

# THE LANDINGS

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

June 2018

### THE EXPERIMENTAL AIRCRAFT ASSOCIATION

#### From The Desk of the President



On April 18th, pilots and I flew to Sun & Fun for 5 days of joking and hanging out. It was fun to travel to warm weather and hang with like minded people. This is the aviation part of that weekend.

John Eagles showed up at my hanger on Wednesday morning for a 9:00 departure. The day was cool and clear with forecast to be hazy but cloudless all the way to Lakeland. I had already filed my IFR flight plan 2 days earlier. With fuel in the tanks we loaded up the plane started the engine for taxi. The engine cranked a little slower than I'm used to but I thought that's because I haven't been flying much. We taxied to runway 21 got our clearance and departed climbing to 3,000' contacted ATC and received clearance to turn on course and climb to my requested altitude of 10,000'. I've been asked why do I like flying high, the reasons are; less traffic, cooler air (summer), glide distance if engine problems, and last but not least I'm usually above the clouds in smooth clear air.

We are on our way to Sun and Fun, the others have left an hour or two ahead of us. Many planned to stop in Kentucky or Tenn. I decided to go all the way to Lagrange, GA for my gas stop. I expected a tailwind

but the wind is directly off our wing, no problem we are still good for gas as Lagrange is only 2 hrs. and 43 min away. Soon we are over Nashville and are directed to fly over the airport for traffic, otherwise we have uninterrupted flying to our destination.

As we approach Lagrange I cancel IFR and land on 31. As we taxi we park as there are two Cessna's at the fuel pump. After we got out, we see it is Tom and Craig with the 180 and 206. After they leave we pull the plane to the pumps and top off the tanks. Took a little break then it was time to go. Plane started sluggishly again but it did start so we are on our way. As we taxi there is a lot of static in our ear phones, John said he heard it too. I figured it was probably caused by the frequency and would work itself out so I got my clearance to Zephyrhills, our overnight destination.

Once the landing traffic turned onto the taxiway I pulled on the runway and pushed in full throttle at 70 kts I pulled off for a 500' fpm climb over the trees then turned to the heading of 180 degrees as directed. Passing through 2,000' my entire panel went black. My EFIS went to backup battery as it should but radios and navigation were all down. John and I both smelled smoke, WHAT THE HECK IS GOING ON?

This is a perfect IFR scenario in perfect VFR weather. What do I do, fly on course and try to figure it out on the route I was cleared on? With VFR conditions and smelling smoke I decide to return to Lagrange. The plane continues to fly great so no crisis, as we turn back to the airport John points out that there are ground fires all over the place so fire becomes less of a fear. We land and taxi to terminal, I get out and head to the office, I need to call ATC and tell them what happened and cancel IFR. The counter guy says ATC had already called to make sure I was down, IFR canceled.

John and I enjoy a soda and take some time to think about this. After our break we inspect the panel and

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**Next Meeting - Saturday, June 9th, NOON - Potluck Lunch at the Clinton Airport  
Fly In or Drive In**

## June 9th Chapter Meeting

The June Chapter potluck lunch will be held on **Saturday, June 9th at NOON**. It will be held at the Clinton Airport.

### FLY IN or DRIVE IN!

Bring a dish to pass and your eating utensils. Should be a great time!!

And bring a NEW chapter member !!

## From The Desk of the President

*(Continued from page 1)*

wiring closer, we find a breaker in the corner that has tripped. Note to builder, why do I have both master avionics switches going to one breaker, I need to remedy that. We reset the breaker and listen to headsets, no static? The radio's are clear as a bell, let's start the engine and see if that is the problem. ERR ERR no start, NOW WHAT! I don't believe in coincidence so how did the radio problem affect the starter. We pulled the plane to the FBO for a jump assuming it's the battery (only two years old as is the starter). The mechanic helps us jump the plane. The engine cranks over but fights back. On one kick the engine starts and is running. The mechanic says if you want we'll push you back and you can head for your destination.

Great idea, John gets in and he pushes us back. I asked him how much I owe and he says nothing. I love the aviation crowd. Now all is working good, radios are clear engine is running great. With my flight plan canceled and VFR weather I decide not to bother with ATC, I have enough on my mind. After takeoff I turn South and climb to 7,500' all is working great. We are on course and will be there in two hrs.

I'm using my time to wonder what went wrong. Since I listen to the emergency channel I hear ATC, "aircraft 10 miles South of Columbus at 7,500' contact Atlanta Approach on 125.5. In case you don't know it's not good when you hear that. I give them a call and he says are you aware you have passed over Restricted Airspace? I said, "I didn't till you called me". He said stand by to copy a phone number to call. After giving me the phone number he said call when you land. Damn, all I need is trouble with FAA. Here is the bad thing about IFR, easy to get complacent as they will direct you around the restricted airspace. Then when you go VFR you forget your on your own. I was thinking about my problems and didn't even look at a map. Well, can't do anything about it now

so why worry about it. The rest of flight went great and we landed ahead of Mike and Jim in Jim's Commander. After filing the plane up with fuel I try to start it and it is dead. I've got four days to figure this out for my Sunday departure. With much going on I decide to wait till we get to house to call FAA. Upon reaching the house I stayed outside to call them.

The phone answered with hello, I told the answer I had mistakenly gone through some restricted airspace today. The person on the other end said, "who's this"? I said is this the FAA? He said, "this is Fort Benning Gunnery Range". Oh so that's who I was supposed to call. I said, "well today I flew through your restricted airspace". He said, "YOUR NOT IN THERE NOW ARE YOU"? I said, "no that was 3 hrs. ago". He said, "OK". So I said, "So are we good"? He said, "Yea, ATC might follow you with radar but we are good". So I'm hoping I am done and we won't be getting a message from FAA about this. Hopefully lesson learned and I'm unscathed.

With the help from my friends we found the problem was a bad starter, with a little bad luck and good luck I was able to find one at the show. Airplane guys are awesome, if you have a problem they get in line to help you out.

It's Monday morning, we had planned to leave on Sunday but the bad weather finally came through at 4:00 pm so we spent the day at Fantasy of Flight (the Kermit Weeks hangars). The plan was to take off at 9 and I think we were all off by 9:00 am. The topic for this flight was head winds. Most of the winds in the country were aimed at Florida so you were going to deal with head wind but the question was how much.

Most of the guys opted to take the low road below clouds, with fewer winds but more turbulence. I like a smooth ride and I have some speed to spare, so I opted for higher wind speeds and smooth clear skies. I filed for 8,000' which I was hoping was above clouds. John and I took off VFR and we opened our flight plan with Tampa in flight. We were cleared for 8,000' smooth air and a 43 kts headwind, ground speed 162 kts. burning 9.3 gal/hrs. This was to be our pattern for the next 3 hrs. As we neared Atlanta we were directed to Lagrange VOR to skirt around Atlanta airspace. I just can't get away from Lagrange,

I'm destined to return to the scene of the crime. As we moved North the winds moved more directly in front of us. From Lagrange to Tullahoma it was 53 kts with 151 GS. Years ago I was flying to Boise, ID in my Kitfox which had a 95 mph cruise speed. We were facing 50 kts headwinds over SD and I was

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## From The Desk of the President

*(Continued from page 2)*

watching the semis pass me on the ground. That was the trip I decided I needed a Lancair. While we were in Florida I heard Dave Skinner talk to Jacksonville approach asking for 8,000'. Neat to hear friends out there somewhere. As we neared the TN border we heard center hand him off to Huntsville. John pointed to the IPAD ADS-B. I could see Skinner 13 miles ahead of us. This ADS-B is cool stuff. When we were 30 miles from THA the headwind was 55 kts and we were doing 146 kts GS. AS we approached THA the wind was 25 kts gust from 270 so I asked for runway 23. We were cleared to descend to 3500' which was in the clouds, outside air temp was 31 degrees C. John and I were looking for ice and soon we saw a thin layer of rime ice on the leading edge.

The ceiling was 1700' so we could have descended below the clouds and canceled IFR but I wanted to do the approach. We continued on to the final approach fix so I could descend below the clouds. Although it kept building up I've seen more when I was with Josh my instructor. As we dropped below the clouds the weather was dark and dreary with plenty of turbulence. We landed on 23 with a slight crosswind, but plenty of turbulence. We parked in back of the pumps because there was a gas truck in front. Opening the canopy was a harsh reality check. It was 30-40 degrees and windy, John and I haven't faced actual temps since we left Florida's 80 degrees. I grabbed my IPAD and headed in as I needed to relieve myself. As I was checking the weather map The attendant asked if I wanted her to fill the plane. Sounded good to me as I didn't want to be out there with just a light jacket. After a break John and I hurriedly got into the cockpit and closed the door.

Ahhh that's better, after startup I realized I had left my IPAD in FBO so I shut down and ran back in to retrieve it. Back in cockpit all strapped in I started the engine looked out to see the gas caps were on and we are ready to go.

We taxied to 23 waited for landing traffic and we were off again. Turning on course I contacted Memphis departure to open my flight plan. They gave me a squawk code and cleared me to 8,000'. As I was climbing to 8,000' I stayed on instruments and told John to watch wings for ice. In a short time we were above clouds and in smooth air. No ice, you just can't tell what mother nature is going to do. Over Kentucky I was handed to Kansas City Approach. I told John the clouds are coming up, we may need to ask for higher. No sooner I said that and we were skimming the tops and it was bumpy. I had no desire to put up with this so I asked for higher. I was cleared

to 10,000' upon leveling our headwind was now 80kts and ground speed was showing 105 kts.

I took a picture because I have never seen 80 kt tailwind or headwind. As you know you wouldn't know it as the ride was smooth and we were warm and dry. In Illinois our airspeed increased to 120 kts GS. This would be the pattern till we lowered coming into Davenport. Shortly after we were handed to Peoria I heard Dave get handed off to Quad Cities. We were losing the race but at least we are in the game. Having a cloud deck under us I was expecting to accumulate ice as we lowered for the RNAV 33 into Davenport. Ten miles out the clouds started breaking up. As we lowered into the clouds I expected ice but none formed and we followed the approach as published to the ground.

I filled the tanks in Davenport, that's when I found we had 5 gallons less in the tanks then I thought. It wasn't a crisis but it could have been if we were relying on that 5 gallons in headwinds. Apparently the attendant was cold too and didn't wait for bubbles to dissipate. That's what happens when your cold and you don't do a thorough preflight.

So ends a great trip with fellow pilots, looking forward to next year, maybe without headwinds. ....Jerry

## May Board of Directors Meeting Minutes

**CALL TO ORDER:** The meeting was called to order by Chapter President Jerry Coussens at 6:02p.

**MEMBERS PRESENT:** Jerry Coussens, Ron Franck, Ron Ehrecke, Don Fey, Ed Leahy, John Riedel, Nick Anagnos, Marty Santic.

**THOSE NOT PRESENT:** None.

**OTHERS PRESENT:** Tom Shelton, Jim Smith

**TREASURERS REPORT:** The treasurer's report was read by Ron Ehrecke. A motion to accept the treasurer's report was made by Don Fey and was seconded by Ed Leahy. 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 Jerry Coussens and was seconded by Don Fey. Approval of the board was

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## May Board of Directors Meeting Minutes

*(Continued from page 3)*

unanimous.

### OLD BUSINESS:

Questions about the status of the build-a-plane project at Arconix facility. Marty said he will talk to Larry Johnson about it and advise next month.

Ron Ehrecke advised that Incorporation papers had been filed with the State of Illinois, Chapter 75 forms have been filed with EAA, and the IRS "Post Card" had been filed as is required.

Tom Shelton Repair Barn items:

- Email sent to EAA naming co-chairs
- John Hopkins is our EAA contact – a newly created position. Steve Taylor responsible for all repairs.
- Spoke about the automobile parking situation and to limit spaces/passes to one car per family, if necessary. Also mention likely restrictions to movement for deliveries, setup, etc.

### NEW BUSINESS:

Ron Ehrecke spoke about tools being purchased without prior authorization, with the expectation that the chapter would "automatically" reimburse the purchaser. Suggested that John Bruesch should, at least, be consulted first. Marty suggested that the policy for purchasing tools should be shared at the general meeting.

Ron Franck moved to pre-approve Tom Shelton's Repair Barn expenses up to \$600.00 - for trailer and misc. expenses. Seconded by Ron Ehrecke. Approval by the board was unanimous.

Ron Ehrecke said that he had been approached by several members who are unable to attend Saturday meetings, and requested that a change in the meeting night be considered. Marty will conduct a survey.

A motion to adjourn the meeting was made by Ed Leahy and was seconded by Ron Ehrecke. The meeting was adjourned at 6:51p.

**These minutes respectfully submitted by Don Fey, Secretary.**

## May General Membership Meeting Minutes

**CALL TO ORDER:** The meeting was called to

order at 7:03pm by Chapter President, Jerry Coussens.

**VISITORS AND NEW MEMBERS:** None

**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:** The minutes of the last meeting as published in the last newsletter were approved at the Board of Directors meeting.

**TOOL LIBRARY:** John Bruesch reported that a meeting of the committee was set for next Wednesday.

Also said the he would be on hand at the beginning and at the end of Airventure to perform an inventory. Lastly – says he's looking for the return of a book he loaned out: 100' Over Hell. Jerry stated the tool purchasing process to the membership present.

**TECH COUNSELOR REPORT:** Jim Smith has parts cleaning tank in his hangar that is available for use.

**FLIGHT ADVISOR REPORT:** Nothing to report.

**REPAIR BARN:** Nothing to report.

**YOUNG EAGLES:** Bob Thomas has contacted several church and scouting groups to generate interest. First Young Eagles day will be June 17<sup>th</sup> in Geneseo. Second day will be July 14<sup>th</sup> at Davenport.

**PROGRAM COORDINATOR:** Rich Lowe: First Pot-Luck meeting will be June 9<sup>th</sup> (2<sup>nd</sup> Saturday) at noon in Clinton.

**AIR ACADEMY ADVISOR:** Jim Smith said only one "junior" participant has signed up for this year. Too late for seniors sign-ups this year but discussion produced two candidates for next year. Bob Thomas will pursue and advise Tim Toal.

**MEMBERSHIP COORDINATOR:** Nothing to report.

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

**NEWSLETTER EDITOR:** Marty commented that he appreciates the excellent content members have shared.

**WEB EDITOR:** Nothing to report.

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## May General Membership Meeting Minutes

*(Continued from page 4)*

**IMC CLUB:** Nothing to report.

### OLD BUSINESS:

Tom Shelton reported that all required documents have been submitted to EAA for Repair Barn ops. There may be limited access prior to the show. If anyone has a problem gaining access, call Tom. Parking at/near the Repair Barn will likely be limited to one car per family – expects that passes will be available for the “Z” lot which is close by.

### NEW BUSINESS:

Pot Luck next month: June 9<sup>th</sup> in Clinton. Brief discussion about a request to change the meeting night – survey will be sent out.

### PROGRESS REPORTS / GENERAL DISCUSSION / INFORMATION:

Jim Smith noted that the Moline Foundation fund is up, presently valued around \$32K.

A motion to adjourn the meeting was made by John Riedel and was seconded by Dave Jacobson. The meeting was adjourned at 7:22 pm.

**THE EVENING PROGRAM:** Steve Rahlf. Steve showed us how he builds wing ribs, demonstrated several jigs and metal shaping tools.

These minutes respectfully submitted by Don Fey, Secretary.

## Remember D-Day (from Richard Lowe)

I assume that most of you will be reading this just prior to 6 June. You may recall, that date is known as D Day. In 1944, arguably the biggest military operation in the history of the world took place. General Eisenhower was placed in command of something called the Allied Expeditionary Force (AEF) which was composed of mostly U.S and British forces with a mix of free French, Dutch, Norwegian, Polish and others. The Combined Chiefs of Staff (U.S and British) gave him an order several months earlier: "You will enter the continent of Europe and undertake operations aimed at the heart of Germany and destruction of her armed forces".

The figures which surround this operation were staggering. A total of 6,936 naval vessels were involved:

The 43 different types were manned by 195,000 crewmen. Twelve-hundred of these were warships. There were 15 hospital ships. Between 1 April and 5 June, 14,000 air missions were flown in preparation. About 2,000 aircraft were lost resulting in the loss of 12,000 airmen. By the end of the Normandy Campaign, 28,000 airmen were lost.

They knew it would not be easy and they anticipated many casualties. At sea and in England 8,000 doctors were standing by. They stockpiled 600,000 doses of penicillin; 100,000 pounds of sulfa drugs and 800,000 pints of plasma.

Between 0300 and 0500, 1000 aircraft flew missions in support of the landings. About 5,000 tons of bombs were dropped. A total of 127 planes were lost that day. By midnight, 156,115 men were put ashore or dropped into France. Additionally, 20,000 vehicles were unloaded onto the beach.

The war continued for the next eleven months. There were some set backs such as the Battle of the Bulge. However, the Germans eventually surrendered to the allies in various places around the 7th of May and General Eisenhower, a man of few words, sent a message to the Combined Chiefs of Staff that..."The mission of this force was completed at 0200 hours this date".

When someone tells you he does not vote, tell him that is his right, but remind him of what these guys did to insure that he has the freedom to vote.

## More From Ron Plante' Travels

Just inside the gate of Hancock Field ANG Base, Syracuse NY are two very well preserved planes flown by 138FS, F-16A 79-337 and F-86H 53-1519. Over on the flight line presumably awaiting display is an A-10, possibly one I worked on 1980-86. After I left they converted to the F-16; 174ATKW now flies the MQ-Reaper.



## Ava's First Flight (from Mike Nightingale)

Sorry I couldn't make the last First Saturday Coffee and Doughnuts. I had a more important mission, taking our oldest Granddaughter Ava for her first ride in a small plane.

It started at the Soccer fields just West of KDVN where our youngest Granddaughter Bryn had an 08:30 Soccer game. My wife planted the seed a week ago to take Ava for her first ride. All the stars aligned. The weather was perfect and Ava and I slipped away to the airport. We opened the hanger, preflighted, pulled the plane out, and got in. Pre-start passenger briefing and engine start by the checklist which Ava read off to me.

We departed KDVN for Geneseo. On climb out I saw the oil door was open (Grandpa missed the latch) so we landed at KCWI and remedied the open oil door, and got back in the air to Geneseo. We over flew her school for picture then flew out to Wolf Road so she could see her house and shoot more pictures. I got Ava to fly after a short how to and she did a great job on the way back to KDVN. We got an hour of flight time with 2 landing and 2 takeoffs. Ava loves rollercoasters so she had no problems with the flight. What GREAT Saturday morning!

## Flying with Bob Thomas (from Trevor Christoffersen)

Thanks to Bob for the experience and my first flight!!! --Trevor



## Mike Lazarowicz's RV-8

I was speaking with Paul Kirik and Jim Smith the other day and said I intended to fly to a Chapter 75 event in June. Since I have been a member for 5 years I thought I should attend at least one event. It is hard not being closer to the 75 people who I have made so many friends with over the years. My time volunteering at Oshkosh is the highlight of my year.

I intend to fly my RV8 which I completed in Jan 2018 after about 5 years and 2800 hours of work. I actually started the plane over 13 years ago but stopped when I restored my 1946 T-craft. It was the T-craft got me involved with Paul Kirik He has stopped by here a few times on his way to PA to look at mine fly it.

In any case Jim and Paul said I should send you a couple of pictures and a few words about my new plane.

### My RV8

Engine O 360 A1A.

Whirlwind RV 200 prop

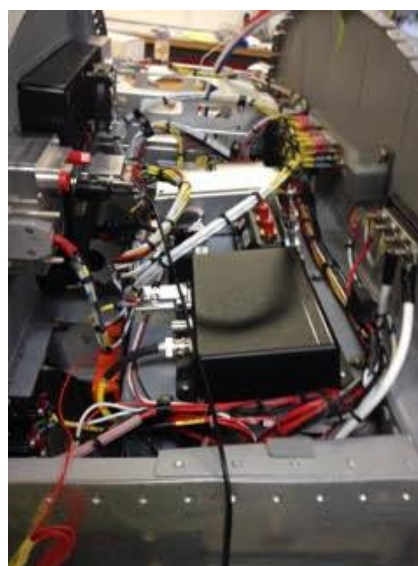
Garmin G3X touch panel with a Garmin 650 and a Grand rapids Mini for a back up.

2 axis Garmin autopilot

The plane is IFR

I did all the work on the plane including the wiring of the panel and the painting.

The painting was by far the most difficult. I could wright pages on the painting process. I used PPG Aerospace paint. The plane flew its first flight on March 3, 2018 and presently has 34 hours on it. Most all Phase 1 flying completed. The plane trues out a 200mph, It will fly a coupled ILS and is fully aerobatic. I have spin tested it , looped it and rolled it with no issues. I tried to build it light. The empty weight is 1063 lbs. Gross is 1800. As you can see I am a lousy writer so feel free to do with this as you like. I look forward to Oshkosh and will be there early as usual.  
--Mike Lazarowicz



# Photos from the May Chapter Meeting - Wing Rib Construction by Steve and Henry Rahlf (from John Riedel)





# May 1st Saturday Coffee at the Davenport Airport - Courtesy of Tim Baldwin



## Are You **READY** for Oshkosh 2018? Can You Believe - 50 Years Ago!



Repair Barn 1968



Ralph Deninea Sparrow Hawk Landing  
Gear Repair At Rockford Tent



Steve Whittman - 1968

***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 AT THE QUAD CITIES AIRPORT**

**SATURDAY, JUNE 2, 2018**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Charlie Typinski and the**  
**Flying Country Club at the**  
**Quad Cities Intl. Airport**



***FLY 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 the Flying Country Club at KMLI. Come for some good hangar talk and see your fellow Chapter 75 members and the folks at KMLI.

**FLY IN:** Of course! Fly to KMLI. Folks that fly in will be able to park their planes in the big area when entering the south tee's off taxiway Lima. Ask the tower for the south-T's.

**DRIVE IN:** Just drive to the Quad Cities Intl, Airport. We will be at Hangar E3 at the South Tee hangars. The entrance if driving will be Gate 34. Call Charlie Typinski at 309-230-4513 or Ron Ehrecke at 309-236-9785 if there is no one at the gate near the south T-hangars to let you in.

## Upcoming Events (from Adam Santic)

### Celebrating 100 Years of Aviation in Iowa City (June 8 -10)

You do not want to miss this amazing event happening at the Iowa City Municipal Airport, 1801 Riverside Drive, Iowa City, Iowa 52246. Join them June 8, 2018 from June 10, 2018 from 9:00 am to 5:00 pm for a celebration of the many firsts in the airport's storied past, as well as the exciting opportunities that lie ahead. Explore exhibits, enjoy aerial performances, or take a plane ride while seeing the wonderful big-city services and amenities our local airport offers. For more information and for a complete list of events visit: <https://iow100.org/>

#### Schedule:

**June 7-10, all day:** A ride aboard a 1928 Ford Tri-Motor 5-AT-B

**June 8-10:, all day:** A ride aboard a 1929 New Standard D-25

**June 8-9, times vary:** The Iowa Children's Museum Kids Activities

**June 8, 6:00 pm - 9:00pm:** Sunset and Night Flight Tours by Jet Air, Inc.

**June 8, 8:00pm:** Balloon Night Glow

**June 9, all day:** Midwest RotorSports Drone Demonstration

**June 9, 9am - 12:00pm:** EAA Young Eagles Rides

**June 10, 9am - 12:00pm** EAA Young Eagles Rides (In the event of rain on June 9, this event will be moved to this date)

### Ultralight Day (June 16)

From 9:00 am to 3:00 pm, EAA's Pioneer Airport (EAA Aviation Museum, 3000 Poberezny Road, Oshkosh, WI 54902) will be transformed into a fun fly zone on Saturday, June 16, as up to 30 ultralights and light planes descend onto the grass airstrip to participate in EAA's Ultralight Day 2018. These unique flying machines vary in style and design, ranging in types from powered parachutes to traditional fixed winged aircraft. For More Information visit: <https://www.eaa.org/en/aaa-museum/aaa-museum-events/ultralight-day>

### Gen-Air Park Annual Father's Day Breakfast (June 17)

The Gen-Airpark Airport (3G8) located at 20035 East 1700 Street, Geneseo, Illinois 61254 will be hosting their annual Father's Day fly-in/drive-in breakfast on Sunday, June 17, 2018 from 7:00 am to 11:00 pm. The event is being put on by Kent Johnson. The event includes skydiving demonstration, vintage cars, aircraft displays and an EAA Young Eagles rally put on by EAA Chapter 75 from 8:00 am to 11:00 am. PICs eats free, food prices under \$10.00.

### Iowa Falls Annual Flight Breakfast (July 2 - July 4)

The Iowa Falls Municipal Airport, 315 Stevens Street, Iowa Falls, IA 50126 will be hosting special events from Monday, July 2, 2018 to Wednesday, July 4, 2018. This event will include the Commemorative Air Force's (CAF) RISE ABOVE Traveling Exhibit, a 1942 North American P-51C "Red Tail" owned by the CAF, a mini airshow featuring a P-51C, Erik Edgren (1946 Taylorcraft BC12-D) and the Vanguard Squadron (Van's RV-3). **For more information visit:** <https://www.facebook.com/events/391045174744681/>

#### Schedule:

**July 2-4, all day:** CAF's RISE ABOVE Traveling Exhibit

**July 3, 4pm - 7pm:** Aviation Youth Rally (4 pm - 7pm)

**July 4, 7am - 11am:** Flight Breakfast

**July 4, 11am - 12pm:** Airshow

### 33rd Annual Dubuque Fireworks and Air Show Spectacular (July 3)

The 33rd Annual Dubuque Fireworks and Air Show Spectacular will be happening at A.Y. McDonald Park in Dubuque, Iowa over Lock and Dam Number 11 on Tuesday, July 3, 2018. The airshow is from 6:00 PM to 8:30PM, followed by some dazzling fireworks at dusk. **The event is FREE. Parking is \$5.00. Bring lawn chairs.**

#### Airshow Lineup:

- \*Air Force Heritage Flight Foundation featuring a USAF A-10 Thunderbolt II & a P-51 Mustang
- \*United States Army Golden Knights Parachute Team
- \*Iowa Army National Guard (Chinook Helicopter)
- \*Justin Lewis or L.D. Jeffries (FLS Microjet, event debut)
- \*Vanguard Squadron (Van's RV-3 aircraft, event debut)
- \*Greg Colyer (Canadair CT-33 Shooting Star, event debut)
- \*Michael Wiskus (Pitts S-1-11B)
- \*Luke Carrico (Airshow Announcer)
- \*Bell Boeing V-22 Osprey
- \*Navy MH-53E Helicopter
- \*Missing Man Formation
- \*Tribute to Our Troops
- \*Fireworks

#### Additional Information:

<http://fireworks.radiodubuque.com/>  
<http://fireworks.radiodubuque.com/air-show/>  
<http://fireworks.radiodubuque.com/schedule-ofevents/>  
<http://fireworks.radiodubuque.com/parkinginformation/>

## Runway 15/33 Reconstruction at the Davenport Municipal Airport

**WHAT WE INTEND:** For more than 60 years, the City of Davenport has maintained the Airport runways through a program of panel replacement and concrete patching. This program gave the Airport the ability to serve the City of Davenport as well as the aviation community for decades.

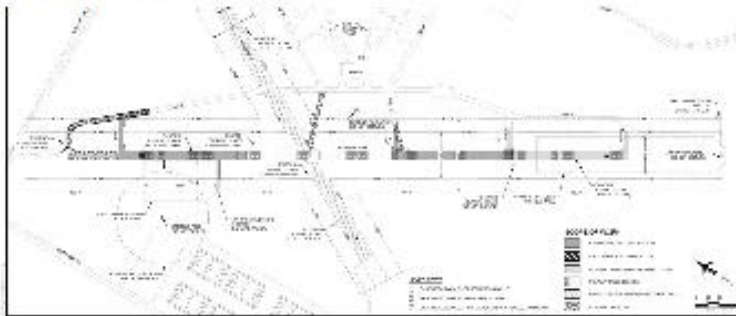


Several years ago, the FAA provided funding that allowed the Airport to reconstruct its crosswind runway, Runway 3/21. Now it's time to do the same thing to Runway 15/33. This project, as with the Runway 3/21 Reconstruction, will replace the existing concrete surface, install a better stormwater drainage system, and install modern LED runway lighting and signage.

**WHY RECONSTRUCTION:** In 2011, it was decided that a thorough analysis of the 65 year old concrete on both our runways was needed to help determine the future of the airport. Remember, the original concrete was only intended to last 20 years before being replaced. Numerous core samples were taken which showed that not only did the concrete have signs of serious deterioration, so did the subsoil. With the lack of adequate drainage, water was undermining the subsoil as well as the integrity of the concrete. So a plan was devised, and runway reconstruction became the Airport's number one priority.



**THE PLAN:** During the analysis of the data, numerous construction options were discussed to find the best construction method for the money. Our engineers, along with the FAA, discussed methods like Crack-And-Seal and Whitetopping in both asphalt and concrete, yet none of these could provide the required 25 year longevity like full reconstruction.



Now that the analysis is complete, and the decision on which construction method to use is under our belt, it is time to move forward to the construction process. This reconstruction entails a complete removal of the original concrete, stabilization of the sub soil, and installation of an improved drainage system, all topped by a new

runway surface. When complete, the new runway will also be as much as 18" higher than the old to allow for better water runoff. Finally, the installation of new LED lighting and signage will light the Airport's way well into the future.

**CURRENT STATUS:** As of the writing of this letter, the project has reached the Public Hearing stage required by Iowa law. The Public Hearing is scheduled for Wednesday, May 16, 2018 at 5:30 pm in the City Hall Council Chamber located at 226 West 4<sup>th</sup> Street in Davenport. This Public Hearing will discuss the plans and specifications for this reconstruction project as well as the approval or rejection of them. All are welcome to voice their opinions.

**HURDLES YET TO OVERCOME:** The entire Runway 15/33 Reconstruction project is expected to take approximately 180 days to complete. But before we can begin breaking ground, we still have to put the

project out for bid and apply for the FAA Airport Improvement Grant. This part of the process could take 30 days or more to complete. This could push our project completion date well beyond the end of the annual construction season.

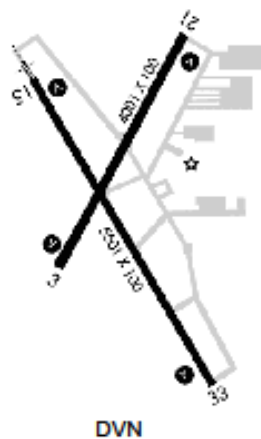
Should the process of bidding and grant application take the full 30 days or more, we may be forced to begin breaking ground in the Spring of 2019. This is strictly due to paint drying. Yes, I said paint drying. Since Runway 15 is our ILS runway, we need to maintain the ILS system in its entirety and that includes the ILS runway paint markings. Without these markings, the runway would be designated as a VFR only runway, severely debilitating the airports winter operations especially during minimum visibility conditions.

Having said this, we have not been able to set a hard-and-fast schedule for project completion. I will keep you informed as more information becomes available.

**RUNWAY CLOSURE:** Once this project begins, Runway 15/33 will be closed for the entirety of the project. Because of the planning we performed during the reconstruction of Runway 3/21, Runway 3/21 will become our primary runway and will remain open for the majority of this project. I say majority because there will be a short airport closure while we remove a small portion of Taxiway B and groove the intersection of both runways. We are not expecting the closure to last more than 10 days. Again, I will keep you informed as more information becomes available.

**POSITIVE OUTCOMES:** Another project that has been at the forefront has been the completion of the requirements of an officially published Airport Diagram. The diagram (or as I call it, 'the cartoon') currently published in the Airfield/Facility Directory does not provide all of the information available for the Airport. With the completion of the Runway 15/33 Reconstruction project, we will have the last items required to get an officially published Airport Diagram.

Current Airport Drawing Style



Future Airport Diagram Style



As with all of our past projects, please check the NOTAMS prior to going to your aircraft. Taxiway closures, runway back-taxing, and direction of flight requirements will be the order of the day and will change on short notice. By checking the NOTAMS, everyone can safely get to their destinations with a minimum of frustration.

This is our continuing chance to make a difference in the history of the Davenport Municipal Airport. By working together, we can make this monumental challenge a little less painful while still making our airport a much better place to call home.

## LEGO Hack (from Ron Franck)

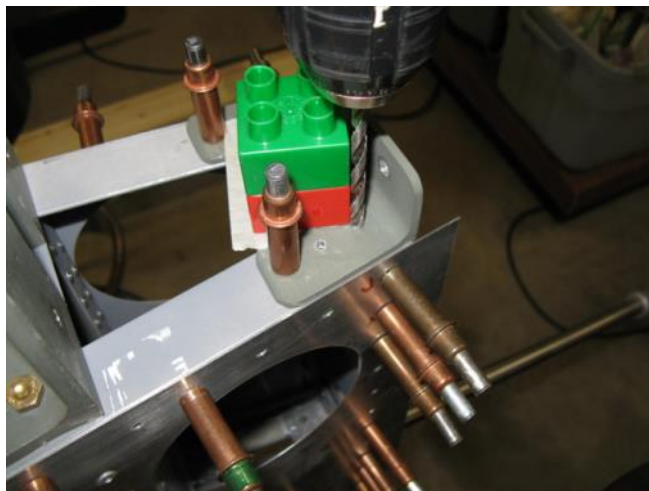
Need to drill a hole in your project but the part won't fit into a drill press?

Don't trust your eyes to insure the drill bit remains perpendicular to the work?

The solution is as close as a child's toy box. The plastic LEGO blocks in the photo measure 1.25" x 1.25" x .75".

With the blocks resting flat on the material I simply utilize the block's corners as a reference guide to keeping my drill bit perpendicular to the X and Y axes.

I've had excellent results using this method when drilling holes free-hand.



## The Eyes of an Eagle (from Jerry Coussens)

This is a video of an eagle's flight from the top of the world's tallest building to his handler below. The eagle was fitted with a camera and released from the top of the 2,715 foot Burj Khalifa building in Dubai.

The eagle had no idea where the tiny speck of land was that his handler was standing on or what it looked like among all of the other islands and buildings and people.

Somewhere along the way, the eagle actually picks out and recognizes his trainer from among all of the other objects, people, etc.

You can see him looking, looking, looking for his

trainer, who is invisible to the human eye and the camera, and then once he spots him, he folds his wings and drops like a bullet straight to his trainer.

What is surprising is not only how efficiently the eagle spots his trainer from that altitude, but how smooth its flight is, with no camera shake whatsoever, even when it goes into a power dive. May we all have the eyes of an eagle.

[Click Here for the Video](#)



### 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](mailto:rv7a.n18pf@gmail.com)

Bernie Nitz - [bernien@visioncrest.com](mailto:bernien@visioncrest.com)

Ron Franck - [ronaldfranck1@gmail.com](mailto:ronaldfranck1@gmail.com)

## Chapter 75 Flight Instructors

Per a member request, am including a listing of Chapter 75 members that are flight instructors and would be willing to help with primary flight instruction, your next BFR or other. *If you are a Chapter member and a flight instructor please let me know and will include your name in the listing. Additions/Corrections are welcome!*

CFI / CFII	Phone	New Students	CFII	BFR	IFP	Airports	Plane
Mike Nass	563-357-6068	No, Booked	Yes	Yes	Yes	CWI	Owners Plane
Dean Jones	309-752-3841	Yes	Yes	Yes	Yes	DVN MLI	Owners, QC Flying Eagles
Tim Leinbach	309-781-9585	Yes	Yes	Yes	Yes	DVN MLI	Owners, FBO, Club Plane
Tim Toal	309-235-0087	Yes	Yes	Yes	Yes	DVN MLI	Owners
Barry Logan	309-303-0211	Yes		Yes		C75	Owners, Club Plane

## For Sale: 1959 Piper Comanche 180

**BEAUTIFUL IFR COMANCHE 180** • \$39,900 • [www.sustainedflight.com](http://www.sustainedflight.com) for logs and additional pictures Engine 400 hrs Complete overhaul in 2008: PROP 200+ hours new bolts installed 1/2016: Airframe ~6000 Hangered at KDVN Tied Down at KPDK. Constant speed prop, retractable gear: Great handling aircraft very easy to move from high wing to this plane: Easy access to engine compartment: 9.5gph cruise: Annual 5-2015: IFR Cert 8-2015: AVIONICS Rebuilt/Recalibrated 5/2015 Narco MK12D TSO-TKM MX12 King KX78 Transp: ADs Current: Great cross country aircraft: Pilot seat rebuilt 5-2015: 50 gal fuel: Room for negotiations Lets Go for a ride! • Contact [Mark Clark](mailto:Mark.Clark@Continuoustouch.com), Owner - located Atlanta, GA USA • Telephone: 5635086275 . 8772771940 . • [Mark.Clark@Continuoustouch.com](mailto:Mark.Clark@Continuoustouch.com)



**NEW ITEM Also FOR SALE**

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

\$125



**PRICE REDUCED!!**

**NOW \$34,000**

**FOR Sale: Waix Kit** partially finished including all control surfaces, tail and main spars. The Waix is the Y tail version of the Sonex. The kit is configured with dual controls, Aerovee engine mount, and conventional, tail dragger gear. The optional configurations could still be changed as these parts are not yet installed. I will include most tools and a 4x12 work bench if so desired. Kit is available for inspection/pick-up in Clinton, IA Asking \$10,000

Contact David Leners at 563-357-5104.





## UPDATED Local Calendar of Events

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

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

## Upcoming EAA Webinars

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

**Planes and Cars**  
**Wednesday, June 6 – 8 p.m. CDT**  
**Presenter: Mike Busch**

**Developing a Pilot's Operating Handbook for E-AB Aircraft**  
**Wednesday, June 13 – 7 p.m. CDT**  
**Presenter: Dick Socash**

**Tips for Flying into EAA AirVenture Oshkosh 2018**  
**Wednesday, June 20 – 7 p.m. CDT**  
**Presenter: Fred Stadler**

Send event information on those activities that would interest the membership. Will be delighted to include any information on aviation related activities, fly-in breakfasts, etc. e-Mail your information to [marty.santic@gmail.com](mailto:marty.santic@gmail.com)

## Classified Ads

**DAR Services:** Amateur Built/Light Sport Airworthiness Certification Inspections, Ferry Permits (Certified and Experimental), Replace lost/damaged Airworthiness Certificates (Certified and Experimental). Call Ross Carbiener (A&P) at 309-738-9391.

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

**For Sale: One share in the Four Seven Jays Flying Club.** The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496 GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. Dan Murphy 309-752-3887, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

**For Sale: Wampus Cats Flying Club Share**  
 Here is your opportunity for very economical flying! Wampus Cats Flying Club has been in existence since the 1950's. We have a well kept 1978 Cessna 152 which was purchased new and has always been hangared at Davenport. It has 5000 airframe hours

and 500 SMOH. Monthly dues are \$39.00 and hourly rate is \$50.00 wet. For more information on joining our Club please contact Bernie or Chris Nitz. (309) 798-2011. [bernien@visioncrest.com](mailto:bernien@visioncrest.com) or [cnitz@visioncrest.com](mailto:cnitz@visioncrest.com)



**Want to RENT -** Safety minded, conscientious, courteous, congenial 500 hour IFR and complex rated pilot is looking to rent a plane 20-30 hours a year; no weekends, only on weekdays. Would prefer an Arrow or similar type (all my hours are in Pipers), but would be amenable to discussing other options. Mike Van Dyke 563-209-7752 [mikel@cmeflow.com](mailto: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](mailto:soajay@hotmail.com)

**Hangar Space at Erie:** Need hangar space? I have some ready to rent. \$100.00 a month 24 x 36 x 8 ft tall. These are private enclosed hangars. Electric. Hangar door and rear pass door. Club house privileges included, Fridge, refreshments, coffee, microwave, shower, and rest room. 89 fuel on site. Call Jim Robinson, at Erie Airpark. 3H5. 309 230 0944.

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

## Chapter 75 Merchandise Now Available

(from Marty Santic)

As mentioned at the meetings, baseball caps are now available with the new Chapter 75 logo.

The caps are of nice quality and the logo is embroidered, not printed. The caps are available for \$10 and are available now! Let me know and I can bring a cap to the chapter meeting or coffee.

I will ship in a Priority Mail package for an additional \$5.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$16. I ordered 30 and received a discount.

If you would like a cap, please send me an e-mail. [marty.santic@gmail.com](mailto:marty.santic@gmail.com) If you would like me to ship, send a \$15 check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807



Baseball Cap in Light Khaki

Chapter Website: [www.eaa75.com](http://www.eaa75.com)  
 Facebook: <https://www.facebook.com/EAA75/>

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(Effective January 2018)

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**Always Remember.....  
The Time Spent Flying is NOT Deducted  
from Your Lifetime!**

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

**QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM**

New Member   
 Renewal   
 Info Change

Membership dues for EAA Quad Cities Chapter 75 are \$10/year.  
 Make checks payable to EAA Chapter 75

Mail application/renewal to:  
 Ron Ehrecke - EAA Chapter 75  
 1597 Deer Wood Dr  
 Bettendorf, IA 52722

National EAA offices:  
 Experimental Aircraft Association  
 EAA Aviation Center  
 PO Box 3086  
 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? \_\_\_\_\_  
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