

Richard Lowe

Photos from Sun-N-Fun



Mike Nightingale's RV-9



Tom Shelton wanted to bring it home!



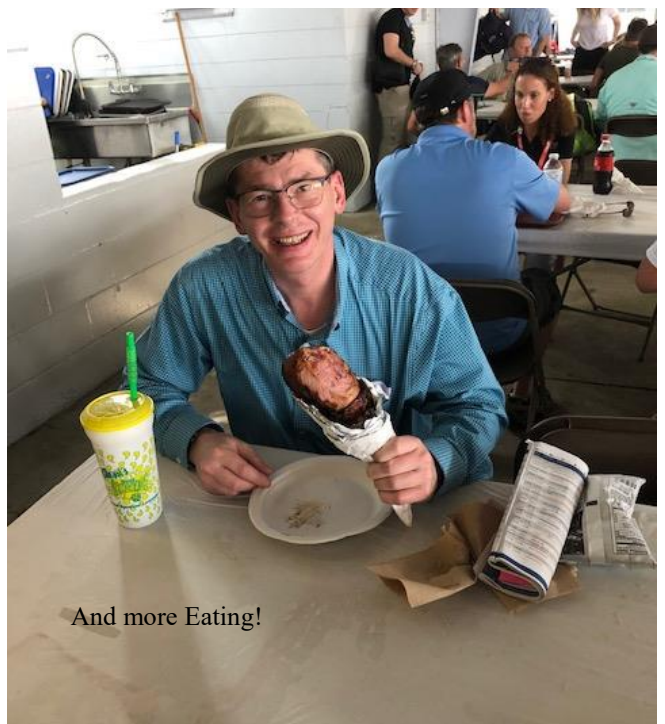
Eating!



Loman O'Bryne Our Ireland member!



Eating Again!



And more Eating!



Lakeland Aero-Club at Sun N Fun

Do you remember the Cub that came to Airventure last year with a cylinder that just about came off? It is back flying with a new engine! We helped the group remove the engine from the Cub at the repair barn. Our chapter is remembered on the side of the Cub.

The Lakeland Aero Club is a not-for-profit high school flying club that teaches high school and college-age students how to fly and restore antique airplanes. Members of the club have the ability to receive hands-on experience in any aspect of aviation they so desire. Membership is available to any high school or college student within the ages of fourteen and twenty-four, who express an interest in aviation, are of good moral character, and are academically achieving. Members of the Lakeland Aero Club are primarily responsible for maintaining the club's aircraft, maintaining the club's facilities, and maintaining the club's reputation. The Lakeland Aero Club exists to provide an opportunity for local youth to get involved and make a future in aviation.



Nick Hayes is Chapter 75's Ray Scholarship Recipient!!

From Keith Williams (Chapter 75 Scholarship Coordinator)... This is an update on our Ray Aviation Scholarship. During April the program "came together" for Chapter 75 and our scholar, Nick Hayes. EAA sent us the first \$4,000 and we have put part of it into a Chapter 75 account at Carver Aero. Carver will draw from the account as Nick does his training. The next increment will come when Nick solos. We are hoping it works out with Carver. Potential problems are a lack of flight instructors at Carver and the one runway. In the first week, Nick had his first two scheduled lessons canceled due to winds. If the limitations at Carver become too much of a problem, Nick plans to do some training with one of the clubs at Moline.

I want to pass along to Nick my old (1975 model) E6B. It is untouched since the 1970's but may be just the thing Nick will need in his flight training. Problem is, I can't seem to find it. If you have one, bring it along to the next Chapter meeting. Actually, any flying stuff you have and are not using that might help Nick will be appreciated.

We will be making monthly reports to EAA on Nick's progress and activities with Chapter 75 and will keep folks updated by notes in the chapter newsletter.

From Nick... I want to thank Chapter 75 for nominating me for this scholarship. I never thought that my involvement with the EAA would lead to an opportunity of this caliber. Most importantly I want to thank all members of chapter 75 past and present. Without our club's activity none of this would be possible.

I began my training at Carver Aero in November of 2018. Currently I have 11 hours of instruction and I have not yet soloed. I hope to finish my training at Carver Aero flying in a Warrior. Will provide monthly updates on my training via the monthly newsletter.

Young Eagles Rally Information (from Bob Thomas)

Hello Everyone,

Our Young Eagles season is getting ready to kick off. This provides all of us with an opportunity to promote general aviation, provide a great experience for kids and have a great time flying. We have two



events coming up in quick succession. Every year we have done the Fathers Day event in Geneseo and will again this year. The date this year is Sunday June 16. This is a very good time with the traditional pancake breakfast, antique cars and skydiving. We usually get a good turnout for the Young Eagles flights. In addition the EAA members at the Sterling Airport are planning an event to include Young Eagles the day before on Saturday June 15. Please let me know if you are available as a pilot or ground crew for either or both dates. Thanks in advance for your help. If you have any questions about what you need to do to participate or what is involved either email me or call on the cell number listed below and I can hopefully answer all your questions.

Contact Bob Thomas at 563-343-1825 or e-mail Bob at Bob_Thomas@ajg.com

Book Review – A History of Aircraft Piston Engines

(from Dennis Crispin)

A friend was cleaning out the attic and came across a rather unusual book. Such things have a way of finding their way to me.

A History of Aircraft Piston Engines is a rather large volume first published in 1981. The third printing of the corrected paperback edition was in 1991 at the Sunflower University Press.

Herschel Smith, the author, states that he waited for years for someone to write this book, then decided to write it himself.

The book is well written and an easy read, especially for subject matter that is potentially a lot less than exciting. It is well illustrated with photos and detailed cutaway drawings. There are sketches to show engineering details. There is a wealth of information on the application of the many engines and the problems encountered in manufacture. Extensive tables detail the data on almost every piston aircraft engine ever built. It must have taken a great amount of time and effort to compile this information. It will be a great resource for anyone researching older aircraft.

If you have any interest and/or knowledge of aircraft from the antique and classic eras, you will find this book quite fascinating.

The book points out that the successes of airframes and engines were intertwined. Great aircraft like the J3 Cub and the DC-3 were only possible because their designs coincided with the development of compatible engines. Conversely there were some potentially good aircraft and some fine engines that were not successful because their timing was wrong and the right motor or airframe was not, at the time, available. Lindbergh's Atlantic flight came about only because of the then new Whirlwind engine – the only engine with the reliability needed for extended hours of operation.

In the early days of aviation, American technology lagged far behind that of Europe. Going into WW-1, the US had only two engines suitable for extended production. Both were already a bit behind the development curve. The OX-5 was a water-cooled V-8 that powered the famous "Jenny" trainer. The engine was so primitive that you had to lube the rocker arms with an oil can during preflight. The larger "Liberty" engine was intended to be built in inline 4- & 6-cylinder versions as well as V-8 and V-12 layouts. The 4 and 6 never made it beyond the development stage and the



This beautifully preserved Curtiss OX-5 is in the collection of the Kansas Aviation Museum at Wichita.

V-8 was discontinued after a short production run. Many thousands of the V-12 engines were built by Packard, Ford and Lincoln with just a few manufactured by General Motors. The Liberty engine had the best power to weight ratio of its time.

After WW-1 the development of new powerplants was hampered by the vast number of OX-5 and Liberty engines available on the surplus market. However, the presence of cheap engines inspired the creation of many new airframe designs.

WW-1 in Europe saw the development of many different types of aero engines. The most interesting ones were the rotaries, a radial design, usually five cylinders, where the crankshaft was bolted firmly to the firewall and the entire engine spun around with the prop attached. The rotaries were comparatively light and powerful but had some distinct problems. The spinning mass of the engine created gyroscopic forces that made the plane difficult to turn in one direction. The motors were lubricated with castor oil which had an unfortunate laxative effect on the pilot who sat breathing the oil spray and fumes that came off the engine. The engines were difficult to start and were primed to a flooded condition. Often the engine belched out a bunch of burning fuel onto the ground under the prop. Whereupon the ground crew would simply pull the plane back and let the fire burn itself out. There was no way to throttle the rotary, so it ran at full power all the time. There was a "blip switch" in the cockpit which would momentarily short out the ignition to reduce power for landing. The unburnt fuel would then ignite in the exhaust stacks. Landings must have been exciting with a ring of fire encircling the engine. The hazards of flying these airplanes were far more than just the risks of combat.

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Book Review – A History of Aircraft Piston Engines (cont.)

(Continued from page 9)

In the years between WW-1 and WW-2, the piston aero engine underwent a great development. Many of the refinements, like turbocharging and fuel injection would not find their way onto automobile engines for another fifty years.

Inline aircraft engines were built in 2, 4, 6 & 8-cylinder editions with V-8, V-12 & V-16 variants. The fine radial engines came as 3, 5, 7 & 9-cylinder models then expanded into “two bank” layouts of 10, 14 or 18 cylinders. A few were of “one piece” construction, but most used individual cylinders. One manufacturer built 4, 6, V-8 & V-12 inline and 5,7& 9 radials all using the same cylinder assembly. All the different formats were tried in both water-cooled and air-cooled variants. Several successful designs, needing speed reduction, drove the output from the camshaft instead of the crankshaft.

The small production numbers of aircraft engines allowed the builders to try some rather exotic engineering. Several designs used sleeve valves, which allowed the engine to produce more power and have greater fuel efficiency than that afforded by the common poppet valves. A few tried eliminating the crankshaft by using a barrel cam or wobble plate to transfer the linier motion of the pistons to the rotation of the output shaft. The opposed piston engine, with 6 cylinders, 12 pistons and two crankshafts found several successful applications.

Of course, there were many more failures than successes in the world of aero engine development. In a few cases an engine was put into production just to become an “orphan” when the aircraft it was intended for was canceled. An example of this is the inverted, air cooled, V-12 Ranger which disappeared into the surplus market and no one ever found a good use for it.

Packard developed a fine V-12 liquid cooled aero engine but found no one to buy it. It was modified for marine use and used, in pairs, to power the PT boats. The diesel engine had some success in aircraft use. In Germany, several large transports used diesel power where the added weight of the engine was more than offset by the lesser weight of the fuel needed for long flights. When faster aircraft like the DC-3 came along the diesel went out of style because it didn't have the excess power needed for takeoff with the higher wing loading. The last of the great Zeppelin airships used large, slow turning diesel engines.

The frontispiece of the book is a detailed cutaway drawing of The Napier Nomad engine. It is a geared, 12 cylinder, horizontally opposed, valveless, 2-cycle, turbocharged, turbocompound, diesel. Try wrapping your mind around all that. The engine was claimed to produce 1,952 shaft horsepower

By WW-2 most manufacturers had standardized on 5, 7, 9, 14 & 18-cylinder radials with just a few liquid cooled V-12 & V-16 types. It is an interesting note that most of the aero engines used by Germany, Japan, and Russia in WW-2 were copies or developments of designs licensed or stolen from U.S. or British manufacturers.

Many American design engines were licensed for manufacture in England, France, Italy, Spain, Germany Japan and such unlikely places as Poland, Czechoslovakia and Pakistan. Many of the off-shore efforts were hampered with the inability to control the quality of the product and the lack of appropriate materials. Several European designs found a production home in the U.S. The most well-known was the Packard Motor Company building the Rolls-Royce Merlin. Most of the Merlin engines for the British Lancaster bomber, as well as those for the famous U.S. P-51 Mustang fighter, were built at Packard.

During WW-2 the government commissioned Allison, Pratt & Whitney, Chrysler and Studebaker to develop some extremely large engines. None of them were ever put into production because no one ever built an air frame suitable for such big piston powerplants. Allison produced a prototype 32 cylinder “W” engine that was basically two V-16s joined at the crankcase. Pratt & Whitney developed a 36 cylinder 4 row radial “corn cob” engine that produced 5,000 horsepower in test. Development stopped before the engine was taken to the projected 7,000 horsepower. One example of this engine still exists, in a crate, at the Smithsonian's Beacon Hill facility. The biggest engine was to be the one designed by Studebaker. The project was canceled while still on the drawing board when research showed that the cylinders were too big for effective flame propagation.

After WW-2 the big radial engines had a brief heyday in the first ocean hopping airliners like the DC-6 & 7, Constellation and Stratocruiser and military applications like the B-36, B-50 and KC-97. Then, the large piston powerplant disappeared into the dustbin of history as the turbine came onto the scene. Light aircraft engines became standardized on air cooled, horizontally opposed, 4 & 6-cylinder designs and have been unchanged in basic design (but with considerable refinement) for 75 years.

Rusty Pilots Seminar at Quad City International Airport Hosted by the Flying Country Club

**Saturday, May 4 (FREE for AOPA Members)
9:00am - 12:00pm
Moline, IL**

Instructed by AOPA Ambassador Andy Miller.

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. The Rusty Pilots program is developed by AOPA in partnership with local flight training providers in order to create the best environment for getting you back in the air and a part of the general aviation community.

It is easier than most people think – no FAA check ride or test. Might not even need a medical. Plus, by attending, you'll be getting two to three hours of ground instruction towards your flight review!

Pre-registration is encouraged since seats fill up fast! To pre-register for this event [click here!](#)

Venue/Location: Civil Air Patrol / Quad City International Airport (MLI)

Address:
3100 69th Avenue
Moline, IL 61265

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
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
eMail - Marty Santic to add your Name to the list							


Airventure Pedal Plane Parade World Record Attempt

from Jerry Coussens

My name is Jim Wittkamp from Marion Iowa. I am working with Aviation Products from Hiawatha Iowa with the Pedal planes that the late Marvin Hoppenworth made from 1985 and had them at Oshkosh for years.

We are having a Guinness Book of World Record attempt for the largest pedal plane parade at Oshkosh this year. Last year we had a parade that had 29 planes in it and it was fun for the young pilots. We are in need of at least 50 pedal planes this year to make the world record. We have about 30 pedal planes so far. The parade will be 1k or approx. 2/3 mile in length all Planes must be pedaled (no pushing from mom or dad) . The parade will start at the Aviation Products tent on Wednesday 24th at 5:00 pm. If you have or know of any pedal planes in your chapter or chapter members please ask them to bring them to Oshkosh for the great event. Plus we will need some help in corralling the young pilots on the parade route (It is like herding cats). Aviation Products will have a sign up sheet for pilots for the planes if you don't have a youngster any longer.

Thanks, Call me!!
Jim Wittkamp 713-325-3827



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 & DONUTS!
GOOD HANGAR TALK, COME SEE THE NEW SELF SERVE
AVGAS PUMPS

SATURDAY, May 4, 2019
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Jim Goetsch
Quad Cities Intl Airport



FLY or DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Jim Goetsch. Come for some good hangar talk and see the new KMLI self serve AVGAS facility.

FLY IN: Moline Airport (MLI). Flying in, just tell ground you want parking at the T hangars. Once in the area, turn left (east) and you will see us.

DRIVE IN: Come to the South side of the airport. Coming off the end of I74, turn left (east) on Highway 6, then right (south) on Highway 150 then right (west) on 78th Ave. along the south side of the airport. Turn right at the airport sign, take the 4th left to the security gate area.

PARK just WEST of the auto gate NEAR the pedestrian TURNSTYLE. We will have someone at the gate to let you in. Call Jim Goetsch's cell at 309-314-0002 if you have a problem.



BOONE MUNICIPAL AIRPORT FLY-IN BREAKFAST

**SATURDAY, MAY 4, 2019
7:00- 11:00AM**

Fly, drive, or walk but just make sure you get here for the Boone Municipal Airport Flight Breakfast on Saturday, May 4th. We'll serve up hot cakes & sausage, coffee & orange juice while supplies last. While you're here, check out the aviation services provided by Farnham Aviation including flight instruction, introductory flights, aircraft maintenance, and good old-fashioned hospitality.

Pancake breakfast \$7 Kids under 12 \$5
Pilots in command eat free

EVENT SPONSORED BY

Boone Area Pilot's Association (BAPA) Boone County Pork Producers Boone County Chamber Farnham Aviation

SAVE THE DATE

FARNHAM AVIATION PROVIDES

- Introductory flights
- Flight & ground instruction
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- Pilot supplies
- Pilot services
- Exceptional service
- Friendly atmosphere

Contact Us

Farnham Aviation Services
Boone Municipal Airport
424 Snedden Drive
Boone, IA 50036
515.432.1018

[Facebook.com/FarnhamAviation](https://www.facebook.com/FarnhamAviation)

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.

Powerplant Resurrection

Wednesday, May 1 at 7 p.m. CDT Mike Busch

How to Fail Your FAA Knowledge Test

Wednesday, May 8 at 7 p.m. CDT Prof. H. Paul Shuch

Building and Flying the Zenith CH 750: From Cruiser to "Super Duty" STOL

Wednesday, May 15 at 7 p.m. CDT Sebastien Heintz

Preventive Maintenance for Aircraft Owners

Tuesday, May 21 at 7 p.m. CDT Tim Harmer

Young Eagles New Online Registration Overview

Wednesday, May 22 at 7 p.m. CDT Presenter: Brian O'Lena

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.

NEW 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 \$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 (Still have a few left, then the chapter is undecided if we will order more.).



Baseball Cap in Light Khaki

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

EAA CHAPTER 75 OFFICERS

(Effective January 2019)

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Bernie Nitz (Contact Info Above)

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Jim Smith (See Above)

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Marty Santic (See Below)

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

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

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

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? _____
