

# THE LANDINGS

[www.eaa75.com](http://www.eaa75.com)

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

February 2015

### THE EXPERIMENTAL AIRCRAFT ASSOCIATION



#### From The Desk of the President

As I pen these notes the weather is improving. It is 64 degrees at 7:00A.M. It has been cold and rainy prior to this week.

EAA Chapter 595 had an interesting presentation last Saturday by the San Antonio F.A.A. office at the Harlingen, Tx. airport. They also have a Saturday coffee and donuts occasionally. The presenter talked about the many engine failure accidents mostly because of a fuel issue or weather related. He also stressed on why we need to keep current by getting dual instruction on a regular basis.

The crop spraying planes out spraying their chemicals can be heard early most mornings. They get out early before the wind picks up. What beautiful noises come from their engines.

The first of six teleconferences with Katie Meyer at EAA Oshkosh was held on January 27<sup>th</sup> on preparation for Air Venture 2015. Cy Galley is taking part in these and is making preparations for Chapter 75's Operation of the Emergency Aircraft Repair "Repair Barn". Tom Shelton is also taking part in these tele-

conferences and backing Cy.

There are still three webinars scheduled between January 28<sup>th</sup> and February 10<sup>th</sup>. Look them up on the website and join in. They have been excellent and getting record participation this season.

Coffee and donuts this month, February 7<sup>th</sup>, is at Bob Johnson's shop in Geneseo. Follow directions in the newsletter. His shop is a must see "a real man cave". And there is always excellent fellowship and conversation along with the coffee and donuts. Call a friend.

We are always looking for programs for the chapter meetings. Please bring your ideas for programs or wishes on what you would like to see. You don't need to be the presenter but help or suggestions in finding programs is welcome and needed.

Happy Flying  
Jim

#### Last Month's Meeting Program Bob Kuhns - Balloon and Land Rover Trip in Tanzania, Africa



**Next Meeting - Saturday, February 14th, 7PM**

**[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)**

## February 14th Chapter Meeting

The February Chapter meeting will be held on **Saturday, February 14th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

The program for this month has yet to be finalized. Will send a meeting notice a few days before the meeting and will let all know. If you have program ideas, please let me know. Always welcome suggestions! All are invited. **Bring a friend!! What a way to introduce someone to the chapter.**

## January Board of Directors Meeting Minutes

**CALL TO ORDER:** The meeting was called to order by chapter Vice President Mike Nass at 6:06 pm.

**MEMBERS PRESENT:** Mike Nass, Ed Leahy, Dave Jacobsen, Tom Shelton, George Bedeian, Paul Fisher and Marty Santic

**THOSE NOT PRESENT:** Jim Smith

**OTHERS PRESENT:** Mike Nightingale

**TREASURERS REPORT:** The treasurer's report was read by Ed Leahy. A motion to accept the treasurer's report was made by Dave Jacobsen and seconded by Mike Nass, Board approval was unanimous.

A motion to approve last month's board meeting minutes as published in the last newsletter was made by George Bedeian, Ed Leahy seconded the motion. Approval by the board was unanimous.

**OLD BUSINESS:** Mike Nass introduced the newly elected board members. They are Ed Leahy replacing Ron Ehrecke and Paul Fisher replacing Ed Leahy at chapter treasurer.

Mike Nass thanked Ed Leahy for his years of service to the chapter as treasurer. Also Mike thanked Ron Ehrecke for serving as board member.

Tom Shelton made a motion to ask the High Flight Fund to reimburse our chapter for the \$3,130.00 for the Air Academy tuition. Also asked for an additional \$800.00 owed to the chapter. Ed Leahy seconded the motion. The motion was passed by the board.

Tom Shelton made a motion to ask the High Flight fund to send funds for Air Academy directly to EAA

**It is That Time to Pay Your 2015 Chapter Dues**

**Still the Best \$10 You Can Spend  
Please Submit Them at the Next Coffee or  
the Next Meeting or via the US Mail**

**IF YOU HAVE NOT PICKED UP YOUR NAMETAG,  
SEND \$12 FOR YOUR DUES AND POSTAGE**

**SEE the LAST Page of This Newsletter for  
the Renewal Form and Paul Fisher's  
Mailing Address**

headquarters, instead of to the chapter. This would eliminate having the chapter forward the funds to EAA. Dave Jacobsen seconded the motion and this was approved by the board.

Cy Galley will be sending the chapter Tax Renewal form for 2015 to the state of Illinois.

The board discussed having some one else take over for Cy Galley on the Chapter Tax Renewal process. We will look for a chapter member and also discuss this matter with Cy Galley.

We have several chapter members who have not picked up their name badges yet. Marty Santic agreed to send an e-mail to the membership to remind them that they can be picked up at our monthly membership meetings. Also mailing them out to the members was discussed.

**NEW BUSINESS:** The Board discussed the type of insurance coverage needed at our chapter tool storage area at the Davenport Airport.

The chapter needs to send EAA headquarters \$345.00 for insurance, \$100.00 for Chapter renewal costs and \$10.00 for the Peter Burgher matching fund. Ed Leahy made a motion to approve these payments; this was seconded by Dave Jacobsen and approved by the board. Also Ed Leahy will discuss these payments with Jim Smith for clarification.

January and February Webinars will be coming up from EAA Headquarters.

Tom Shelton will be participating in an up coming teleconference in January on volunteering at AirVenture. Topics will be changes and updates and any new procedures that will affect our members dur-

## January Board of Directors Meeting Minutes (cont.)

ing AirVenture Oshkosh this coming summer.

Volunteer roster for chapter members who participated in young eagles and other activities was discussed.

John Vahrenwald has all the certificates and pins from EAA headquarters, for chapter members who were ground volunteers and pilots during Young Eagles rallies this year.

February first Saturday coffee and doughnuts will be at Bob Johnson's workshop in Geneseo.

**MOTION TO ADJOURN:** A motion to adjourn the meeting was made by Dave Jacobsen, and seconded by Ed Leahy. The meeting was adjourned at 6:44 PM.

**These minutes respectfully submitted by: Vahan George Bedeian, Recording Secretary.**

## January General Membership Meeting Minutes

**CALL TO ORDER:** The meeting was called to order at 7:03 PM by Chapter Vice President Mike Nass.

**VISITORS AND NEW MEMBERS:** Curt Stoltz, visiting from chapter 237 in Anoka County, MN, and Doug Voltz from Geneseo, IL

**TREASURERS REPORT:** The report was read to the chapter by Ed Leahy, and was approved at the Board of Director's meeting earlier in the evening.

**TOOL LIBRARY:** Ron Franck told the meeting that he is looking for one or two battery operated soldering irons for the repair barn. Also he is checking the cost of obtaining a battery load tester for the repair barn.

**TECH COUNSELOR:** Nothing to report

**FLIGHT ADVISOR REPORT:** Ron Franck reported on an accident at the Keweenaw airport last November. The pilot flew his new light sport aircraft for the first time without getting a check out first, in that type of aircraft. His unfamiliarity with the flight characteristics of the aircraft led to a stall accident, thus resulting in serious injury to the pilot.

**REPAIR BARN:** Nothing to report

**YOUNG EAGLES:** It was reported that at the last Young Eagles Rally in November, we flew approximately 22 kids.

**PROGRAM COODINATOR:** Ron Ehrecke is looking for a presenter for next months meeting.

**AIR ACADEMY ADVISOR:** Tim Toal said we are set for this years Air Academy with our attendees. He will be working towards next years Air Academy.

**MEMBERSHIP COORDINATOR:** Nothing to report

**ACTIVITIES / FLY-IN/OUT COORDINATOR:** Nothing to report

**NEWSLETTER EDITOR:** Marty Santic thanked everyone for their contributions, photos and links for the news letter and is always looking for more input.

**WEB EDITOR:** Nothing to report

**OLD BUSINESS:** Tom Shelton and Cy Galley are working together to get things ready for this years repair barn at AirVenture.

**NEW BUSINESS:** Mike Nass thanked Ed Leahy for his years of service to the chapter as treasurer. Also Mike thanked Ron Ehrecke for serving as board member.

Larry McFarland brought in some aviation books for chapter members to keep if they wish.

Name tags are ready to be picked up, see Marty Santic for your name tag if you haven't already received yours.

**MOTION TO ADJOURN:** A motion to adjourn the meeting was made by George Bedeian and was seconded by Mike Nass. The meeting was adjourned at 7:42 PM

**THE EVENING PROGRAM:** The evening program was presented by Bob Kuhns of Geneseo, IL. The subject was a balloon and land rover trip across the West African country of Tanzania with his wife.

**These minutes respectively submitted by Vahan G. Bedeian, Recording Secretary, EAA Chapter 75 of the Quad Cities**

**IF YOU HAVE NOT PICKED UP YOUR NAMETAG, But Have Paid Your 2015 Dues SEND \$2 & ADDRESS TO PAUL FISHER. We Will MAIL.**

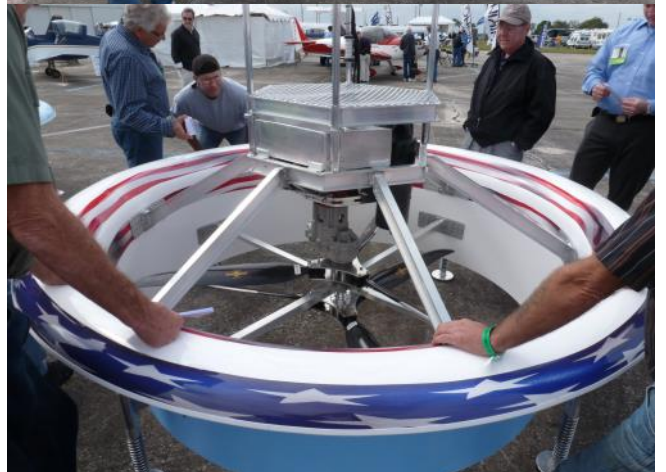
## Sebring LSA Expo in Florida

(from Marty Santic)

A few weeks ago, Renee and I visited Florida and attended the LSA Expo in Sebring. A nice one day visit!! Kind of neat seeing the cars on the Sebring raceway next door.



# Sebring LSA Expo in Florida



# Sebring LSA Expo in Florida



# Sebring LSA Expo in Florida



Could not resist and had to add a photo of Tampa Bay! It was 76 DegF

## Oshkosh 2015 Is Just Around the Corner - 2014 Review

Cy Galley provided the following link which provides an overview of the 2014 event. A very interesting set of facts and figures.

[Click here to view the presentation.](#)

## Lockheed Flight Service Station - Not the Flight Service Station You Knew

General Aviation pilots are used to standard weather briefings that include extensive and comprehensive information about their route of flight and a whole lot more information that may or may not be pertinent to their flight. For years pilots have been asking for easy to understand weather and flight information specific to their needs with greater use of graphics and filtering. That is exactly what Lockheed Martin Flight Service is delivering online as a result of the feedback received from General Aviation pilots.

### Pilot-Centric Capabilities

- Next Generation Briefings that are graphics-rich and easy to understand
- Tools that help you plan your departure time around the best possible weather & avoid adverse conditions
- An alerting service that notifies you of changes in adverse conditions that affect your flight  
Notification of ATC Routing Changes
- In-flight electronic PIREP submission via Flight Services Data Link
- VFR flight plan activation and closure by touching a link in an email
- Automated position monitoring for expedited Search and Rescue

These are just a few of the capabilities you'll find at [www.1800wxbrief.com](http://www.1800wxbrief.com), all of which were developed in collaboration with pilots. Accounts and services are free, and pilots can retrieve their historical data online.

Lockheed Martin's also sharing these capabilities at no cost with the developers of popular flight planning apps and websites like ForeFlight, Garmin, Honeywell, Naviator, FlightPro, iFlyGPS, Aerovie, spidertracks and DeLorme, with many others on the way.

Whether you use [www.1800wxbrief.com](http://www.1800wxbrief.com); any of the flight planning apps that provide briefings from Lockheed Martin Flight Services; or call 1-800-WX-

BRIEF, your briefings will meet FAA requirements and be recorded, even if you do not provide logon credentials for LM's pilot web portal to your app.

## Aviation Batteries and Charging

(from Ron Franck)

*I recently wrote to Mike Busch with a question about Aviation Batteries and their proper charging. If you are unfamiliar with Mick Busch he writes technical articles for Sport Aviation.*

**Mike,** My name is Ron Franck and I am the chairman for EAA Chapter 75's tool committee. Chapter 75 is responsible for the operation of the Emergency Homebuilt Aircraft Repair facility during the AirVenture convention. We find that charging depleted aviation batteries during the convention is one of our major support functions.

What we do know is that we don't know much about the right charger to use. We do know that an aviation-specific battery is different than auto or marine types, using a higher specific gravity electrolyte. We assume that this "hotter mix" means it will be overcharged whenever a non-aviation charger is used. Automotive chargers are set at a higher output voltage than aviation batteries can handle.

With all the different battery manufactures out there such as Concorde, Gill, Odyssey and Hawker, plus the differing internal construction of the batteries themselves such as sealed AGM (absorbed glass mat) and flooded electrolyte batteries it becomes confusing when trying to select the correct type or types of chargers. And yes, we occasionally get in a few 24 volt batteries to charge.

Could you make a recommendation as to what we should be using to correctly charge aviation batteries, or perhaps a previously written article that might assist our selection?

**Ron,** I've been using cheap automotive chargers on my Gill flooded-cell aircraft batteries for 25 years with great success. So long as the charger puts out 10 amps or less, you're not going to hurt anything. These days, the BatteryMinders and other pricey "intelligent" multi mode automatic chargers are all the rage as always-on float chargers and desulphators, and they do work very well, but not in the mode you need for AirVenture. [I'd recommend a switchable 12/24 volt 10 amp automotive charger like this \\$99 one:](#)

You could buy three of these for what one aviation charger would cost. And unless you do unattended overnight charging, the \$99 unit will work just fine in my experience. --Mike



## Movie Review - *Unbroken* (from Dennis Crispin, Chapter 569)

In the December 2012 EAA 569 Newsletter, I wrote a review of Laura Hillenbrand's fine book *Unbroken*. (Go to the newsletter archive at [www.eaa569.org](http://www.eaa569.org).) At the time, I offered the opinion that this book would be considered one of the great biographies to come out of World War Two.

So it was with great expectations that I awaited the movie, which was hyped about every hour on TV all through December before its Christmas day debut.

I was severely disappointed.

The movie opens to a scene of Louis Zamperini's B-24 bomber in combat that could have been lifted from any of a dozen grade B war movies. The computer generated aircraft have a rather fake look and the crippled-airplane-makes-a-miraculous-landing sequence uses every cliché ever used in airplane movies.

After the crash at sea – again a rather unrealistic computer generated sequence – the movie moves on to Zamperini and two other officers adrift in their rubber raft on a Pacific Ocean as calm and tranquil as a Minnesota lake. When the storm scene comes there are suddenly only two men in the raft. When the storm is over the third man magically returns to the raft. Included is a shark attack scene that could have been made from left over footage from *Jaws*.

As the movie moves into the prison camp story the production values get better with some excellent sets and scenery, but the story line departs somewhat from the book.

The acting is never terribly strong and the presentation of the Japanese camp commandant – known to the prisoners as “the Bird” – is rather two dimensional.

The movie's big shortcoming is its failure to cover Louis Zamperini's descent into PTSD and alcoholism and his recovery by the strength of his own personality. Without this wonderful story of personal survival the movie becomes just another war story. The movie devotes only a few lines of type to Zamperini's life after the war as the closing credits come on.

I am not saying that you shouldn't see the movie *Unbroken*, taken by itself it is an OK war movie. Just don't expect to see a good representation of the extraordinary life of Louis Zamperini. Don't spend your money on first run theater tickets – wait for it to come out at Red Box or on Netflix.

Shortly after seeing *Unbroken*, I watched the movie

*The Railway Man*. It is another based-on-a-true-story film set in a WW2 Japanese prisoner of war camp. This one is excellent. Dennis Crispin

## Buggy Whip (from Richard Lowe)

In the late 70's, I was riding United into Denver and listening to the channel that carried the cockpit radio calls. In the wake of a fuel crunch, ATC and the airlines developed a series of arrivals which allowed the plane to remain at altitude longer and then "slam dunk" into the terminal area to save fuel.

ATC cleared the flight for the "Denver One High Approach" and requested they keep up the speed to the outer marker. The cockpit replied, "Cleared for the Denver One High and we will use the whip". I had visions of the Wells Fargo stage coming into town. I did not realize that would not be the last time I heard the term whip relating to the airlines. Years later when I worked the ramp at MLI, we had to use the buggy whip on the MD-80.

It seems that plane had a unique characteristic that it would form clear ice on the top of the wings while at the gate. If the plane had been at altitude for a long period, the fuel in the wing would fall below freezing and cool the skin on the top of the wing to below freezing. Even in the summer, if there was a lot of moisture in the air, clear ice would form. The danger was that on the take off, when the weight went from the main gear to the wing, the wing would flex, breaking off the ice and the chunks could go into the rear mounted engines.

This was not good when you needed all the power you could get. It was not possible to see the ice for certain, even from the cabin window. So, the fix was simple. A series of yarn, "tufts" were glued on top of the wing over the fuel tanks. If ice formed, the yarn froze to the wing. To check if the yarn was free, a clear ice check had to be made. A tall ladder was placed at the leading edge of the wing and a long thin pole which resembled a buggy whip was dragged across the wing to see if the yarn was free to move. This check had to be made by a flight officer or mechanic; the ramp agent or fueler was not allowed to do it.

We had to bring up the equipment and have it standing by when an MD-80 hit the gate. If the captain ordered the check, it was made just before push back. If ice was found, the plane was de-iced by the ramp agents. I flew out on an MD-80 a few weeks ago, and I am sure I saw the buggy whip and ladder next to the wing when we boarded. Not high tech, but it worked. Richard Lowe

## Recent RV-7 Accidents in Washington and Canada

**Editor's Note:** PLEASE ALSO TAKE the time to click on the following link regarding a Canadian incident involving another RV-7 where the rudder and stabilizer separated from the aircraft.

### [Van's RV-7A C-GNDY Inflight Separation and Impact with Terrain](#)

SEABECK, WA — A small plane that crashed into Hood Canal near Seabeck Monday was losing parts before it dove toward the water, according to multiple witnesses.

Nellita Road resident Sabrina Eastman, who reported the crash at about 1 p.m. Monday, said the plane sounded like it was struggling as she watched from her yard. Eastman said she heard a loud "pop" and saw several parts fly off the

plane before it began to descend.

She watched it pass out of view behind the tree line, then ran to call 911.

"He was close enough I wished I could stretch out my hand and catch him," she said. "I could tell he was going down, and it wasn't going to be good."

Responders have suspended their search for the plane, which is presumed to have sunk into several hundred feet of water near Guillemot Cove, southwest of Seabeck. The pilot was identified and his family has been notified, according to the Coast Guard. His name likely will not be released. The Coast Guard has a policy against releasing names to the public in this sort of situation, a spokesman said Tuesday.

The Federal Aviation Administration says the only missing aircraft in the area is an RV-7, a homemade single-engine two-seater. Spokesman Allen Kenitzer says the plane, registered to a Fox Island man, is missing from the Tacoma Narrows Airport in Gig Harbor. It was on a visual flight rules, so no flight plan was filed. The manager of Tacoma Narrows Airport did not return a call for information Tuesday.

Multiple witnesses from the Seabeck area reported the crash Monday afternoon. The Coast Guard, Kitsap County Sheriff's Office, Mason County Sheriff's Office and Central Kitsap Fire and Rescue participated in the search.

Searchers found a driver's license floating with plane debris late Monday. The Coast Guard stopped looking for survivors after eight hours.

"From our perspective, we have suspended the search and don't have any further action," said spokeswoman Chief Sara Mooers.

The water is 500 to 600 feet deep where the debris

## POSSIBLE PLANE CRASH LOCATION



SCRIPPS NEWSPAPERS



was found. The Coast Guard doesn't intend to recover it, which is beyond its mission and capabilities, Mooers said.

Seabeck residents say they are used to seeing small planes practicing maneuvers above the canal. But witnesses who saw the plane involved in the Monday crash said it was clearly in trouble.

Jon Marker was eating lunch inside his Thunder Ridge Road house Monday when he heard what sounded like a plane straining to gain altitude, followed by silence. He walked outside in time to see a small plane descending "in kind of a whirly spiral" toward Guillemot Cove. A large, red piece from the plane was falling behind in the air, he said.

Marker watched in disbelief as the plane plunged out of view behind some trees. He called neighbors on the waterfront to ask if they could see the plane in the water, then he called 911.

"It's kind of a sad thing," Marker said. "You just feel helpless and there's not much you can do."

*(Continued on page 11)*

## Recent RV-7 Accident

*(Continued from page 10)*

Pilots say the RV-7 is among the most popular and respected small kit airplanes.

"They do have a very good reputation for reliability," said Greg Williams, a Bremerton pilot who has flown an RV-7 for the past seven years.

RV-7 kits are sold by Van's Aircraft of Oregon and can take several years to assemble. The 20-foot-long planes are capable of carrying a pilot and passenger on long distance trips. They're also popular for performing aerial stunts, or aerobatics.

Williams likens flying an RV-7 to driving a Porsche.

"They're a dream to fly," he said. "People love flying them."

Williams took his plane out Monday and said conditions were close to ideal. Visibility was clear. There was virtually no wind or turbulence.

"It was a beautiful day," he said.

Bob Alexander was the pilot - here is a write-up on his career - flew with ALK/NWA/DAL.

<http://karlenepetitt.blogspot.com/2011/06/bob-alexander-fridays-fabulous-flyer.html?m=1>

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## 'WOMEN SOAR YOU SOAR' HELPS HIGH SCHOOL-AGE GIRLS DISCOVER AVIATION AT EAA AIRVENTURE OSHKOSH 2015

(Registration for attendees, mentors now open for July 19-22 program)

EAA's Women Soar You Soar day camp program, which allows 100 high school-age girls discover more about aviation and all its possibilities from aviators, engineers and leaders during EAA AirVenture Oshkosh, is scheduled for July 19-22 and now open for registration. [Click here for info and to apply.](#)

The Women Soar You Soar program is welcoming both enrollees as well as female mentors from the aviation and aerospace fields. The program's unique 100-to-25 attendees-to-mentor ratio provides a tremendous opportunity for young women to discover all the possibilities within the world of flight, with the possibility to ask questions of women who are already noteworthy and established in the field.

"The close-knit community between girls and the mentors creates a bond during Women Soar You Soar that is unlike any similar program within aviation or technology," said Janine Diana, EAA's vice president of people and culture. "Add to that the excitement and fun at EAA AirVenture Oshkosh – the World's Greatest Aviation Celebration – and it creates an unforgettable adventure for young women who are just discovering where they want to go in life."

Activities over the four-day session for girls entering grades nine through 12 in fall 2015 include flight simulators, workshops, sessions with aviation personalities, and insider access during the AirVenture air shows.

Cost is \$75 per participant and is in a day-camp format, with accommodations not included. More infor-



mation and registration materials are now available at [www.eaa.org/womensoar](http://www.eaa.org/womensoar). The program also welcomes additional mentors who are women from all walks of the aviation and aerospace community, and want to give back to the next generation.

Women Soar You Soar is supported by Embry-Riddle Aeronautical University, Women in Aviation International, International Society of Transport Aircraft Trading, and Jerry and Lori Fussell.

## More VERY GOOD Internet Links from the Members

Ron Franck – [The Dimpling Debate Solved – Dimpling for Flush Rivets](#)

Larry Geiger – [Budapest 2014 Airshow Highlights](#)

Larry Geiger – [5 Jumbo Airbus Jets flying in Formation](#) – Preflight Brief and the Flight

Larry Geiger – [Nebraska!](#) – Nice aerial photography, most likely some with a drone.

Marty Santic – [Flying's 20 Top Aviation Stories of 2014](#)

Marty Santic – [Flying's Top 10 Viral Aviation Videos of 2014](#)

Marty Santic – [General Aviation News Top Videos of 2014](#)

Marty Santic – [A Friends RV-12 Build – This is His 2<sup>nd</sup> RV-12](#) – Nice Shop!!

Adam Santic – [The Super Cub in ALASKA!!](#) – Neat Music! Eat your heart out, Gary Benning and Tom Shelton!

John Bender – [Formation Flight](#) - Neat!

Tom Henry- [Boeing 787 Formation Flight Practice](#) - A must see.

Mike Nightingale – [Battle of Britain Spitfire Restoration](#) – In New Zealand

Cy Galley – [Arriving at Oshkosh in a Cirrus](#) – On Approach, a nice video w/ audio.

Marty Santic – [ADS-B Installation Made Simple](#) – A nice article.

Cy Galley – [The Early Days of Aviation at LaGuardia Airport](#) – From the tower exhibit.

Marty Santic – [This is WHY You Love Being a Pilot](#)

Dennis English – [USS Arizona Construction in 1915](#) – From a shipmate

Cy Galley – [Breaking the Sound Barrier](#)

Marty Santic – [Spruce Creek Florida Airpark](#) – A nice piece from NBC News

Marty Santic – [A Bob Hope Christmas](#) – A must see.

Marty Santic – [The Douglas World Cruiser Build](#) – This guy is from Seattle.

Dennis Crispin – [Legend 2014 Trailer](#) – Warbirds Galore!

Tom Henry – [The FA-18](#) – Air-ops around the USS Enterprise, great quality in HD.

Marty Santic – [LEARN ABOUT ADS-B – 1<sup>st</sup> Article](#)

[Marty Santic – LEARN ABOUT ADS-B – 2nd Article](#)

Marty Santic – [LEARN ABOUT ADS-B – 3<sup>rd</sup> Article](#)

Cy Galley – [If You Like Old Cars](#)

Marty Santic – [Display of Lightning – Current DATA!](#)

**The Tool Committee is Looking for Your Suggestions for New Purchases**

Looking for your requests for new tools that we might want to add to the tool library. I will then bring those requests to the committee for consideration.

Please e-mail me at [franck@geneseo.net](mailto:franck@geneseo.net)

--Ron Franck

**An OPEN Plea to the Chapter 75 Membership**

I really need your help with the Chapter newsletter. Really need articles..... but,

Could be photos from your flying escapades, photos from that last trip, a note from your present or past flying/av experiences or just about anything else!!

If you see something that might be of interest, copy the link or copy the article and send it to me. [marty.santic@gmail.com](mailto:marty.santic@gmail.com). **NEED YOUR HELP!**

And as Jim has mentioned, send your monthly meeting program ideas!

**FOR SALE: 1969 CESSNA 150J "IFR" • \$26,000 • STUDENT PILOT/IFR Student SPECIAL •**

This is a GREAT!!! Airplane with TTAf (Total Time Airframe) =2950 TSMOH (Time Since Major Overhaul)= ~650 and still flying, so time will change. It runs strong and starts the first time every time. Map is showing a ground speed of 130kts (150 mph) It is equipped with Narco MK 12D Nav/Com with Glideslope, Narco 120 Com, #2 Nav with a Narco VOR/LOC, King KR 86 ADF, Narco AT 150 Mode C Transponder, and a 3 light marker beacon. Panel lights were installed August 2014 and look fantastic. Alternate Static port installed August 2015 for IFR (Instrument Flight Rules) flying. This plane had an extensive annual inspection in January 2014. It has a newer altitude encoding altimeter, newer heading indicator, and a rebuilt nose strut. Has Auto-Fuel STC which is amazing for overall money savings. About 5 gallons an hour (\$17.50 an hour to operate). I personally think it runs better on car gas than 100LL. Glass is in great condition. Has wheel fairings. Interior and Exterior 8/10. • Located Moline, IL KMLI/Chamblee GA KPDK • Telephone: 563-508-6275. Check out my blog at [www.continuousstouch.com](http://www.continuousstouch.com)

Why are you selling it? N60612 is a great plane. I wanted something to start with, to build hours and it was an airplane I could be afford. The plane was fantastic to get my cross country time for my IFR training along with doing my IFR training. At \$19 an hour, it is cheaper than using a flight simulator and it's real. The 50 hours of cross country is a must for IFR Certification and it is the one item every ex-examiner and CFII say is the hardest to get.

Last Annual January 2014  
 Hours on Engine ~650  
 How are engine mounts – Rebuild was done 2004  
 What year was the SMOH - 2004  
 How long has the engine sat – The plane has been regularly used.  
 Does Primer work - Yes  
 Engine Heater - Yes  
 When was the last oil change – 10.14.2014  
 Prop – Prop was statically balanced and the engine dynamically balanced  
 When was the vacuum pump last changed – July 2014  
 Hours on Airframe - ~2950  
 Is Pitot tube heated - Yes  
 How are the brakes - Good  
 Are there tie down hooks - Yes  
 Do you have the wheel pants – yes, installed on plane  
 Any damage history – Wing damage from a hangar incident - repaired  
 Does the heater/defroster work - yes  
 How old and loose are the cables – cables look very good. Not loose  
 How is the nose gear -rebuilt nose strut in 2013  
 How old are tires – the left tire is a bit wore yet no belts are showing  
 Is there a shoulder harness - yes  
 How are the windshields- Glass is in great condition  
 Any corrosion – no corrosion  
 What is the history treatment of the plane – Plane has always been hangar  
 Lights: Landing/Taxi - 3 light marker beacon. No strobes  
 How is the interior - good interior, no rips  
 How is the paint – paint is decent  
 Flight Rules - IFR  
 The communications radios:  
     Narco MK 12D Nav/Com with Glideslope  
     Narco 120 Com  
     #2 Nav with Narco VOR/LOC (self-contained unit, unsure of make but it works)  
     King KR 86 ADF  
     Narco AT 150 Mode C Transponder  
     new altitude encoding altimeter in 2013  
     new heading indicator in 2013  
 Transponder: Mode C - yes  
 Instrument Lamination: new panel lights installed 2013 and look fantastic  
 Other gauges: fuel, temp, pressure, standard gauges  
 Does it have a two place intercom - yes



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

**FREE COFFEE AND DONUTS AND SOME  
GOOD HANGAR TALK IN GENESEO AT THE  
“AIRPLANE FACTORY”**

**SATURDAY, February 7, 2014**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Bob Johnson at His Warm**  
**Shop in Geneseo**



***FLY IN or DRIVE IN – HOPE TO SEE ALL***

This month, hope to see all at our 1<sup>st</sup> Saturday of the Month coffee hosted by Bob Johnson at his “airplane factory” in Geneseo. The place is heated!! Come for some good hangar talk and meet your fellow chapter members.

**DRIVE IN:** Interstate 80 to the Geneseo Exit. The address is 19102 E. 1600 St. Geneseo, IL From the exit ramp of I-80 in Geneseo, turn north and go .8 miles to Rt. 6 East. Turn right and go 1.6 miles to 1600 E. Turn right and go 0.3 miles, shop is the grey barn on the left.

## Local Calendar of Events

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

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

## Upcoming EAA Webinars

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

February 7, 2015

EAA Chapter 75 1st Saturday Coffee and Donuts in Geneseo. Bob Johnson is hosting at his shop. Invite EVERYONE!!

February 14, 2015

EAA Chapter 75 Monthly Meeting at the Deere Wiman Center at 7PM. See Page 2 for the details. ALL are welcome! Bring a prospective member. [www.eaa75.com](http://www.eaa75.com)

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.

**For Sale:** Overhauled Std bare cylinders 320 wide deck 150 hp. I have all the other old cylinder parts as removed. Starter, flywheel, alternator, alternator brackets, vac pump, fuel pump & air shroud. The engine is from a 1965 Piper Cherokee 140. Contact Terry Crouch at 563-370-6126.

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

**For Sale:** One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496 GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. Asking \$4000. Dan Murphy 309-230-2679, Ron Ehrecke 309-762-3210, or Ralph Stephenson 309-737-6902.

**For Sale: Flying Country Club shares** for sale. Will sell any amount you need at \$35.00 per share, buyer pays transfer/activation fees, call Ray Holland at 563-359-0450.

**For Sale: Quad City Flying Eagles Share For Sale.** I have a share in the Quad City Flying Eagles Club out of the MLI airport for sale. I am asking \$1000/obo. Please contact Amanda Gray at [563-340-9937](tel:563-340-9937) or [amanda@avsafetyolutions.com](mailto:amanda@avsafetyolutions.com)

**Flight Instruction:** Flight Instructor, Dean Jones ([djones\\_acro@hotmail.com](mailto:djones_acro@hotmail.com)) (309-752-3841) ATP-MEL, CFI-I (SEL/MEL), is accepting new students for Flight training. Has over 1,600 hours, and experienced in a variety of aircraft from Cessna, Piper, Beechcraft, along with some L-39 and Boeing 737 sim time! For your spouse or family members, he has also taught the AOPA Pinch Hitter class with the Ninety-Nine's organization. With a 100% pass rate he can help you attain your aviation goals.

**Send me your ads. Send to**  
**[marty.santic@gmail.com](mailto:marty.santic@gmail.com)**

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

## Chapter 75 Merchandise Now Available

(from Marty Santic)

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

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



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

### EAA CHAPTER 75 OFFICERS

(Effective January 2015)

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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](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:  
 Paul Fisher - EAA Chapter 75  
 8428 114th Av West  
 Taylor Ridge, IL 61284

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

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? \_\_\_\_\_  
 \_\_\_\_\_