

THE LANDINGS

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

June 2016

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Here I am again writing the presidents letter, I feel like I just finished the last one, the summer is coming fast.

Last night I attended the tool committee meeting, for part of it anyway, till I had to leave for family obligations. I'm not the smartest tack on the block, I contemplate things for a long time till the light comes on sometimes. It occurred to me that this Chapter 75 is a Corporation. We have all the systems in place like a corporation. We even have money in the bank that could be at risk with poor decisions like a corporation. I think it is an amazing thing to watch, the tool committee is working hard to make sure things go smooth at Oshkosh.

The B-17 committee worked hard to make sure that was a success regardless of the inclement weather. I am very happy being in this chapter, when needed we get more volunteers then needed. Great job to John Riedel and his committee, Richard Lowe, Ralph Stephenson, Ed and Mindy Leahy, their hard work and planning really payed off. Thanks to the volunteers, "many hands make light work".

Regardless of the weather this one goes down as a success. Great Job.

When we had the Young eagles running it was a all hands in to make sure that got done correctly. Everyone is working for a common goal even though we don't all have the same goals in mind.

Being your President I can see all this happening as I'm in the center. My way of managing people is to put good put people in charge and make sure they have the right tools to do the best they can. A lot of this was already in place before I even got here so my job is pretty easy.

Very cool to watch.

Speaking of Young Eagles, we are not done with that yet. I think we need to put together a list of our concerns in writing to give to Headquarters. That way they can address our concerns methodically. I would like to see the Young Eagle Program to return to our organization. Headquarters just has some bugs in the program that need to be ironed out. I just think instead of "they need to fix it" we should make a list on paper to give them direction. Over the summer I would welcome your input on what you see as the problem. I'll put these thoughts into words the best I can to submit to EAA.

See you at the summer get togethers. And less than two months to Oshkosh!! [Click here for a little enticement.](#) Thanks, Jerry Coussens



Next Meeting - Saturday, June 11th, Noon - June Potluck Lunch - Kewanee
[Kewanee Airport - See Page 2 for Driving Directions or Just Fly-In](#)

June 11th Chapter Meeting

The June Chapter potluck lunch will be held on **Saturday, June 11th at NOON**. It will be held at the Kewanee Airport.

FLY IN or DRIVE IN!

Driving Directions: East on Interstate 80 to the Atkinson/Galva exit, Exit 27. Take CR-5 south toward Galva. Continue south on CR-5/E 2100 for 12.7 miles. Turn left (east) on Page St. Ext for 2.6 miles. Turn right (south) on E 2350 St for 2.0 miles. Turn left (east) on Midland Rd./IL-229 for about one mile to the airport.

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

May Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter President Jerry Coussens at 6:00 pm.

MEMBERS PRESENT: Jerry Coussens, Ron Franck, George Bedeian, Ed Leahy, Paul Fisher, Wayne Sapp, Nick Anagnos, John Riedel and Dave Jacobsen

THOSE NOT PRESENT: All board members were present.

OTHERS PRESENT: Marty & Adam Santic

TREASURERS REPORT: The treasurer's report was read by Paul Fisher. Included was a motion by Ed Leahy to reimburse John Riedel for materials purchased for chapter name badges, this was seconded by Wayne Sapp. Also a motion to accept the treasurer's report was made by Ron Franck and seconded by Wayne Sapp, Board approval was unanimous.

A MOTION TO APPROVE last month's board meeting minutes as published in the last newsletter was made by Dave Jacobsen; the motion was seconded by Ron Franck. Approval by the board was unanimous.

OLD BUSINESS: John Riedel will give a debrief to the membership on the B-17 event held at the Davenport Airport at the end of last month. John will also give a presentation on the event at the membership meeting tonight. John Riedel led a discussion on the event with the board.

The board discussed the need for a chapter historian. We will ask for volunteers at the general membership meeting tonight.

NEW BUSINESS: The June pot luck will be held at the Kewanee airport. It will be hosted by Jim Love, Ron Franck & Randy Stisser.

John Riedel Gave the board a material cost breakdown on chapter name badges.

July's pot luck will be hosted by Jim Smith at the Davenport airport.

August's potluck location is still undecided.

Motion to adjourn: A motion to adjourn the meeting was made by, Dave Jacobsen and was seconded by Wayne Sapp. The meeting was adjourned at 6:40 PM.

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

May General Membership Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:00 PM by Chapter President Jerry Coussens

VISITORS AND OR NEW MEMBERS: Brian Short of Rock Island, IL

MEMBERS & VISITORS PRESENT INCLUDING PROGRAM PRESENTER 34

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: John Bruesch will have a tool committee meeting to see what tools we will need to purchase before Oshkosh. Marty Santic will get the list and will ask the membership for input. We then will have a board of Directors meeting at the June pot luck at the Kewanee Airport to approve the purchases.

TECH COUNSELOR: Nothing to report

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May General Membership Meeting Minutes

(Continued from page 2)

FLIGHT ADVISOR REPORT: Nothing to report

REPAIR BARN: Nothing to report

YOUNG EAGLES: John Vahrenvald will no longer be our Young Eagles coordinator.

Kyle Voltz discussed with the Membership the new Young Eagles procedures from headquarters and answered questions about our liability as a chapter.

PROGRAM COODINATOR: Ron Ehrecke is looking for evening presenters for our fall meetings.

AIR ACADEMY ADVISOR: We are sending three kids to Air Academy this summer.

MEMBERSHIP COORDINATOR: Nothing to report

ACTIVITIES / FLY-IN/OUT COORDINATION: Nothing to report

NEWSLETTER EDITOR: Marty Santic needs pictures of the B-17 trip to North Plate NE

WEB EDITOR: Nothing to report

OLD BUSINESS: We are looking for a volunteer to be the Chapter Historian.

We are waiting for the ground to get hard enough to move the chapters brake press from Rob Werner's house to the tool storage hangar at the Davenport Airport. We don't want to tear up Rob's yard.

Marty Santic has a badge for Peter Shaff

NEW BUSINESS: Paul Fisher told the membership about the I.M.C. club. He discussed some of the details, and noted that membership is free to all EAA Members. Tim Leinbach is the facilitator and the first session will be 6:00 PM June 7th at Carver Aero at the davenport airport.

Marty Santic asked for the return of the yard signs

from the B-17 event

MOTION TO ADJOURN: A motion to adjourn the meeting was made by Dave Jacobsen and was seconded by Nick Anagnos. The meeting was adjourned at 7:54 P.M.

THE EVENING PROGRAM: John Riedel gave a detailed report on our successful B-17 event. And Wayne Sapp, Jim Love, George Bedeian and Doug Voltz together shared their experience on the flight from Davenport, IA to North Plate, NE in the EAA aluminum Overcast B-17 Bomber.

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

New Quad Cities IMC Club Will Meet on June 7th - 6PM (from Paul Fisher)

EAA Chapter 75 is starting a new IMC Club program. The purpose is to promote instrument flying, proficiency, and safety. You may have heard of the IMC Club organization started by Radek Wyrzykowski. Last November it was merged into the Experimental Aircraft Association (<http://eaa.org/imcclub>), so no additional membership is required! Since we don't want to interfere with our regular EAA chapter meetings, we will be holding the IMC Club meetings at a separate time and location, but all chapter members interested in instrument flying are welcome to attend. If you've got friends interested in instrument flying that aren't chapter members, bring them too! **Is FREE!**

The IMC Club monthly programming is developed and produced by EAA, but it does not use a lecture or presentation format. Instead an actual scenario is presented and is followed by a group discussion – so audience participation is encouraged! Since everyone has a different experience level and different airplane capabilities, we can all benefit from the discussion. As a CFII, Tim Leinbach has graciously agreed to be our subject matter expert and lead the discussion, but the real value comes from everyone contributing to the conversation.

Our initial club meeting will be on June 7th at 6:00pm at Carver Aero located on the Davenport airport. Please come and meet with your fellow pilots and join the discussion. If nothing else, you'll find a whole group of potential safety pilots so you can continue to build your instrument proficiency!

Chapter 75's Successful B-17 Visit

(by Adam Santic)

On April 29 through May 1st, Chapter 75 had the honor of hosting EAA's B-17G Flying Fortress "Aluminum Overcast" at the Davenport Municipal Airport in Davenport, Iowa, as part of their 2016 tour season.

The plane arrived in Davenport from its home at Wittman Regional Airport in Oshkosh, Wisconsin on April 28th. When the plane arrived it was greeted by the veterans, active military personal and the media. Two special veterans were in attendance including Jim Stopulos, 98, who flew 30 combat missions and Al Dusslier, who flew in 35 missions during his time as a waist gunner. The overcast skies didn't dampen the enjoyment that the veterans and the media had while they had the opportunity to tour the 80-year-old plus bomber.

On Friday, April 29th, the weather cooperated and the B-17 was able to give rides and ground tours to the public so that they could get the experience on what the brave men and women did back in World War Two on this legendary bomber.

On Saturday, April 30th, the weather prevented the B-17 to give flights or ground tours. Despite the bad weather, the brave public still came out to the airport to get an up close look at this magnificent machine and to see the displays we had on hand.

On Sunday, April 1st, on the last day, the bomber was open for ground tours as the ceiling grounded the plane from leaving the ground. The clouds held up until the end, the public kept coming, the line got long, and this was all just to get a once-in-a-lifetime opportunity to see an important part of history.

Sunday night, a small number of Chapter 75 members which included Nick Anagnos, Jerry Coussens, Adam Santic, Richard Lowe, and Wayne Sapp and his wife ate dinner at the Machine Shed Restaurant with the B-17 crew. They really appreciated the hard work that was done. They also mentioned that we were more successful than places like Miami and the San Francisco Bay.

On Monday April 2nd, the weather was good, the bomber made two last flights in the morning for the remaining paid passengers. The B-17 then departed around noon for North Platte Regional Airport/Lee Bird Field in North Platte, Nebraska for its next stop on the 2016 EAA B-17 tour.

We had numerous displays on hand to see. On display we had Jason's Box, Iowa Korean War Veterans As-



sociation, EAA Chapter 75, B-17 artifacts and the official EAA's B-17 "Aluminum Overcast" merchandise.

A lot of people got to look at, touch, crawl through and experience the beautifully restored World War Two bomber named "Aluminum Overcast." With this traveling piece of history, The Greatest Generation will never be forgotten.

Thank you Chapter 75 for your great teamwork and we could have not had a successful event if it wasn't for your help.

EAA B-17 Aluminum Overcast Visit - April 27 - May 2, Final Chapter Wrap Up

(from John Riedel)



The EAA logo stating “The Spirit of Aviation” means more to me now after Memorial Day and upon remembering our B-17 event guests who spanned wars from WW-II to Afghanistan.

President Reagan made a speech on Oct. 27 1964 stating “Freedom is never more than one generation away from extinction”.

[Click to Listen to 30 secs of Reagan in 1964](#)

In my mind, his words represent a purpose for the EAA B-17 national tour. We are to educate each generation on the human and material cost of international liberty and the preservation of the U.S. Constitution. Japan and Germany (twice) lost “The Spirit of Aviation” upon their defeat.

The following is a recap of the event as discussed at our May 14th chapter meeting.

Financials: Most persons naturally have been wondering if we lost money due to the rain and cold weather. The answer is no, we were blessed to recouped our costs and made a few hundred dollars to boot! EAA HQ counted 75 paid flight seats on Friday and Monday, which is only part of the story. If we would not have had the generous use of four electric carts from Greenbrier Motors in Davenport, we could not have ferried persons from the rain soaked parking area on Saturday. This helped increase merchandise sales and brought a few return guests on Sunday. It was rewarding to hear our guests on the carts say, “wow I didn’t expect it to be so nice in here” as we arrived at the hangar entrance.

Thursday Veterans event: The two B-17 support trailers arrived on Wednesday for setup and the B-17 arrived Thursday at 10:20. There were no flights on Thursday but our Veterans and media went on ground tours of the aircraft and conducted interviews.

Despite not going on flights, the Veterans enjoyed being there with their families, touring the aircraft, walking through the Korean and Vietnam veterans

groups displays, plus being part of the color guard and honor service. A wood engraved medallion was given to the veterans and the B17 crew to commemorate the date and they were very appreciative of these as a keepsake.

Two non-profit groups who help veterans were on hand for the day.

1) Jason’s Box, who help veterans navigate the V.A. bureaucracy and provide means to cope with war stress or family grief. 2) LCC Kare-9 Military care dogs and their handlers touched many hearts of both Veterans and children. These teams are not only to comfort veterans but also travel to community disasters and help victims cope with loss of family and trauma.

Volunteers: Chapter 75 volunteers where in full force daily. Richard estimates 55 EAA members and spouses volunteered and many came back multiple days. We also had EAA Mount Morris IL members Gerry & Jan Hough who called in January to volunteer! The CAP helped with 7 persons and Carver Aero was on call for our needs. Despite the rain, everyone showed up without hesitation to do whatever was necessary to make this a very successful event.

Planning teams: Mindy & Ed Leahy (Food and Hospitality), Ralph Stephenson (Media contracting and liaison), Richard Lowe (Event grounds, scheduling and security), Adam Santic (Facebook and social media editor), Marty Santic (Prior B-17 event mentor), Jerry Coussens and the Ch. 75 board (steering committee).

Lesson learned from this event? Do not agree to sponsor an EAA Flight tour in the spring, as the weather has a high probability of being poor. Best to conduct an event when the kids are not attending school.

Thank you all for your service at this event. I was able to make many friends while working side by side with everyone and we gained a few new members! Thank you also for your commitment to EAA Ch75.

SEE the B-17 PHOTO COLLECTION SEPARATELY ATTACHED TO THE NEWSLETTER e-Mail

Sincerely, John (B-17 Tour Stop Coordinator)

More B-17 Event Photos



Best Seat in the House - Up Front in EAA's B-17 - The Flying Fortress



1st Sat. Coffee and Donuts in May with the Flying Country Club at KMLI



A Few Photos from Ron Franck

No article this month but a few pictures to select from. Although I don't travel far in the Airbike I do look for photo opportunities if I happen to have my camera along. Here are some of my recent photos.... Includes airports at Galesburg and Lacon, colorful farmsteads, field patterns, and an ethanol plant that looks like a model railroad layout.



More Photos From Sun 'N Fun from Ron Ehrecke



Maintaining a Production Airplane – Part Two

by Ron Alexander, VAA 27150

In part one of our discussion on maintaining a production airplane, I provided an overview. We will now discuss the actual maintenance items that you can legally perform on your production airplane as the aircraft owner.

Item number 1—“removal, installation, and repair of landing gear tires.” This preventive maintenance item usually will be outlined in your service manual. Here are a few general suggestions. The primary concern is proper jacking of the aircraft. This is found in your manual. Wheel pants and brake lines should be properly removed and noted for reinstallation. After removal of the wheel, completely deflate the tires before dismounting. Always use caution when removing valve cores. Break the beads of the tire before loosening the wheel bolts using a bead breaker. Do not use a pry bar, tire iron, or any other sharp tool to loosen tire beads.

Prior to mounting the tire, dust the deflated tube with talc and insert it into the tire. Then inflate it until the tube is just rounded out. Install the valve core, line up the tube and tire balance marks. Inflate, deflate, and then reinflate to the recommended pressure. If you are unsure as to how freely the wheel should rotate when reinstalled, have a mechanic show you. Do not use old cotter pins. NOTE: These items and procedures will vary considerably depending upon your type of aircraft.

Item number 2—“replacing elastic shock absorber cords on landing gear.” The bottom line with this procedure involves having the right tool. If you do not have the proper tool to do this job hire someone else to do it. It appears simple but can be very complex.

Item number 3—“servicing landing gear struts by adding oil, air, or both.” Again, follow the instructions in the aircraft manual for proper strut inflation. Be sure you wipe down the bottom of shock struts with a rag and MIL-H-5606 (hydraulic fluid) to keep them clean. Use the right kind of oil. A number of struts use nitrogen instead of air for inflation. The use of nitrogen prevents corrosion. Usually your FBO will have a nitrogen bottle you can borrow or rent. Be cautious when placing the air or nitrogen fitting onto the strut fitting—make sure your hands are out of the way in case the strut totally deflates.

Item number 4—“servicing landing gear wheel bearings, such as cleaning and greasing.” You must first thoroughly clean the bearing using Varsol or a similar

type cleaner. Inspect the bearing for corrosion and wear. Keep track of which bearing goes with which wheel side and keep them together. Use a quality wheel bearing grease. Then place the grease in the palm of your hand and force the grease into one side of the bearing until it comes out on the other side. A tool is also available that will accomplish this task.

Item number 5—“replacing defective safety wiring or cotter keys.” Always use aircraft quality safety wire of the size specified. That will usually be .032 or .041 in diameter. Ensure that placement of the safety wire will cause the item to be tightened. A good pair of safety wire pliers is a must for proper safety-wiring. Cotter pins should be of proper size and after placement in the castle nut they should be bent over so they lock in place.

Item number 6—“Lubrication not requiring disassembly other than removal of nonstructural items such as cover plates, cowlings, and fairings.”

Your aircraft manual should contain a lubrication chart outlining points and types of lubrication. Note that you may only lubricate areas not requiring disassembly of structural items.

This particular preventive maintenance item also allows the pilot or aircraft owner to change engine oil. This is, of course, one of the most important tasks you can perform. It is usually very simple to do and is usually accomplished in conjunction with item number 23 that allows changing of the oil filter. I will specifically address that later. Occasionally, you will encounter an Airworthiness Directive that may apply to changing your oil. Check that out before beginning. Change the oil and replace the filter, or check the oil screen, at time intervals recommended by the manufacturer. Always ensure that the oil is replaced and that the proper type and weight of oil is used. Do not forget to safety the drain plug. After you have completed the oil and filter change, wash down the engine and the run it to check for oil leaks. Anytime you have your engine cowling removed check for all types of leaks and problems. In particular, check the fuel system, oil system, exhaust system, cooling air, induction air, and electrical. A thorough inspection of all areas should be accomplished. If you desire you can send an oil sample for an analysis. In order to be effective, this should be done on a regular basis. A history must be established by taking a sample from the same area at a regular time interval. An occasional analysis will tell you very little.

Item number 7—“making simple fabric patches not requiring rib stitching or the removal of structural

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Maintaining a Production Airplane – Part Two (cont.)

(Continued from page 11)

parts or control surfaces.”

To do this item, you must first determine what type of fabric covering system was initially used. You should repair the surface using the same type of system and the repair procedures outlined in that manual. A simple repair means a small repair. The covering manual should specifically address repairs and how to make them. If you are unable to find any information the Poly-Fiber System manual has a good presentation on fabric repairs. AC43-13 also talks about making fabric repairs. You are not allowed to remove a control surface or repair in any area requiring rib lacing without a mechanic's supervision. Remember, however, that it is perfectly acceptable for you to perform such a maintenance item under the direct supervision of a certificated mechanic.

Item number 8—“replenishing hydraulic fluid in the hydraulic reservoir.” The most important consideration for item number 8 is the use of the proper fluid. MIL-H-5606 is by far the most common type of hydraulic fluid used in smaller aircraft. It is used in the brake systems and hydraulic systems. Use of any other type of fluid will cause a lot of problems with seals, O-rings, etc.. Follow instructions in your service manual.

In the next issue I will list and discuss the remaining preventive maintenance items that can be accomplished without a mechanic's license. As a review, FAR 43.3 (g) states “The holder of a pilot certificate issued under Part 61 may perform preventive maintenance on any aircraft owned or operated by that pilot which is not used under FAR Part 121, 127, 129, or 135.” This applies to production aircraft operated with a standard airworthiness certificate. Aircraft certificated under a special airworthiness category such as “experimental” fall under a different set of rules that we have previously discussed in earlier issues of Sport Aviation.

You also may legally restore, rebuild, or maintain your production airplane under FAR 43.3 (d). This regulation allows an individual, not holding a valid mechanic's certificate, to perform the rebuilding tasks under the supervision of a certificated mechanic.

Always have the proper manuals and tools available

to perform the maintenance. Document the performed maintenance in the aircraft logbook. Proper maintenance begins with a very thorough pre-flight inspection of your airplane. Perform this inspection as outlined in your aircraft service manual.

A Side Story - Vietnam (from Richard Lowe)

With the commemoration of the involvement in the Vietnam War, I have been reading a number of articles on events that happened during the ten years we were so actively involved.

Much is written about the big picture describing events year to year. What I find interesting is all the side stories and the memories of individuals interviewed by the history project to record everyday events. The "war stories" get better with age, but some are amazing.

One I recall was about a psychological operations unit somewhere in the back waters of the war. It seems they used a lot of means to try to get the enemy to give up. They dropped leaflets, started rumors among the locals knowing they would get back to the enemy, and they used loud speakers and tape recorders to send messages via tape recordings to the people in the area. Some of the speakers were ground mounted and on vehicles, but they also had the use of a small aircraft called a Helo-courier (U-10) with a loud speaker mounted on the side of the fuselage. They would fly low circles over a target population, especially in the evening, and broadcast information to the villagers about the progress of the war, the need to support the central government, etc.

Pilots being pilots, one got bored with the missions so he decided to have some fun. He took the tape recorder to an Air Force base and stood by the runway and recorded the departure of a flight of two F-100 Super Saber jets. He then took the tape home and mounted it in the player in his psyops aircraft.

When he would make the take off roll in the U-10, he started the tape, at full volume, and the sound coming out of the speaker made it appear a flight of F-100's were departing. One day, a visiting Army general heard him depart and remarked the they should do something about the muffler on the plane, it was the loudest light aircraft her had ever heard. The tape was quietly removed from the inventory of "plays" they kept on hand at the site.

Richard Lowe vicriclowe@aol.com

The Fall of the Fortress (from Don Fey)

Sometimes, it's not really just luck.

Elmer Bendiner was a navigator in a B-17 during WW II. He tells this story of a World War II bombing run over Kassel, Germany, and the unexpected result of a direct hit on their gas tanks. "Our B-17, the Ton-delayo, was barraged by flak from Nazi antiaircraft guns. That was not unusual, but on this particular occasion our gas tanks were hit."

Later, as I reflected on the miracle of a 20 millimeter shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple. "On the morning following the raid, Bohn had gone down to ask our crew chief for that shell as a souvenir of unbelievable luck. The crew chief told Bohn that not just one shell but 11 had been found in the gas tanks. 11 unexploded shells where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us. A near-miracle, I thought.

Even after 35 years, so awesome an event leaves me shaken, especially after I heard the rest of the story from Bohn. "He was told that the shells had been sent to the armorers to be defused. The armorers told him that Intelligence had picked them up. They could not say why at the time, but Bohn eventually sought out the answer. "Apparently when the armorers opened each of those shells, they found no explosive charge. They were as clean as a whistle and just as harmless.

Empty? Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech. The Intelligence people scoured our base for a man who could read Czech. Eventually they found one to

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!*

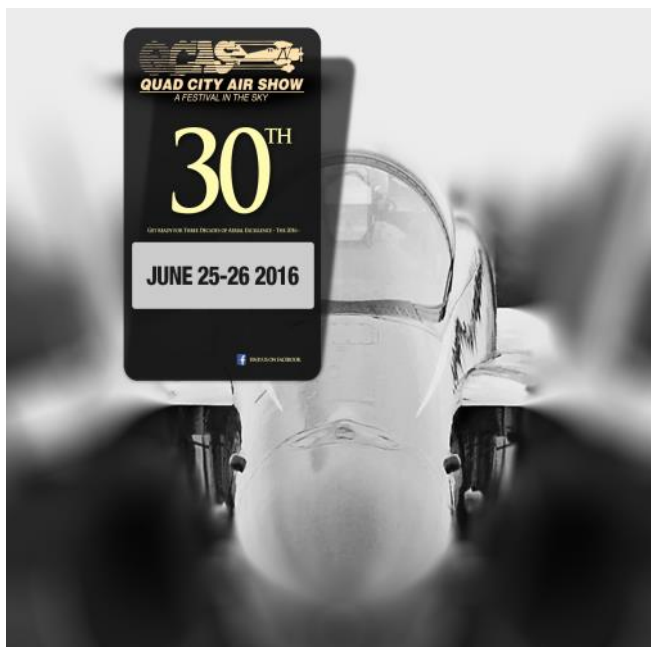
CFI / CFII	Phone	New Students	CFII	BFR	IFP	Airports	Plane
Mike Nass	563-357-6068	No, Booked	Yes	Yes	Yes	CWI	Owners Plane
Dean Jones	309-752-3841	Yes	Yes	Yes	Yes	DVN MLI	Owners, QC Flying Eagles
Tim Leinbach	309-781-9585	Yes	Yes	Yes	Yes	DVN MLI	Owners, FBO, Club Plane
Tim Toal	309-235-0087	Yes	Yes	Yes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



decipher the note. It set us marveling. Translated, the note read: "This is all we can do for you now...Using Jewish slave labor is never a good idea."

This story is confirmed in Elmer Bendiner's book .

Upcoming Events - Quad City Airshow - June 25-26



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, JUNE 4, 2016
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Spence Gray at the
Davenport Airport – Hangar
A8



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 Spence Gray at the Davenport Airport. Hangar A8. Come for some good hangar talk and meet your fellow chapter members.

FLY IN: Davenport Airport (DVN). Flying in, just taxi to the T-Hangars at the north end of the airport. You will see us.

DRIVE IN: Come to the North side of the airport at the T-Hangars. The gate should be open on Harrison Street. If not, call Spence Gray if you do not know the Harrison Street gate code. 563-639-3105.

MAQUOKETA FLY-IN

June 19, 2016

7:00 am to NOON

**Pancake Breakfast Flying
Adults \$8.00 - 12 & Under FREE - Pilots FREE**

Co-sponsor: Maquoketa Airport Commission
Maquoketa Municipal Airport

2215 134 Ave (Just off of Hwy 64, 4 miles west of Maquoketa)

Airport phone: 563-652-6517

LAT 42-03-00, LONG 90-44-20; Elevation 769, OQW COM 122.83300' runway, 500' overrun

Pilot-controlled runway lights- Av-Gas and Jet-A fuel available

Automatic 24/7 refueling.

Feel free to inquire about possible available
aircraft rental space at: 563-652-2484.

Sponsored by:

**SUNSHINE
LEARNING**

CENTER

Maquoketa • Iowa



For Sale: 1959 Piper Comanche 180

BEAUTIFUL IFR COMANCHE 180 • \$39,900 • 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



Also For Sale - Lycoming O-360

For Sale: Lycoming A1A O-360 Narrow Body

I took it out of my Comanche. A/P took it apart, yet he said everything is there. Rear left cylinder failed on me. There was no compression so I took it to an A/P. The A/P took off the front left and rear left cylinders and showed me some cam wear. The A/P showed me the rear left cylinder had the valve seat coming away from the head. The log book has 1184 hours since complete overhaul on 2-1-93. You can



go to <http://www.sustainedflight.com> to pull the logs and pictures. \$4000. I can load it into the Comanche and deliver it to you. Is disassembled.
Mark Clark 563-508-6275
Mark.Clark@Continuoustouch.com

1974 C-23 IFR Beechcraft Sundowner **For Sale**



This is an outstanding aircraft, needs nothing, nicest Sundowner you will find. Excellent IFR platform. Exterior is a 9 and interior is a 7. Autopilot with altitude hold. All logs since new all AD's complied with, all equipment manuals included. Last annual and IFR certification completed Dec 2016. Hangered at KMLI.



- 4,200 Hours Total Time
- 500 Hours Since Major Overhaul
- Paint looks great
- ~\$20,000 in electronics above most Sundowners
- UPS SL70 Digital Transponder w/P.A. Display
- UPS SL15 Audio Panel with copilot isolate-music input – 4 place intercom
- UPS SL30 NAV/COM Digital Flip Flop
- TKM 170B NAV/COM Digital Flip Flop
- UPS GX50 IFR GPS – Enroute, Terminal and Approach certified
- UPS Attenuator Panel
- UPS MD-200-306 Localizer / Glideslope / VOR
- TKM Digital Localizer / Glideslope / GPS / VOR
- S-TEC System 30 Autopilot with altitude hold – slaved to everything
- S-TEC DG with heading bug

Sale price \$ 54,900

Contact Nathan 563-940-7293 anytime.

Skjerseeth@icloud.com

- AK360 Altitude Encoder
- Electronics International Digital Fuel Functions
- Electronics International Digital EGT / Cylinder Temp
- Electronics International Digital Volts / Amps
- Recent New Sensinich Prop – Balanced
- Electric Trim
- Electric Flaps
- Dual Landing Lights
- Rosen Visors
- Vertical Card Compass
- Tanis Engine Heater
- Custom Cockpit Cover and Engine Blanket included



Local Calendar of Events

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

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

Upcoming EAA Webinars

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

June 1 - 8 p.m. CDT
[Suck, Squeeze, Bang, Blow](#)
 Presenter: Mike Busch

June 8 - 7 p.m. CDT
[Tips for Flying into EAA AirVenture Oshkosh 2016](#)
 Presenter: Fred Stadler

June 15 - 7 p.m. CDT
[ADS-B, a Pilot's Guide: Equipping for 2020](#)
 Presenter: Bret Koebbe

June 29 - 7 p.m. CDT
[Low-Cost Avionics STC Breakthrough](#)
 Presenter: Tom Charpentier

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

Classified Ads

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

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

For Sale: One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496 GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. Asking \$4000. Dan Murphy 309-230-2679, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

For Sale: Lycoming A1A O-360 Narrow Body
 I took it out of my Comanche. A/P took it apart, yet he said everything is there. Rear left cylinder failed on me. There was no compression so I took it to an A/P. The A/P took off the front left and rear left cylinders and showed me some cam wear. The A/P

showed me the rear left cylinder had the valve seat coming away from the head. The log book has 1184 hours since complete overhaul on 2-1-93. You can go to <http://www.sustainedflight.com> to pull the logs and pictures. \$4000. I can load it into the Comanche and deliver it to you.

Mark Clark **563-508-6275**
Mark.Clark@ContinuousTouch.com

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
cnitz@visioncrest.com



WANTED: Looking for a used Sensenich W70DK40, or substitute. It's for an A75 on an Aerona Chief, Champ, Cub, etc.. Thanks, Don Fey
[309-781-8397](tel:309-781-8397)

Send your Classified Ads to me.
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 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 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/eachapter75



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

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(Effective January 2016)

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

Chapter Website
www.eaa75.com

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
 Renewal
 Info Change

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

Mail application/renewal to:
 Paul Fisher - EAA Chapter 75
 8428 114th Av West
 Taylor Ridge, IL 61284

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 PO Box 3086
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 Fax: (920) 426-6761
<http://www.eaa.org/membership>

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 Copilot (spouse, friend, other): _____
 Address: _____

 City: _____ State: _____ Zip: _____
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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? _____
