

# THE LANDINGS

[chapters.eaa.org/EAA75/](http://chapters.eaa.org/EAA75/) (NEW!!)  
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**Newsletter of Chapter 75**  
**Quad-Cities of Illinois and Iowa, USA**

**July 2020**

**THE EXPERIMENTAL AIRCRAFT ASSOCIATION**

## From the Desk of the President



Starting July 1, 2020, EAA Chapter President Jim Skadal and the EAA Chapter Board of Directors have reopened some functions for our chapter. The functions that have reopened are the 1st Saturday Coffee & Donuts and the Summer Potlucks. The 1500 Club at Carver Aero's conference room in Davenport, the Monthly Meetings at the Butterworth Center & Deere-Wiman Carriage House in Moline and the EAA Young Eagles program events remain suspended until further notice, per board resumption.

In this rapidly changing environment the safety of our members is our utmost importance and we are following all Centers for Disease Control and Prevention, EAA Headquarters, state/city/county/food-service officials, EAA Chapter 75 protocols and guidelines while our events return. We are excited to see each one of you at our next events!

I would like to indulge your reading pleasures in the world of aviation, where there is always a situation when and where you need to find parts. The correct part for the correct aircraft, for the correct model, for the correct series, and your specific application. In the past we have talked about tools and the availabil-



ity of tools. During the building of aircraft this just happened to be another area that we always get involved in. Last month, one of our dedicated highly involved chapter members who had been flying his J3C-65 Cub. He asked me how much oil does your Continental A65-8 engine use during a normal flight? We discussed the details and it appeared that he was using a little more than normal. It should be or as we say all old Continental Engines consume oil in one fashion or another, leaking, blowing it out, blow-by or just plain consumption. He asked me, "Let's look at your engine and then we'll look at my engine and just see what is happening."

He had his hood and cowling off his engine and was cleaning things up and I happened to be looking around very closely. While trying to see if I could

*(Continued on page 2)*

**Next Meeting - Saturday, July 11th NOON - Potluck Lunch at Davenport Airport  
Fly In or Drive In**

## July 11th Chapter Meeting

The July Chapter potluck lunch will be held on Saturday, July 11th at NOON. It will be hosted by Ed Leahy, Mindy Leahy and Jim Smith at Jim Smith's hangar. Overflow in Tom Shelton's/Jerry Coussen's hangar.

### Health and Safety Rules for the July Potluck

**FOOD – Jim Smith** will be providing grilled brats, coffee, water and pop. Condiment packets will be provided. Bring a dish to share and be served by our food line servers or if preferred bring your own side dish. Plates and eating utensils will be provided. There will be food servers, no self-serve at the food or drink table. Must use a new plate and drink cup if want additional food or drink.

- **If sick, even if you have a sniffle, STAY AT HOME. If you cannot agree to social distancing considerations, STAY AT HOME. There will be many more chapter functions.**
- Bring a card table, if possible. The chapter has chairs. Sit outside, if possible.
- **A face mask is strongly recommended when not eating, and particularly when talking to one another,**
- Maintain 6' separation in the food line.
- Maintain 6' separation between tables and/or chairs. Is OK for family to sit at the same table.

FLY IN or DRIVE IN! Let's hope this will end soon!

## From the Desk of the President

*(Continued from page 1)*

help determine where his oil leak or oil problem was coming from, I happened to look up and notice that there was a stud coming out of the bottom of the motor mount that attaches the oil filler neck that goes to the oil bladder or oil kidney on all Continental Engines. The nut was loose and captured by another piece of the motor mount. The tab that holds the filler neck solid to the engine mount was not holding a thing! I wiggled the filler neck and noticed the whole bladder of the tank was moving and flexing right where the neck of the tank bolts to the bottom of the engine. We had looked at two or three other possible locations for oil leaks, but I noticed that the metal was flexing in and out just below the collar of the mount where it bolts to the bottom of the engine. It

was all wet looking all over the side of this area. I said, "I think that's a highly suspect area!"

Pointing to the area, right there I believe there is a crack in the actual neck of this bladder. He said well it's going in for an annual next week and we will address that issue at that time. During the annual they pulled the oil bladder or (kidney). It is called a (kidney) because it has the shape of a kidney off the engine and sure enough there was a crack along the neck. NOW of course, "The Hunt" is on. Either try to find a new or a used oil bladder tank that fits on a J3C-65 Cub.

I had a couple of phone numbers of a couple of guys that might have one. These were long time old chapter members that might have a bladder that would be available. He called but no luck! The IA who was doing the annual on the aircraft made three or four calls around the country with no luck. He then ordered a new bladder from Fresno, CA at a very "not cheap price" but lo-and-behold it wouldn't fit on a J-3 Cub. After further research they found out that there are many versions of oil bladders that fit for Continental Engines depending on the make, model, and aircraft.

Now as the word spread through the chapter and another longtime active member said, "Oh you want to give me a shot at it and let me try to weld it up for you. That's about the last resort. This chapter member can gas weld almost anything. He worked diligently to make this repair on this very thin metal that had been welded and even brazed a couple times before. We have since found out that an Aeronca specification calls for thicker metal in their application of this oil tank.

It just so happened that we had been communicating amongst the chapter members. One of the members who is hanged just a hundred and seventy-five feet in the same hanger Row where the J3C-65 Cub is hanged. He spoke up. "Hey, I think I may have a bladder off of an old engine that I removed from an aircraft from years ago let's try that." Sure enough that was the bladder that would fit. This is just so ironic and just goes to show that we as chapter members need to communicate and stick together to help each other out. Sharing info, researching the correct procedures, and finding the correct parts to keep many of these vintage and home-built aircraft flying.

May your bladder never leak, oil, and keep your powder dry. You will never know what you will need to keep you up in the flying!

Jim!!

## EAA Chapter 75 July Board Meeting Minutes

**CALL TO ORDER:** The ZOOM meeting was called to order by Chapter President Jim Skadal at 7:04 pm.

**MEMBERS PRESENT:** Jim Skadal, Ron Franck, Ron Ehrecke, Don Fey, Adam Santic, John Riedel, Marty Santic, Carl Brown.

**THOSE NOT PRESENT:** Nick Anagnos

**OTHERS PRESENT:** Jim Smith, Ed Leahy, John Bruesch, Paul Fisher.

**TREASURERS REPORT:** The treasurer's report is unailable until after July 1<sup>st</sup>.

**APPROVAL OF MEETING MINUTES:** A motion to approve the minutes from the last two board meetings, as published in the last newsletter, was made by Carl Brown and was seconded by John Riedel. Approval of the board was unanimous.

### OLD BUSINESS:

**Tools:** John Bruesch will be ordering the items needed to restock the red toolbox for Oshkosh. Jim Smith reported that three aluminum clip boards for EAR use are on hand. Bernie Nitz bought one and two were donated.

**Newsletter:** Adam Santic has been appointed by chapter President Jim Skadal to be Editor-in-Chief of our chapter newsletter. Outgoing Editor, Marty Santic will continue as Co-Editor. Adam will be well guided.

Adam Santic reported that the new Chapter 75 business cards and brochures will be stored on the top shelf in the tool room.

**NEW BUSINESS:** The First Saturday coffee and donuts WILL be served in Jim Skadal's hangar at DVN. There will NOT be self-service. State of Iowa Covid-19 safety guidelines will be followed. Approval of the BOD, as prescribed by earlier board action, was unanimous.

Per Rich Lowe – 1500 Club activities remain suspended.

July Potluck WILL be held in Jim Smith's hangar at DVN. Dedicated servers will be in place to serve all food and drink, in keeping with relevant guidelines. Paper plates and disposable utensils will be provided, and a clean plate or cup must be used on each trip to

the food line. Mindy Leahy is designated to supervise the process. BOD approval of this activity was unanimous.

John Riedel moved, Ron Ehrecke seconded, that the Chapter will reimburse Jim Smith (and any others) for all expenses incurred. Vote to approve was unanimous.

August Potluck, tentatively slated for Geneseo, is still pending.

Ron Ehrecke reported that Ray Aviation Scholar Addison has been awarded two of the three monetary awards and needs to pass her written exam before the final money will be awarded. She's being encouraged to do so.

IMC Club will be held on the first Tuesday, July 7<sup>th</sup>, at Lindquist Ford in Bettendorf at 6:00 pm. There was an extensive discussion as to whether this is a Chapter (and therefore EAA) sponsored event. If it is, as opposed to an "informal gathering," strict adherence to EAA and State of Iowa COVID-19 guidelines is REQUIRED. Such a commitment was NOT given. Don Fey moved, seconded by Ron Ehrecke, the July IMC Club would be conducted as an informal gathering of interested parties. The motion carried 4 to 2, with Marty and Adam voting against, stating that without a clear commitment to following the state required guidelines, they were unable to agree.

Don Fey announced that he has sold his home in Moline and is moving to Florida in July. Don agreed to continue to serve as long as meetings are held on ZOOM but will need to be replaced when "normal" meetings resume, hopefully in the fall.

A motion to adjourn the exhaustive meeting was made by Marty Santic and was seconded by Carl Brown. The meeting was adjourned at 8:21 pm.

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

## Wittman Regional Airport Status Due to Cancellation of AirVenture

We're all disappointed with the cancellation of EAA AirVenture Oshkosh 2020, as it means so many different things for everyone who attends. For thousands of aviators, flying to Wittman Regional Airport (KOSH) is a highlight in the logbook.

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## Clinton Airport Construction Update



On Wednesday June 10<sup>th</sup>, construction will begin on the main parking ramp in front of the terminal building and fuel farm. The project will be completed in two phases, beginning with the East section. The project is anticipated to last around 50 days.

The attached image shows the areas that will be impacted, and each phase.

Fueling and parking on the Main Ramp during construction:

Self-service fueling on the AvGas pumps will be impacted during phase 2 of the construction.

- Full Service fueling will be available 24/7 through the FBO, P&N Flight and Charter. All Fueling will be at posted self-service cost for the duration of the project.
- The FBO will be available during business hours, M-F 8am – 5pm to assist with parking on the Main Ramp.
- NOTAMS will be updated throughout the project, and information will be available in the terminal.

For assistance or questions on fueling operations or parking, please contact Tanner at 319-238-2029.

If you have any other additional questions or concerns, please let me know. Thank you, Marlana Nass Airport Manager—Clinton Municipal Airport

## Wittman Regional Airport Taxiway Update

Phase I of our TWY A reconstruction project is nearing completion! The view looking north and south is

below. TWY A4, A5 & A6 along with the section of TWY A along that same stretch are complete with paving. Lighting, landscaping and painting are finishing up over the next 10 days with the goal of opening around July 4. Phase II, north of the TWY D intersection, will begin on or around July 20th. Always remember to check NOTAMs before your flight!



## Wittman Regional Airport Status Due to Cancellation of AirVenture

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As AirVenture 2020 is not taking place, Wittman Regional Airport will operate normally as a public use airport with contract tower services. For those considering flying to Oshkosh in late July, it's important to manage expectations about what is permissible:

- Aircraft parking for itinerant traffic is available on the Terminal / Basler FBO Ramp. No permit has been obtained for aircraft parking or camping on any turf areas of the airfield and therefore is not permitted.
- No buildings or facilities on the AirVenture grounds will be open. Those attempting to camp will be asked to move to Terminal / Basler FBO ramp parking or depart.
- The Warbird / Homebuilt camping areas near P-1 taxiway will not be open. Papa 2 taxiway (Boeing Plaza) will not be accessible.
- There will be no access to EAA facilities from the airport. EAA did not obtain a Wisconsin temporary campground permit for Camp Scholler in 2020, so it is illegal to accept or allow campers there this year. The EAA Aviation Museum also will be closed to the public through July.

For those who still want to fly to Oshkosh during AirVenture week, we encourage you to park at the Terminal / Basler FBO ramp, stay at one of our local hotels, and enjoy some of Oshkosh's hospitality. Please coordinate with Basler Flight Service to arrange any ground handling needs.



## EAA Spirit of Aviation Week Scheduled for July 21 - July 25

The Experimental Aircraft Association is showcasing the whole spectrum of flight this summer in a virtual way, as Spirit of Aviation Week on July 21-25 will celebrate the entire aviation community.

The five-day event will include streamed and on-demand content, encompassing nearly every subset of aviation, with a focus on educational, informational, and entertaining content. EAA's special interest groups will also be heavily involved, bringing highlights that include homebuilts, warbirds, vintage, aerobatics, ultralights, and much more.

"Nothing can replace the Oshkosh experience in-person during AirVenture week, as that event personifies the common passion we have for flight, in all its wonderful ways," said Jack J. Pelton, EAA's CEO and chairman of the board. "As unfortunate as it was that the cancellation of AirVenture 2020 took away that personal experience, countless people and groups have stepped forward to ask what they could do to virtually create something from Oshkosh that brings us together as aviators and aviation enthusiasts. We're going to incorporate as many of them as possible during a full five-day event."

Among the highlights already planned for Spirit of Aviation Week are:

- Presentations, forums, and discussions with notable leaders in aviation
- Historical and archival content that highlights aviation legends
- Homebuilding workshops, discussions, and educational tips
- Content centered on pilot proficiency and learning to fly
- A virtual exhibit space that showcases products, show specials, videos, and services available from the hundreds of AirVenture exhibitors.
- Features from air show performers to military and space programs
- Stories from those in EAA's community through Hangar Flying segments

[EAAtogether.org](http://EAAtogether.org) will be the exclusive home of the entire five-day event. The schedule is expected to launch in the coming weeks.

"The people of EAA make The Spirit of Aviation and that's what we're celebrating these five days," Pelton said. "All we're missing are tents and campfire aroma, but perhaps that's something you and your EAA chapter can add wherever you are."

## Joe (From Richard Lowe)

In recent years, there has been a lot said about veteran's history projects. The efforts have increased in trying to capture, through oral histories, the experiences of those who served and fought in the biggest world event of the last century. A lot of veterans have sat through interviews and their stories have been recorded and placed in archives at various universities and museums. I had this opportunity shortly after I bought my Citabria in 1985, but, unfortunately, I did not record the story I was privileged to hear.

I met Joe in a round about way. Our wives were in the same ladies aide circle at our parish. Joe was an engineer for a company which makes high quality road graders and logging equipment at a plant near our airport. He was about twenty years my senior. When he learned I was a pilot and owned my own airplane, he told me he was also a pilot. He learned to fly during WW II and flew some after the war, but had to give it up when his family was started and he could not justify spending money on his hobby. I invited him to go flying and then I learned he really had an interesting flying career during the war. I got the impression he did not talk about it much except to people he felt would appreciate it.

On a flight down to look at the Stearman biplanes at Galesburg he started to tell me his story. He was selected for flight training after he enlisted and was sent to California where he took his preflight and primary training in a Stearman. That was followed by basic in the BT-13 and then advanced in the AT-6. Thousands of young men followed this same route during the war. Nothing remarkable there. But, Joe was fortunate to be selected for single seat fighters and he trained in the Curtiss P-40. His unit flew them for a while and then they were issued the P-47 Thunderbolt! With those planes, they deployed to Bellows Field on the island of Oahu in Hawaii. He told me about a deadly accident that took the life of his friend during a formation take off. One pilot forgot to lock his tail wheel. By this time, the war in the Pacific moved on to its final phases and Joe's unit turned in their P-47's and were issued the P-51 Mustang. Imagine getting to fly all three single engine fighters used to the AAF during the war? Right place at the right time I guess. The unit was alerted for another move after training up in the P-51

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## Joe (cont.)

*(Continued from page 5)*

The planes were loaded onto a Navy aircraft carrier and the next stop was Iwo Jima. They flew off the ship and set up their operation on that island shortly after the Marines had secured it in the spring of 1945. Joe said they would take off and meet up with a B-29 coming up from the Marianas and follow the bomber to join the bomber stream headed for Japan. They provided cover for the planes over Japan. After the bombers cleared the target, they were allowed to go down and beat up the empire with any ammo they had left in their guns. He said he was never in Japan, but he was within a few feet of it many times. When they were done, they headed for home.

Joe said the missions were long and there was the possibility they would not have enough fuel to make it Iwo. They positioned submarines or destroyers every 100 miles along the route. If they did not think they had enough fuel to make it, they were to ditch near one of the ships. They had more planes than experienced pilots at that point in the war. He always made it, but he said after seven hours on the last mission, he landed on Iwo with 15 gallons in his tanks. Joe said he liked the P-47 better than the P-51. Easier to fly and land in his opinion. When Joe and I were friends, the CAF brought some of their planes to the QC and Joe and I walked around a P-47. He pointed out a lot of features of that great fighter. You can't buy experience like that.

The war ended seventy-five years ago and the Joes are now well into their 90's and many have reached the century mark. There are not many left. If you have a chance to meet a Joe, make it a priority to sit down with him or her and listen to their story. Unfortunately, Joe passed on years ago. I still think about the few breakfast flights we made. I am truly fortunate to have known him. Richard Lowe

## Lending A Helping Hand

If you've ever flown into Oshkosh and blown a tire or sprung an oil leak, there's a decent chance you've met Jim Smith, EAA Lifetime 13439.

Jim has been volunteering with EAA since the days of the Rockford, Illinois, fly-ins (1962 to be exact) — all of it with Emergency Aircraft Repair. If your airplane needs a minor repair to get home, Jim and his team of volunteers are the ones you visit.

Jim said the volunteer team may do 250 or so "operations" throughout the week.

"Somebody has a flat tire or somebody has a stuck valve in an engine or an oil leak, needs a new battery, we help loan them tools to do that," he said. "Every day we watch them land airplanes downwind until they bust one."

Emergency Aircraft Repair is run by EAA Chapter 75 members. Jim said he truly enjoys the experience of not only assisting an organization he's passionate about but also helping individual people in need.

"I enjoy helping people," he said. "The people in the aviation arena are a whole lot different than people in other arenas. The cleanliness, the helpfulness, that type of thing. You don't see that in other venues. I enjoy helping people. We make friends. I've got other folks in this repair barn from all over the country. I go home with a good-pounding heart. It's neat to do."



## Jack Pelton on The Green Dot Podcast

On a recent edition of The Green Dot Podcast, EAA CEO and Chairman Jack J. Pelton sits down for an honest, informative update on the impacts COVID-19 has had on EAA and aviation at large, and how EAA is moving ahead in these unprecedented times. Listen [here](#).



## Pilots in the Quad Cities Area Honor COVID-19 First Responders

(Article from Adam Santic, Photos from Jim Skadal)

On the morning of Friday, May 29, 2020, EAA Chapter 75 member Bob Johnson (2014 Van's RV-8), EAA Chapter 75 member Shellie Darr (2014 Van's RV-8), EAA Chapter 75 member Charlie Hammes (2013 Van's RV-8), EAA Chapter 75 member Mark Howell (1975 Piper PA-28R-200 Arrow), EAA Chapter 75 member Dr. Michael Burchett, DO, FA-COS (1981 Piper PA-28-236 Dakota), Richard Sawyer (1976 Beechcraft V-35B Bonanza) and Scott Pearson (1976 Bellanca 8KCAB) flew a COVID-19 flyover honoring healthcare workers and first responders on the frontlines of the pandemic. They flew over hospitals in Bettendorf, Clinton, Davenport, Dewitt, and LeClaire in Iowa and Geneseo, Moline, Rock Island and Silvis in Illinois.

### Watch Videos of the Flyovers via Facebook:

**Video #1:** <https://www.facebook.com/twodorks/videos/1023328884728861/>

**Video #2:** <https://www.facebook.com/twodorks/videos/995110334225164/>

**Video #3:** <https://www.facebook.com/twodorks/videos/2559191804345939/>

**Video #4:** <https://www.facebook.com/twodorks/videos/950382468728133/>

**Video #5:** <https://www.facebook.com/twodorks/videos/569524790645009/>

**Video #6 Dr. Michael Burchett's In-Flight Video Radio Comms:** <https://youtu.be/KHUJlInnKdBM>

**Video #7 WHBF-TV's Segment:** <https://youtu.be/Pqke4K6LCDU>



## Popular Grove Airmotive Tour (Article & Photos from John Riedel)

In March of 2019 our Cessna Cardinal engine was sent by Carver Aero to Poplar Grove Airmotive for an overhaul. Being that March is Beth's and my birthday, we celebrated by driving to Poplar Grove, Illinois to see our engine in their shop and tour the overhaul process. Upon arrival the parts counter person called Steve Thomas who is owner along with his wife Tina. Steve took the time to walk us through overhaul process and introduce us to their staff.

At the end of the engine overhaul tour we were blessed that Steve walked use back to their after hour's projects hangar.

The following photos are of the projects area that Steve and Tina Thomas have at their facility. Beth and I were very impressed with the entire staff, facility and processes. Steve also invited Ch75 for a fly out event to Poplar Grove!

The engine overhaul tour will be presented another day.



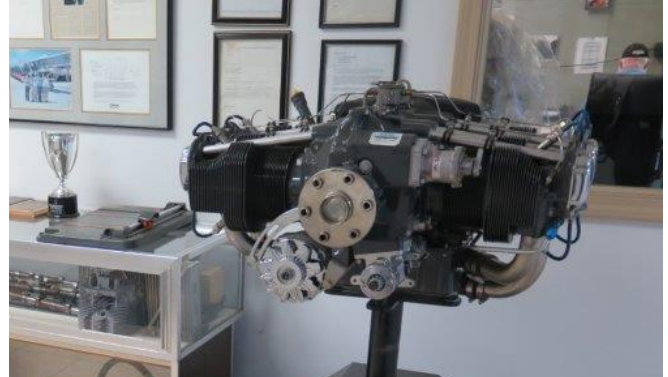
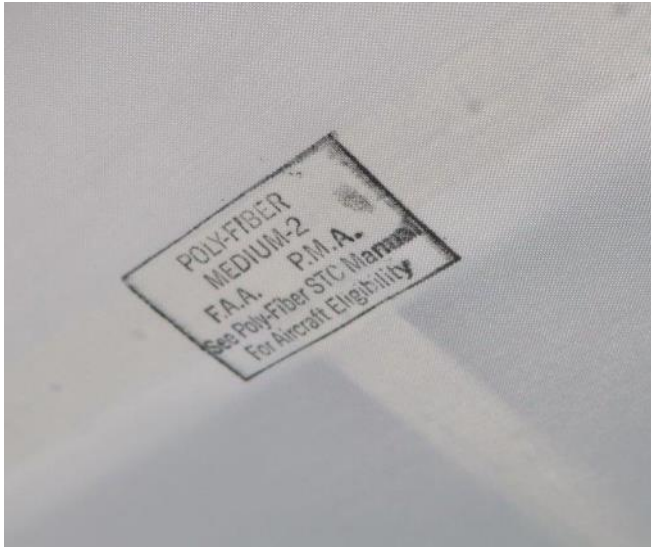


**Popular Grove Airmotive Tour** (Photos from John Riedel)





# Popular Grove Airmotive Tour (Photos from John Riedel)



## Classified Ad

### For Sale: Lowrance Air Map 600c GPS, ICOM IC-A23 VHF Wide Band Transceiver, & 2 Headsets

I have some great stuff for sale in case any of the club members are interested. The two principal items are (1) A Lowrance Air Map 600c, hand held GPS and (2) An ICOM IC-A23 VHF Wide Band Transceiver. I also have 2 headsets I used for passengers.

The Lowrance GPS is WAAS enabled and comes with an antenna, mounting bracket and cigarette lighter plug in to augment the 2AA batteries in the hand held unit. I have the original 2006 owner's manual. It's a really amazing piece of gear I used as a backup to the Garmins. It also provided entertainment for passengers. One of the cooler features is the HSI function. Looks and works just like one in your instrument panel. Upon landing you can remove the unit from the yolk and use it for land and water navigation. It's got a decent size color display and is easy/intuitive to use. I'm asking \$250.

The Transceiver is a great commo backup. The radio in the Sundowner used to cut in and out which is a real problem when maneuvering in Class C airspace. It comes with a headset attachment so you can plug in and communicate. It's in like-new condition. I'm asking \$150.

The headsets are nothing fancy and I'm asking \$25 apiece.

Call Larry Johnsen 563-271-5904 or email [lwjohnsen@mchsi.com](mailto:lwjohnsen@mchsi.com)



### EAA Chapter 75 IMC Club

"To promote instrument flying, proficiency, and safety"

<http://eaa.org/imcclub>

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
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
e-mail - <a href="mailto:Adam.Santic">Adam Santic</a> to add your Name to the list							



***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 DAVENPORT AIRPORT**

**SATURDAY, July 4, 2020**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Jim Skadal at the**  
**Davenport Municipal**  
**Airport**



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

This month, hope to see all at our 1<sup>st</sup> Saturday of the month coffee and donuts hosted by Jim Skadal. Come and see his 1946 Taylorcraft BC-12-D and come for some good hangar talk. Plenty of room for all.

**FLY IN:** Davenport Municipal Airport (DVN). Just taxi to the west end of the old T-Hangars (E-2) and park in the grass nearest the taxiway.

**DRIVE IN:** Just drive to the Davenport Municipal Airport (DVN). We will be meeting at Jim Skadal's hangar, which is at the west end of the old T-Hangars (E-2). Call Jim Skadal at 563-320-6896 for the gate code if closed. See you there!!!

## 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](#)  
[FAA Safety Team 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.

**Was Justice Served** July 1 at 7 p.m. CDT  
Presenter: Mike Busch

**Fast Track to Experimental** July 8 at 7 p.m. CDT  
Presenter: Prof. H Paul Shuch

**Shuttle, Houston - a Look Inside Space Shuttle Mission Control**

July 14 at 7 p.m. CDT Presenter: Paul Dye

**Completing the FAA Application for Medical Certificate: Legal Traps for the Unwary** July 29 at 7 p.m. CDT

Presenters: Greg Reigel and Patrick Phillips

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. Email your information to [adam.santic@gmail.com](mailto:adam.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.

**Hangar Space at Erie:** Need hangar space? I have some ready to rent. \$100.00 a month 24 x 36 x 8 ft tall. These are private enclosed hangars. Electric.

Hangar door and rear pass door. Call Jim Robinson, at Erie Airpark. 309 230 0944.

**Hangar Space at Whiteside County Airport.** Prices range from \$92 - \$140/month depending on the hangar unit. Call Darin Heffelfinger at 815-626-3750 for availability.

**For Sale: Flo-Fast 15 Gallon Container and Pump** Was \$250+ new. Will entertain your offer. Also have three 5 gallon jugs that can be used with the hand pump. Perfect for mogas. See <https://flofast.com/>. Call Marty Santic 563-340-9919



**For Sale: Garmin Aera 550.** We're asking \$400.00 (OBO).

Call Mike Nightingale  
Cell 309-798-0028  
[mvnight@icloud.com](mailto:mvnight@icloud.com)  
or Roger Nightingale  
Cell 309-207-0266  
[r.nightingale@mchsi.com](mailto:r.nightingale@mchsi.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 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 \$7.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$17. 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 \$17 check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807. A new order has arrived. We have about 30 caps now.



Baseball Cap in Light Khaki

Chapter Website: <https://chapters.eaa.org/ea75>  
 Facebook: <https://www.facebook.com/EAA75/>

### EAA CHAPTER 75 OFFICERS

(Effective January 2020)

#### President

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**Ron Franck - Vice President**  
**Don Fey - Secretary**  
**Ron Ehrecke - Treasurer**

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#### Tool Committee

**John Bruesch (Chair)**  
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**Terry Crouch** (Contact Info Above)

**Paul Fisher** (See Below)  
**Ron Franck** (Contact Info Above)

**Jim Smith** (Contact Info Above)  
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**Roger Nightingale** (See Above)

**Jim Smith** (See Above)

**Paul Fisher** (See Below)

**Marty Santic** (See Below)

**Jim Skadal** (See Above)

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**Richard Lowe - (Program Coordinator)**  
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**Fly-Out Coordinator - ??**

**OPEN Position - Need a Volunteer! You can work with John Bender in Waterloo!**

#### Website & Social Media Editor

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

Chapter Website  
<https://chapters.eaa.org/ea75>

**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  
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National EAA Membership:  
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 Phone (920) 426-4800  
 Fax: (920) 426-6761  
<https://www.eaa.org/ea75/ea75-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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