

THE LANDINGS

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

April 2015

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

With spring arriving planning for Chapter activities is at the top of the list of priorities:

- We have Young Eagle dates and locations to determine.
- Ongoing Emergency Aircraft Repair planning meetings for Air Venture-2015 continue.
- Air Academy – 2015 (We have four campers registered with 100% expenses approved and paperwork in process.
- Chapter bylaws update
- Ongoing Chapter Activities Committees – High Flight Education Fund projects, Chapter Leaders conferences, Chapter meetings locations for June, July and August, Coffee & Donuts for April – August.

The Chapter received \$375.00 in Young Eagle credits as a result of our Young Eagle activities in 2014. This credit will be applied to our fees for our campers attending Air Academy this year.

A bylaws update committee has been appointed, consisting of members Dave Jacobsen, Mike Nass, Mike

Nightingale, Bernie Nitz and Marty Santic.

A chapter direction and goals committee has also been appointed consisting of Paul Fisher, Dave Jacobsen, Mike Nass and Tom Shelton.

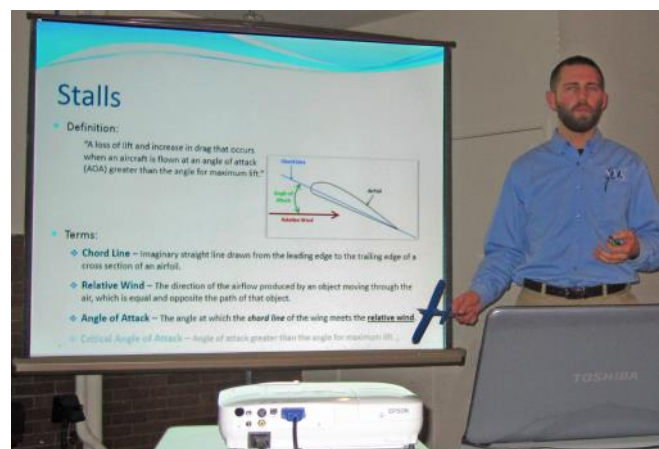
The March Air Venture 2015 Teleconference was attended by Cy Galley and Tom Shelton. Thanks Tom.

During Cy's conversation regarding Air Venture-2014 with Katie Meyer, EAA Human Resources Cy related a story to her regarding one of the operations conducted at the Emergency Aircraft Repair Barn last year. They agreed it was a story that should be shared:

During a very warm typical mid-afternoon at Air Venture 2014 a young family was preparing to depart Oshkosh. In the process of an exceptional long taxi, their engine would not run up satisfactorily. Thus, they were escorted to the emergency aircraft facility. Mom was the pilot and dad in the front passenger

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Last Month's Meeting - Jonathon Walter - Stalls and Upset Training



Next Meeting - Saturday, April 11h, 7PM - Paul Kirik & Tim Toal
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

April 11th Chapter Meeting

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

Paul Kirik and Tim Toal will be discussing the Chapter Leaders conference that they attended this past month in Oshkosh, WI.

They have learned a bunch and it will be interesting to hear. Bring a friend!!

From The Desk of the President (cont.)

(Continued from page 1)

seat, two young boys in the back. As they exited the plane one of the boys was crying and very upset.

President Jim Smith offered the boys some ice cream from our stash in the repair barn freezer. In setting the boys down at our picnic table, a couple of the ladies tried to calm them down. In talking with them, it seems that while taxing, the passenger door was open on the plane, and the teddy bear of the crying child fell out on the taxi way, never to be seen again.

At the table Bev Smith was sewing muslin blank face dolls to be given to the children at one of her local Children's Hospitals to be used to calm the sick children and enable the doctor to have a conversation with the child on where their pain is. The ladies gave each of the boys from the airplane one of the dolls along with a couple colored markers and told them to draw a face and clothes on the dolls.

The boys were filled with joy at their ice cream and their new activity. Mom and dad were able to turn their full attention to focusing on the issues with their airplane.

We at the Emergency Aircraft Repair Operation not only provide tools, advice, experience, but also help with the stress placed on the attendees when they come to us for help, assuring them that all will be well as we ask them how we can help.

Great example of how a little compassion, a treat and a cold drink, along with the assistance of our knowledgeable members can make what seems like a catastrophe very manageable.

This story is only one example of what goes on at

THIS IS YOUR LAST NEWSLETTER if You Have Not Paid 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

Air Venture not only at the repair barn, but also all over the field in the over 130 plus other volunteer areas, involving more than 4,000 volunteers.

HAPPY FLYING - JIM

March Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter President Jim Smith at 6:10 pm.

MEMBERS PRESENT: Jim Smith, Mike Nass, Dave Jacobsen, George Bedeian, Paul Fisher and Marty Santic.

THOSE NOT PRESENT: Ron Franck, Ed Leahy & Tom Shelton

OTHERS PRESENT: Cy Galley & Mike Nightingale

TREASURERS REPORT: The treasurer's report was read by Paul Fisher. A motion to accept the treasurer's report was made by Mike Nass and seconded by Dave Jacobsen, 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, Paul Fisher seconded the motion. Approval by the board was unanimous.

OLD BUSINESS: Payment of funds by the high flight fund for Air Academy was discussed. Also the

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March Board of Directors Meeting Minutes (cont.)

(Continued from page 2)

distribution and interest rates being earned.

Mike Nass made a motion that the High Flight fund pay the remaining funds owed to EAA headquarters for Air Academy. This includes the \$800.00 owed to our chapter and the \$3,581.00 to EAA, and to pay EAA direct in 2016 and in the future. The motion was seconded by Dave Jacobsen and approved by the board.

A Motion was made by Cy Galley for chapter 75 to request funds from High flight as for educational purposes so as to meet proper protocol for funds distribution. Paul Fisher seconded the motion and was passed by the board.

NEW BUSINESS: Paul Fisher discussed what to do with chapter the money in our savings account. His concern was how much to leave in savings for day to day operations of the chapter. The board then discussed if we should invest the rest in ether short term or long term investments and where.

Mike Nass suggested that we come up with a chapter 75 vision for the use of our funds. Paul Fisher seconded the motion. The motion was passed by the board.

Jim Smith said he will appoint a committee to help make suggestions on a new vision for our chapter.

Jim Smith told the board that the Young Eagle credits have been received from EAA, it came to \$375.00

Mike Nass suggested we have slides from past chapter activities be archived and put into digital format for future preservation.

Jim Smith asked Mike Nass & Cy galley to investigate the cost and what we need to do to get the project done and to set a time table.

Mike Nass made a motion not to spend more than \$100.00 on the project. Dave Jacobsen seconded the motion and was approved by the board.

Marty Santic had a list of objectives for our chapter. Some of the objectives were to set dates for Young Eagles Rallies and to finish final details of our chapters by laws.

Jim Smith handed out chapter recognition awards from EAA to chapter officers.

Motion to adjourn: A motion to adjourn the meeting was made by Dave Jacobsen, and was seconded by Mike Nass. The meeting was adjourned at 6:48 PM.

These minutes respectfully submitted by: Vahan George Bedeian, Recording Secretary, EAA Chapter 75

March General Membership Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:10 PM by Chapter President Jim Smith.

VISITORS AND NEW MEMBERS: Visitor Bill Abel, Moline IL.
New member, Doug Voltz of Geneseo, IL.

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

TOOL LIBRARY: Some new tools will be purchased this year for Oshkosh. Among them will be a battery capacity checker & load testing machine.

TECH COUNSELOR: Nothing to report

FLIGHT ADVISOR REPORT: We would like to add one or two more flight advisors in our chapter.

REPAIR BARN: Cy Galley and Tom Shelton have been participating in the monthly EAA teleconference for the upcoming 2015 AirVenture.

YOUNG EAGLES: John Vahrenwald is working on upcoming Young Eagles rallies. Possibly one on international young eagles day, and one on Fathers Day in Geneseo. Also he will be arranging Young Eagles rallies at Davenport and Clinton.

PROGRAM COODINATOR: Ron Ehrecke is still looking into future program presenters.

AIR ACADEMY ADVISOR: Tim Toal is working on next years air academy attendees.

MEMBERSHIP COORDINATOR: Nothing to report

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March General Membership Meeting Minutes (cont.)

(Continued from page 3)

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: Nothing to report

NEW BUSINESS: Larry McFarland donated some aviation books and made them available to chapter members.

We are looking for members to host first Saturday coffee & doughnuts for the upcoming summer.

We will look into digitizing old slides from past chapter activities.

GENERAL DISCUSSION: Jim Love has been trying to even out some high cylinder temperatures, # 3 & 4, by using a flow straightener made by Elision. Jim said it helped a little.

MOTION TO ADJOURN: A motion to adjourn the meeting was made by Ron Ehrecke and was seconded by Dave Jacobsen. The meeting was adjourned at 7:35 P.M.

THE EVENING PROGRAM: Jonathan Walter of Independence, Iowa gave a presentation on upset attitude and spin recovery training.

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

The NEW Glasses - A Short Story

(from Richard Lowe)

When our daughter was a senior Air Force ROTC cadet at Texas Tech, she was found to be fully qualified for pilot training. She was number three on a list of four in her class. Unfortunately, the school only got two allocations for pilot training that year and she was not selected.

However, her records were sent to a navigator selec-

tion board and she was selected for that rating. When she reported for her flight physical again after graduation, her vision had drifted slightly and, although she passed the physical, she was issued two pair of clear flight spectacles and a pair with sun tinted lenses. She graduated, completed air crew training in the RC 135 Rivet Joint and flew for several years before returning to Randolph AFB as an instructor.

One day, the flight surgeon's office called and told her that her new glasses were ready for pick up. She said she had not ordered any new glasses, but they said these were new for all air crew. They were new and improved and had been tested to 9 g's! When she picked them up, she told them that if an RC-135 (Boeing 707) is pulling 9 g's, the navigator losing her glasses was not the most immediate problem to be addressed at the time.

She went home that night, and the next day, driving to the base on the belt way, one of the lenses of her new 9 g sunglasses fell out in her lap. Your tax dollars at work. Richard Lowe

Penetrating Oils (from Dennis Crispin)

"Machinist's Workshop" recently published information on various penetrating oils. The magazine reports they tested these products for "break out torque" on rusted nuts and bolts. A subjective test was made of popular penetrating oils, with the unit of merit being the torque required to remove the nut from a "scientifically rusted" bolt. Average torque load to loosen nut:

No Oil used	516 foot pounds
WD-40	238 foot pounds
PB Blaster	214 foot pounds
Liquid Wrench	127 foot pounds
Kano Kroil	106 foot pounds
ATF/Acetone mix	53 foot pounds

The ATF/Acetone mix is a "home brew" mix of 50/50 automatic transmission fluid and acetone. Note this "home brew" released bolts better than any commercial product in this one particular test. Our local machinist group mixed up a batch, and we all now use it with equally good results. Note also that Liquid Wrench is almost as good as Kroil for 20% of the price.

ATF/Acetone mix is best, but you can also use ATF and lacquer thinner in a 50/50 mix. ATF = Any type of Automatic Transmission Fluid. This version of the story was in one of the Military Vehicle Club newsletters.

March Coffee-Hosted by Jim Goetsch



March Coffee-Hosted by Jim Goetsch



A Bit of Chapter 75 History - Photos from Cy Galley and Jim Smith



Vern Long's Cougar with some Tailwind Features



Jim Smith's Miniplane - Circa 1963



Marty Hattler's Tailwind w/ Wife - 1960's



Steve Carrol, from Aledo, Illinois. 1972 AAA Aerobatic Contest.

Steve flew Doug Reinhardt's Rose Parakeet to win the Contest!

Notice the patch on his shirt!

Steve was only 21, way back then!



Pete Peterson's 1st Homebuilt Called High Hopes



Ralph Deninea Sparrow Hawk Landing Gear Repair at the Rockford Repair Tent

Skip's P-51 Mustang Flight

(from Bob Kuhns)

Comment from Bob Kuhns: This is from my good friends, Skip Schwerdtfeger and his wife Carol and thought it would be a good addition to the next Chapter 75 Newsletter. Skip is a pilot, former History teacher in Elizabeth IL and he and his wife owned and operated "The Old Northwest Land Company" in Galena for a number of years. They have been wintering in Florida or the last several years.

Yesterday, 2-11-15, I flew "Betty Jane", a P-51C Mustang, aircraft identification 251 MX from MTH, Marathon, Florida for one hour. I was actually flying the Mustang for 50 min of that hour. Wheels up was at 10:15 AM EST, wheels down at 11:15 AM EST. The pilot in command was Thom Richard, a CFI and professional air racer in a highly modified Mustang. He teaches warbird flying in T-6, P-40, P-51, TS-11 and L-39 aircraft for Warbird Adventures and Kissimee Air Museum in Kissimee, Florida and teaches in "Betty Jane" for the Collings Foundation, the sponsors of my flight.

"Betty Jane" is the only P-51C converted to dual controls flying today. The cockpit is tight as one would expect in an aircraft that was designed and built as a single seat fighter in the early 1940's. Wearing a parachute and headset meant that I could not sit up fully straight in the back of the cockpit. I had full instruments and controls in the rear seat.

After I squeezed into my seat with Thom's help I got my safety briefing. Thom said, "If I yell 'bail out-bail out' it means that I am leaving. I will have blown the cockpit canopy so you release your seat belt --NOT the parachute belts-- and jump out of the side of the plane that isn't burning."

He saw me gulp as I envisioned jumping out of a cockpit so tight that I needed help getting into it, all of which would be happening in an airplane screaming downhill at a speed of 400 to 500 MPH. I tried to keep my voice steady as I said, "I sincerely hope that doesn't happen." He said, "Me, too", but I suspect he was thinking that "Betty Jane" is worth almost \$3,000,000 and losing her would be a big deal. I reassured myself by reminding myself that "Betty Jane" had brought her men home for 71 years and she would bring me home, too.

With that, and Carol taking pictures, Thom cranked up the 1640 HP Rolls Royce Merlin V12 supercharged engine, the huge four bladed prop began to swing, with a cough and a sputter the Merlin started and "Betty Jane" was suddenly alive.



Taxiing a Mustang is a challenge because of the plane being a tail-dragger with that huge engine sticking up in the air blocking the pilots view of the taxi way. So we taxied in figure S curves so we could see to get to the end of the runway. After the run-up to test the engine and the dual ignition magnetos, we swung onto the runway,

Thom closed the cockpit, advanced the throttle to 50 inches of vacuum (Mustangs do not take off at full power because the Merlin engine and four bladed prop create such huge torque that the 11,000 lb aircraft would flip over on the runway) and roared down the runway. The tail came up almost instantly, Thom rotated the nose up, executed a gentle left turn climbing as he raised the gear and the flaps and said, when we quickly reached 1000 ft, "She's yours, Skip. Climb at 160 knots (2200+ vertical feet per minute) to 2500 ft then turn right. We will circle the airport while we climb in case of an engine failure so we can glide back to the runway." Another gulp, but he couldn't see it.

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Skip's P-51 Mustang Flight

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"Betty Jane" was touchy, some would call her sensitive or responsive. The balance and response to controls was phenomenal. During the war a pilot would trim up his combat loaded 12,000 lb Mustang for level flight while on bomber escort. She was so perfectly balanced that if he bent over to pick up a map the nose would drop. That is one of the things that made her such a great fighter. It took me a few minutes to get the feel of it. Thom kept saying "6500 ft, Skip" as we flew toward Key West. That was because I was adjusting my altitude like a slow porpoise -- 6,000 ft to 7,000 ft. I said, "She is really sensitive and I am chasing the needles on the panel." Whereupon Thom said, "Forget that, just concentrate on the horizon." I did and settled in at 6500 ft. at 250 knots (about 300 MPH). "Betty Jane" wasn't even breathing hard (though I was) because in her prime she could roar along at 440 MPH straight and level if she was asked to.

The U.S. Navy was launching F18's from Key West Naval Air Station, so we were vectored from the Atlantic side of the Keys to the Gulf side. Thom asked me to descend from 6500 to 1500 ft through the next big opening in the patchy cumulus clouds so we could roar over the middle of Key West. We did some low passes over downtown Key West, 70 degree+ turns (nothing for a Mustang but almost 4 G's for us) while I could hear other pilots on the radio talking about the "...beautiful silver Mustang playing games over Key West." I cannot describe how much I enjoyed that.

Then Thom requested I climb back through the patchy clouds to 8500 ft and head toward the Florida mainland. The day was so perfect. The bright blue sky with the thinning low clouds all on top of the turquoise clear waters below and the deep blue of the ocean beyond the coral reefs --the northernmost coral reefs in the world-- was beautiful. The air was cool and stable --cold at altitude-- but I was working so hard at not letting "Betty Jane" get ahead of me that I was wet with sweat. In a few minutes (the world goes by fast at 5 to 6 miles per minute) we were 50 miles NE off Islamorada over the Gulf side at about 9000 ft (again, nothing for a Mustang --her service ceiling is 41,000 ft). Thom asked me if I had ever done any aerobatics in my 35 years as a pilot.

I said, "No, and that is a good thing because it would have been by accident. I have had spin training and steep banks and turns --60 degree bank, 720' turns right then immediately left which became 3.5 G turns if I let my nose down and had to pull it back

up."

He said, "Well, Skip, we are going to surpass that today." Another gulp. He explained that we were going to do first --aileron rolls. He told me to keep my hands and feet lightly on the controls while he did the first one to the right.

Then it was nose down to accelerate, pull back on the stick to a steep climb, stick hard over to the right, right wing drops, left comes up. I'm upside down, finish role, level out all in less than 15 seconds. The sensation is that the world turns over, you don't, and the only minor G force was when we leveled out.

Then it was my turn. Same drill except to the left. It was not as smooth as Thom's but it went well. In the middle of it, when passing inverted I heard myself say "Holy Cow" or something like that. It was a relief to see the world and my wings in agreement.

Thom asked, "How was that and how's your stomach?" "Fine," I said, "but I don't know how many of those I can do and still say that. He laughed, said "one more to the right and then we'll do wing overs."

The neat thing about the wing overs is the transition from positive G's (at 3 G's I weigh over 600 lbs) to negative G's (where, at 2 G's negative I weigh 50 lbs and am being forced up into the top of my shoulder straps). We did a few of those and then some gentle maneuvers as we descended back to Marathon.

Thom was prepping me to land "Betty Jane" but I told him I would rather he do it all. I was exhausted but exhilarated. Things had gone really well and I didn't want to take a chance on ruining a perfect day.

He greased the landing and we taxied back to where Carol was taking pictures. "Betty Jane" had brought us home.

During the debriefing and while Thom was filling out my log book entry a couple of things were going through my mind. I was standing there wet with sweat, hands shaking, and, according to Carol, grinning like she hadn't seen me grin in years. When she mentioned it Thom said "He'll have the grins like that for about a week."

I thought back to 1951/52 when I was ten and eleven years old. I had a cardboard and wooden box cockpit --stick, rudders, throttle, instruments, that I had set up in front of the TV set. On Sat mornings there was a kid's program called "Learn to Fly" taught by WWII flight instructors. Remember this was only six years after the war and during the Korean War. I would practice flying my P-51 every week, My Dad who

Skip's P-51 Mustang Flight

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flew B25's during the war--those planes are among my earliest memories-- would come in and help me with my technique. At that time he was only 33 years old and still a Captain in the U.S. Air Force Reserve. All our friends, even our pastor, were veterans of the war. One, Lucky Plapp, even flew Mustangs in Europe. He was nick-named "Lucky" because of his only survivor status from his Wing. It is no wonder I had to satisfy this lifelong dream.

The other thing I thought of were the realities of "Betty Jane". She is beautiful, expensive, demanding, temperamental, unforgiving, powerful and totally captivating. She gave me a "helluva" ride. Best of all, as she has with all her other men, she brought me home.

She is one of the last of her spectacular breed. I feel lucky to have known her.

Internet Links from the Members

Marty Santic – [RV-12 Aircraft Pilot Report Video – A Good 30 Minute Video Review](#) - From Dan Johnson.

Marty Santic – [25 of the World's Strangest Airports](#)

Don Fey – [C-17 Landing on a Carrier??](#) – Naw!

Marty Santic – [Earthrise - Watch this awesome video](#). The Untold Story Of The World's Most Famous Photo

Marty Santic - [The Bent Prop Project](#) A documentary about the search for various aircraft lost to the Pacific Ocean.

Marty Santic - [The Art of Aircraft](#) A website with great aviation related pictures including planes, posters, and very realistic renderings.

Marty Santic – [Flying REFRESHER Video from Sporty's Pilot Shop](#) – A good video. It's only 60 minutes long!

Dennis Crispin – [DOC and Columbine II](#) – See some exciting news on Doc and the Columbine II

Marty Santic – [LEARN to Fly a Gyro at Dubuque](#) – Sounds like it could be fun. This guy is more than happy to take you on an introductory flight. A friend

enjoyed the experience.

Marty Santic – [LEARN to Fly a Cub Nearby](#) – And get your tailwheel endorsement.

Cy Galley – [Who Says it is TOO Late](#) – A four minute video of an orthopedic surgeon who was told he was too old to serve but got a special waiver.

Marty Santic – [Real World IFR – Planning the IFR Flight with Foreflight and the iPad](#) – A nice 15 video from Pilot Workshops

Marty Santic – [ATC Archie Awards](#) – Recent ATC saves by some of the best. Be patient, it takes a while for each one to load.

Pre-Flight Those Electrons

There are so many items that need attention before we fly – airplane condition, weather conditions and our own health conditions, just to name a few. But, now we have an entirely new group of items to check due to our fascination with all things electronic. And, all of the electronics that we take with us need our attention too. Here are some things that need to be done before the electronics go into the flight bag:

Make sure you know how to use it. (Well, duh?) 4,000 feet and 100 knots is no time to try to figure out the buttons. (I often take a new portable device with me in the car. When my wife drives, I am navigating to some airport.) Make sure that the database information for your route of flight is up-to-date and loaded in the shortcut folder where you can access it quickly. Make sure that rechargeable batteries are truly recharged. And if using AA or AAA batteries make sure you have spares.

Then, when you get in the plane, figure out if you need to find a place to mount each electronic item or can it sit in your lap? Can you read the screen in the sunlight? Do you need to plug in antennae or power? How can you route those cords so that they are out of the way? Check all of these items out in a no-stress situation.

Before you really depend on any new gadget in flight, take some time, on a totally non-critical flight, to try things out. It is best that you take a friend with you, and have them fly while you play with (excuse me, test) your new equipment.

Looking for some cool, FREE, apps to make flying more fun? Try this: <http://appcrawlr.com/ios-apps/best-free-apps-flight-planning>

Delta Flight 15 on September 11th

(from Cy Galley)

It is 13 years since 9/11 and here is a wonderful story about that terrible day. An amazing story from a flight attendant on Delta Flight 15, written following 9-11.

On the morning of Tuesday, September 11, we were about 5 hours out of Frankfurt, flying over the North Atlantic.

All of a sudden the curtains parted and I was told to go to the cockpit, immediately, to see the captain. As soon as I got there I noticed that the crew had that "All Business" look on their faces. The captain handed me a printed message. It was from Delta's main office in Atlanta and simply read, "All airways over the Continental United States are closed to commercial air traffic. Land ASAP at the nearest airport. Advise your destination."

No one said a word about what this could mean. We knew it was a serious situation and we needed to find terra firma quickly. The captain determined that the nearest airport was 400 miles behind us in Gander, Newfoundland. He requested approval for a route change from the Canadian traffic controller and approval was granted immediately -- no questions asked. We found out later, of course, why there was no hesitation in approving our request.

While the flight crew prepared the airplane for landing, another message arrived from Atlanta telling us about some terrorist activity in the New York area. A few minutes later word came in about the hijackings. We decided to LIE to the passengers while we were still in the air. We told them the plane had a simple instrument problem and that we needed to land at the nearest airport in Gander, Newfoundland, to have it checked out. We promised to give more information after landing in Gander.

There was much grumbling among the passengers, but that's nothing new! Forty minutes later, we landed in Gander. Local time at Gander was 12:30 PM. ...that's 11:00 AM EST. There were already about 20 other airplanes on the ground from all over the world that had taken this detour on their way to the U.S. After we parked on the ramp, the captain made the following announcement: "Ladies and gentlemen, you must be wondering if all these airplanes around us have the same instrument problem as we have. The reality is that we are here for another reason." Then he went on to explain the little bit we knew about the situation in the U.S.

There were loud gasps and stares of disbelief. The

captain informed passengers that Ground Control in Gander told us to stay put.

The Canadian Government was in charge of our situation and no one was allowed to get off the aircraft. No one on the ground was allowed to come near any of the air crafts. Only airport police would come around periodically, look us over and go on to the next airplane. In the next hour or so more planes landed and Gander ended up with 53 airplanes from all over the world, 27 of which were U.S. commercial jets.

Meanwhile, bits of news started to come in over the aircraft radio and for the first time we learned that airplanes were flown into the World Trade Center in New York and into the Pentagon in D.C. People were trying to use their cell phones, but were unable to connect due to a different cell system in Canada. Some did get through, but were only able to get to the Canadian operator who would tell them that the lines to the U.S. were either blocked or jammed.

Sometime in the evening the news filtered to us that the World Trade Center buildings had collapsed and that a fourth hijacking had resulted in a crash. By now the passengers were emotionally and physically exhausted, not to mention frightened, but everyone stayed amazingly calm. We had only to look out the window at the 52 other stranded aircraft to realize that we were not the only ones in this predicament.

We had been told earlier that they would be allowing people off the planes one plane at a time. At 6 P.M., Gander airport told us that our turn to deplane would be 11 am the next morning. Passengers were not happy, but they simply resigned themselves to this news without much noise and started to prepare themselves to spend the night on the airplane.

Gander had promised us medical attention, if needed, water, and lavatory servicing. And they were true to their word. Fortunately, we had no medical situations to worry about. We did have a young lady who was 33 weeks into her pregnancy. We took REALLY good care of her. The night passed without incident despite the uncomfortable sleeping arrangements.

About 10:30 on the morning of the 12th, a convoy of school buses showed up. We got off the plane and were taken to the terminal where we went through Immigration and Customs and then had to register with the Red Cross. After that, we (the crew) were separated from the passengers and were taken in vans to a small hotel. We had no idea where our passengers were going. We learned from the Red Cross that the town of Gander has a population of 10,400 people

Delta Flight 15 on September 11th

(cont.)

and they had about 10,500 passengers to take care of from all the airplanes that were forced into Gander! We were told to just relax at the hotel and we would be contacted when the U.S. airports opened again, but not to expect that call for a while.

We found out the total scope of the terror back home only after getting to our hotel and turning on the TV, 24 hours after it all started.

Meanwhile, we had lots of time on our hands and found that the people of Gander were extremely friendly. They started calling us the "plane people." We enjoyed their hospitality, explored the town of Gander and ended up having a pretty good time.

Two days later, we got that call and were taken back to the Gander airport. Back on the plane, we were reunited with the passengers and found out what they had been doing for the past two days. What we found out was incredible. Gander and all the surrounding communities (within about a 75 Kilometer radius) had closed all high schools, meeting halls, lodges, and any other large gathering places. They converted all these facilities to mass lodging areas for all the stranded travelers. Some had cots set up, some had mats with sleeping bags and pillows set up.

ALL the high school students were required to volunteer their time to take care of the "guests." Our 218 passengers ended up in a town called Lewisporte, about 45 kilometers from Gander where they were put up in a high school. If any women wanted to be in a women-only facility, that was arranged. Families were kept together. All the elderly passengers were taken to private homes. Remember that young pregnant lady? She was put up in a private home right across the street from a 24-hour Urgent Care facility. There was a dentist on call and both male and female nurses remained with the crowd for the duration.

Phone calls and e-mails to the U.S. and around the world were available to everyone once a day. During the day, passengers were offered "Excursion" trips. Some people went on boat cruises of the lakes and harbors. Some went for hikes in the local forests. Local bakeries stayed open to make fresh bread for the guests. Food was prepared by all the residents and brought to the schools. People were driven to restaurants of their choice and offered wonderful meals. Everyone was given tokens for local laundry mats to wash their clothes, since luggage was still on the aircraft. In other words, every single need was met for those stranded travelers.

Passengers were crying while telling us these stories. Finally, when they were told that U.S. airports had reopened, they were delivered to the airport right on time and without a single passenger missing or late. The local Red Cross had all the information about the whereabouts of each and every passenger and knew which plane they needed to be on and when all the planes were leaving. They coordinated everything beautifully.

It was absolutely incredible. When passengers came on board, it was like they had been on a cruise. Everyone knew each other by name. They were swapping stories of their stay, impressing each other with who had the better time. Our flight back to Atlanta looked like a chartered party flight. The crew just stayed out of their way. It was mind-boggling.

Passengers had totally bonded and were calling each other by their first names, exchanging phone numbers, addresses, and email addresses.

And then a very unusual thing happened. One of our passengers approached me and asked if he could make an announcement over the PA system. We never, ever allow that. But this time was different. I said "of course" and handed him the mike. He picked up the PA and reminded everyone about what they had just gone through in the last few days. He reminded them of the hospitality they had received at the hands of total strangers. He continued by saying that he would like to do something in return for the good folks of Lewisporte.

"He said he was going to set up a Trust Fund under the name of DELTA 15 (our flight number). The purpose of the trust fund is to provide college scholarships for the high school students of Lewisporte. He asked for donations of any amount from his fellow travelers. When the paper with donations got back to us with the amounts, names, phone numbers and addresses, the total was for more than \$14,000!

"The gentleman, a MD from Virginia, promised to match the donations and to start the administrative work on the scholarship. He also said that he would forward this proposal to Delta Corporate and ask them to donate as well. As I write this account, the trust fund is at more than \$1.5 million and has assisted 134 students in their college education.

"I just wanted to share this story because we need good stories right now. It gives me a little bit of hope to know that some people in a faraway place were kind to some strangers who literally dropped in on them. It reminds me how much good there is in the world."

FOR SALE: 1969 CESSNA 150J "IFR" • NEW PRICE \$22,000 OBO 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.continuousouch.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 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
 Does it come with headsets - No



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, April 4, 2014
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Jerry Coussens and Tom
Shelton



FLY IN or DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Tom Shelton and Jerry Coussens at the Davenport Airport. The place is heated, but just may NOT need it!! Saturday might be warm!! Come for some good hangar talk and meet your fellow chapter members.

DRIVE IN: Drive to the Davenport Airport. The gate near the newer hangars should be open. Or just honk! Or call Jerry at 563-529-3706.

FLY-IN: Fly to the Davenport Airport and taxi to the northeast corner of the airport. You will see the gathering.



FREE SAFETY SEMINARS IN YOUR AREA

Thursday, April 23, 2015

6:00 - 8:00 PM

John Deere Global Aviation Services

5600 69th Avenue

Milan, IL 61264

*Special thanks to John Deere
Global Aviation Services*

SPONSORED BY:



SPECIAL THANKS TO:



No RSVP required. Qualifies toward AOPA Accident Forgiveness and FAA WINGS.
For more information on seminar locations, please visit www.airsafetyinstitute.org/seminars.
The Air Safety Institute is a division of the AOPA Foundation.

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](#)

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.

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.

Upcoming EAA Webinars

Go to www.eaa.org/webinars to view the schedule and to register.

April 4, 2015
EAA Chapter 75 1st Saturday Coffee and Donuts at KDVN. Jerry Coussens and Tom Shelton are hosting. Invite EVERYONE!!

April 11, 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

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 or amanda@avsafetyolutions.com

Flight Instruction: Flight Instructor, Dean Jones (dnjones_acro@hotmail.com) (309-752-3841) ATP-MEL, CFI-I (SEL/MEL), is accepting new students

NEW For Sale: Avery C-Frame Dimpler & felt covered table to dimple skins. Avery Item #1001. Make offer. Marty Santic, 563-344-0146.

NEW For Sale: Northwest Mfg. POWER TOW Model 35 Electric Towcart. 110 Volt, Includes tire chain, adaptors for Beech and Cessna. \$250.00 Allen Machine AIRPLANE WINCH 115 volt with 100 ft. switch cord. Includes homemade harness for towing beech aircraft by main gear. \$200.00 Sporty's SP200 Handheld Nav/Com with two AA battery holders \$100.00 Contact Rich Qualmann 309-795-1274

Send me your ads. Send to 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 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



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

EAA CHAPTER 75 OFFICERS

(Effective January 2015)

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

Vice President
Mike Nass
 gatewayaviation@yahoo.com 563-243-4891

Treasurer
Paul Fisher
 rv7a.n18pf@gmail.com 309-230-8719

Secretary
V. George Bedeian
 vgb@q.com 563-381-3113

Board of Directors
David Jacobsen
 davjacobsen@mchsi.com 563-243-5966
Tom Shelton
 tshelton72@gmail.com 563-332-4202
Ed Leahy
 me24nas@mchsi.com 563-285-4352
Jim Smith - President
Mike Nass - Vice President
Paul Fisher - Treasurer
V. George Bedeian - Secretary
Marty Santic - Newsletter Editor
Ron Franck - Tool Librarian

Flight Advisor
Bernie Nitz
 bernien@visioncrest.com 309-787-0813

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

Tool Librarian
Ron Franck
 franck@geneseo.net 309-937-2751

Tool Committee
Ron Franck (Chair)
 franck@geneseo.net 309-937-2751
Cy Galley
 cgalley@mchsi.com 309-788-3238
Terry Crouch
 Q1terrymdt@aol.com 563-359-4127
Paul Fisher
 rv7a.n18pf@gmail.com 309-230-8719
Jim Smith
 387js@mchsi.com 563-322-5485

Bernie Nitz
 bernien@qconline.com 309-787-0813
Mike Nightingale
 csnight@icloud.com 309-798-0028
Roger Nightingale
 r.nightingale@mchsi.com 309-207-0266

Tool Loan Officers
Mike Nightingale (Contact Info Above)
Roger Nightingale (See Above)
Jim Smith (See Above)
Ed Leahy (See Above)
Marty Santic (See Below)

Coordinators
John Vahrenwald (Young Eagles Coord.)
 airbike5@yahoo.com 815-508-5541
Spence Gray (Activity/Fly-Out Coord.)
 spence_g@hotmail.com 563-639-3105
Tim Toal - (Air Academy Advisor)
 timtoal@mchsi.com 309-235-0087
OPEN POSITION (Membership Coord.)
 Need a volunteer!!
Ron Ehrecke (Program Coord.)
 ehrecke@sbcglobal.net 309-236-9785

Web Site Editor
Cy Galley
 cgalley@mchsi.com 309-788-3238

Newsletter Editor
Marty Santic
 marty.santic@gmail.com 563-344-0146

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.



**IF YOU HAVE NOT PICKED UP YOUR NAMETAG,
SEND \$2 & ADDRESS TO PAUL FISHER.
We Will MAIL.**

**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:
 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? _____
