

THE LANDINGS

www.eaa75.com

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

July 2017

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



I'm writing this month to report on my first IFR trip to Fort Worth, TX (Hicks Field T67) on the weekend of May 20th to visit my son and family. If I wasn't IFR rated I would have had to say, "I can't come". The weather in the Midwest was a mess. Thunderstorms were popping up all over the place. When I woke Friday morning there was a path of green heading our way. I thought about leaving early before it gets to KDVN then flying through it. But decided to wait for the rain to pass instead. To tell you the truth I was feeling uneasy I've been training for two years for this and now it's the real thing. I know it was just fear of the unknown. We waited till 10:00 for it to clear.

As I was getting my clearance to take off, the AWOS in DVN was reporting 800' ceiling, 15 kt winds and 5 miles vis. Departing runway 03 we climbed into the clouds. ATC wanted me to head west until clear of their airspace. Soon I was told to turn on course, 214 degrees and climb to 8,000'. As I climbed through 6,000' I broke out above the clouds with another layer above. With calm winds I was on course and traveling 195 kts. This would lower as I headed south. Watching my iPad I could see a line of thunderstorms was tracking to cut me off before my intended gas stop in

McAlester, OK (MLC). With this knowledge I started making plans for an alternate fuel stop. As I was coming up on Jefferson City, MO Kansas City center told me the MOA was hot and needed to detour me around it. She was going to detour me to the west as it was a shorter distance. I asked to deviate to the east instead, as this took me further from the line of thunderstorms. So I had another first, getting clearance to a different fix in flight. This IFR stuff is just too cool especially with a Garmin 430. This new course took me right over Springfield, MO. (SGF). Now I have my fuel stop with VFR conditions. Although I'm excited about taking a trip IFR I really didn't want to do an approach if I could avoid it on my first trip.

On the ground at SGF, Ella and I took a half hour break while they put gas in the plane. While hanging out I filed a flight plan to T67. I got my clearance to level at 3,000 and expect 8,000' in 10 min. Soon I was level at 8,000' and on course I'm surrounded by cumulus clouds with only a few gaps to see the ground. I'm now bucking a 20 kt headwind but it's a smooth ride, with a great view. I'm surprised, considering the iPad is showing heavy rain to my right and I'm flying in and out of cumulus clouds.

To my right it's getting darker as my route takes me through the rain. I ask for and receive a deviation to the left to stay out of the storms. ATC calls me for traffic advisory, a Gulf Stream passing overhead from left to right and a King Air opposite heading at 9,000'. I was surprised how easy it was to pick out the traffic, must be the clearer air above the scud. I was lucky as the line of T storms diminished to the south so I didn't have to eventually go through the storms. Just stay ahead of line till I turn west. And that is what happened, when I went back on course Fort Worth approach told me to head 270 to stay North of the DFW airspace.

When I was North of Hicks they turned me south and lowered me to 3,000' for a visual approach to Hicks. I canceled in the air and landed completing my first

(Continued on page 2)

**Next Meeting - Saturday, July 8th, 12 Noon - Potluck at Davenport Airport
Fly-In or Drive In**

July 8th Chapter Meeting

The July Chapter potluck lunch will be held on **Saturday, July 8th at NOON**. It will be held at the Davenport 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)

IFR trip. Before I had left I put a plastic sheet under my glare shield and over my wires in case I had a canopy leak. As it was breezy at Hicks my bag started to blow off. I grabbed it and took it out. As I removed it I noticed water in it so I knew the canopy had leaked (note to self).

My plan was to leave Monday, I didn't really care what time I just wanted to get home before dark if I could. The weather showed a few buildups of thunder storms moving into Northern Missouri, this could be a problem. I filed my flight plan in the morning so I was ready to go. My son dropped me off at the airport at 3:30. I did my preflight and got in the plane ready to go. The airport did not have a clearance delivery freq, so had to call to get clearance to enter the system. It was a clear day so I took off turned on course and called approach to open my flight plan. Another first for me. In about 10 minutes I had my clearance. Now I'm in the system on my way home at 9,000' and with a 20 kts tailwind. I'm doing 212 kts over the ground and burning 9 gal per hr.

With this increase in speed we'll be home in 3 hrs., what a machine. I picked 9,000' as I like to fly high above the turbulence, plus thinner air means better economy. Something new for me is icing. I've been flying high VFR for years, never paid attention to icing levels as I stayed out of visible moisture. Now that I fly right through it I need to be aware of the icing levels. The Missouri MOA was hot again so I was told to deviate to the Clinton VOR then I could proceed on course. Thank God for the Garmin 430 I just tuned in the identifier and the AP turned direct to my new destination. I love this modern technology.

After turning back on course, the line of thunderstorms I mentioned were moving across my course in

northern Missouri. The northern edge of this rain was at the Iowa border. I kept moving east to avoid the rain. With only one more patch to fly around I opted to fly through the rain. After all I'm now an IFR pilot, this will be fun. It was as expected some bumps and light rain, what I didn't expect was the plane started turning right. Remember the water in the bag, well I didn't put a bag over the wires this time, so I was having some short circuits. I quit using my AP and soon it just turned off altogether. Then my AHARS lost connection with my GPS.

No problem, what do I have left? My GPS was working fine along with the CDI. My AHARS was working fine even though it lost contact with GPS. I have VFR conditions ahead. I could have cancelled IFR and flown home, but what's the fun in that. I've been trained for this so for the next half hr I hand flew the plane, holding altitude and heading. The autopilot really makes IFR easy though. As soon as I saw Davenport airport I was cleared for visual for 21, I canceled IFR and landed. This concluded my second IFR flight.

I had a flight planned to Omaha the following Saturday but my starter failed so while that was being fixed. I sent my prop in to repair a leak. I also need to come up with a way to seal the canopy so I don't have problems.

See you at the potluck. --Jerry

July Newsletter Video Featuring Chapter Member Kyle Voltz

From Adam Santic... <https://youtu.be/fUag-KsNIr0>

June Board of Directors Meeting Minutes

Was no meeting in June due to the potluck.

June General Meeting Minutes

Was no meeting in June due to the potluck.

Chapter Name Tags Available

If you would like to order another name tag or one for your co-pilot you can place your order with the Treasurer, Ron Ehrecke. Name tags are \$5 each.

From the June Edition of the 1st Saturday Coffee



June Chapter 75 Potluck Lunch at the Clinton Airport



Geneseo Father's Day Breakfast and Young Eagles Rally



Update on EAA Emergency Aircraft Repair

(from Tom Shelton)

Work has been underway for several months preparing for our EAR volunteer services for this year's AirVenture. This year is especially important as we mark our 55th year serving the needs of fellow EAAers. According to Jim Smith, It all began after a discussion between Marvin Hoppenworth and Paul Poberezny in Rockford, IL in 1962. It was determined that a group should be organized to better meet the needs of pilots having aircraft difficulties at the fly-in convention. This was the birth of the Emergency Aircraft Repair function for EAA. From a group of two in 1962, over 40 EAR volunteers assisted pilots and aircraft owners with issues in 2016. To celebrate our 55th year of service to EAA, an informal ceremony (eating cake!) will be held Friday, 28 July 2017 at 1:00PM with numerous EAA Staff attending. All Chapter members are invited to join in the celebration. We plan to have ice cream available all week for those who wish drop by and help us celebrate this special event.

Here are some key EAR activities and times:

- U Haul trailer pick up 19 Jul
- load tools at KDVN 5:30 PM 19 Jul
- drive to KOSH leaving KDVN at 7:00 AM, 20 Jul
- Begin unloading and set up PM, 20 Jul
- Finish set up Fri., 21 Jul
- Special celebration event Fri, 28 Jul, 1:00PM
- Tear down begins noon, Sun. 30 Jul

The EAR team of volunteers looks forward to seeing you at AirVenture 2017!

And a brief summary from my phone conversations with HQ. Hope you can attend.

- Apollo reunion – 10 Astronauts attending
- Blue Angles – Friday, Saturday only
- Bob Hoover tribute – several Hoover planes in show, presentation in theater in the woods
- 90th Lindberg anniversary – expect EAA's plane flight
- Monday - B25 Arrival
- Wednesday – Doolittle raid show
- Friday - 75th anniversary of the 8th Air Force, B52, B1, B2, B17, maybe the A20, parade of bombers

- Band – Naked Ladies
- 80th anniversary of the Cub
- Extra will fly an electric aerobatic
- F35, F22's will fly – stronger support from Military
- Valdez demos again this year

RCs to be flown after dark at ultralight field

Tom Shelton
Chairman Emergency Repair Facility

Oshkosh is Coming - You've Gotta Be Here!



Finally, the countdown to Oshkosh is down to days rather than months. For aviation enthusiasts all around the world, Oshkosh is the highlight of the year. As one of my personal mentors liked to say, "Oshkosh is literally a pure shot of aviation adrenaline."

Not only is the convention a great time to get your own personal shot of aviation adrenaline, but it also is a great opportunity to breathe new energy into your EAA chapter. With the plethora of activities we have planned, along with the new home of chapters and Young Eagles, you are sure to leave Oshkosh with the energy and motivation to help your chapter succeed.

The new home for chapters and Young Eagles, known as the Blue Barn, will be located directly across Knapp Street from the Forums Plaza. On opening day, at 7:45 AM, there will be a ribbon cutting and all members are invited to attend. Even after the ribbon cutting, we hope you come back to the Blue Barn to enjoy the fellowship of your peers.

Within the Blue Barn, you will find Paul Poberezny's VW Bug, *Red One*, where you will be able to sit in the famous Volkswagen for a photo opportunity. In addition to the *Red One* photo opportunity, be sure to stake your claim on our chapter map, with pushpin windsocks provided by EAA. Along with dropping your pin on the map, there will be another photo opportunity to mark your chapter number on a large windsock and pose in front of the chapter map with your peers.

Aside from the numerous photo opportunities, the

(Continued on page 7)

Oshkosh is Coming - You've Gotta Be Here!

(Continued from page 6)

Blue Barn will be the perfect location to listen in on an educational forum. With 25-plus forums scheduled, you will have the chance to learn about growing your chapter, incorporating a nonprofit flying club, how to incorporate more youth programming into your chapter, and much more. There is sure to be a forum for you! [Click here](#) to search for a full listing of chapter forums.

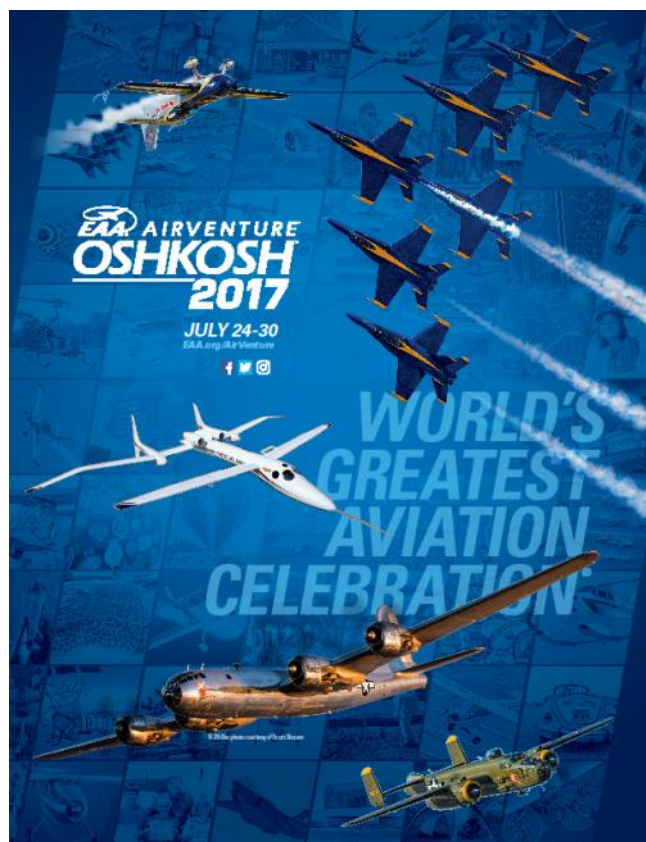
Aside from the Blue Barn, there are plenty of other chapter activities to take part in. On Wednesday morning at 9 a.m., the second annual chapter mass gathering photo takes place at the Brown Arch. On Tuesday evening from 6 to 8 p.m., the annual Chapter Presidents Reception will take place in the Ford Hangar at Boeing Plaza.

Saturday morning will once again be the traditional Chapter Leaders Breakfast, where we award those chapter members who have gone beyond the call of chapter duty. You can sign up for the [Chapter Leaders Breakfast here](#).

Returning for the second year, chapters have an affordable opportunity to establish a “beachhead” at which to base their activities. Rather than paying by the day, a campsite is staked out until the convention ends. Chapters are able to purchase up to six campsites in advance at a flat rate in order to establish a chapter base of operations. Since the campsites will be staked out in advance, each chapter can direct its members to camp near this area. Visit the [Chapter Camping page](#) to sign up, but don't delay — registration closes on June 30.

New for AirVenture 2017, chapters will have the ability to use the Camp Scholler Chapter Pavilion. This pavilion, which is located in the campground, is the former Youth Activities Center located directly south of the Fly Market on the west edge of Paul Wood's. This location will be available for chapters to utilize throughout convention as a gathering space for their members. Reserve your slot to host a special chapter get together. Breakfast, lunch, and dinner time slots will be available. EAA will supply the griddles, grills, and a fire pit. Your chapter is responsible for bringing all cooking and serving utensils, food to serve, firewood and clean-up after the event. [Click here](#) to reserve your slot now.

The final box to check before you make your trek to Oshkosh is to register your chapter for the Chapter



Grand Champion Award. This coveted award is open to all chapters, and the winner will be announced during the Chapter Leaders Breakfast. Chapters will be awarded points based on the number of chapter members camping at the convention, the number of airplanes flown in by chapter members, and the distance traveled by the chapter to Oshkosh. Bonus points are awarded for the best chapter campsite setup and decorations. EAA Chapter 237, located in Blaine, Minnesota, took home the 2016 Oshkosh Chapter Grand Champion Award. To register your chapter for the 2017 Oshkosh Chapter Grand Champion Award or if you have any questions, please contact me at dleit-ing@eaa.org.

St. Christopher (from Richard Lowe)

Prior to the early 60's, the Catholic church held a lot of saints in high regard. Folks used to pray to them for various reasons. St Christopher comes to mind. He was the patron saint of travelers. The faithful used to pray to him for a safe journey. Deployed military members used to have a St Christopher medal attached to their dog tag chain. I recall, our family had a large metal emblem pinned to the head liner of our 1937 Buick and later our 1950 Chevrolet. My Mother used to lead us in prayer to St Christopher as we started a trip. Hey, it worked I guess, we never

(Continued on page 8)

St. Christopher (from Richard Lowe)

(Continued from page 7)

had an accident while traveling in the family car.

Shortly after the war, when I was in the first grade, our village churches held their annual religious education programs. Some called it Bible school. The kids reported to their various churches for two weeks of education on the fundamentals of their faith. That was my first introduction to nuns. The good Sisters of St Francis came to town teach us Catholic kids. One day, our nun read us a story about a young man she called an aviator. She said he was a good pilot and he always had a St Christopher medal in he cockpit. He prayed to him before each flight and gave him credit for getting him out of some tough situations involving weather and other flight events.

One day, the young pilot was flying and he decided to try some aerobatics. We all know that aerobatics are not to be self-taught, but he apparently did not. He tried a loop, and it worked, sort of. Then he tried another and it was a little better. Feeling he was getting to be a real expert at this stuff (we have all been there) he moved on to an advanced maneuver. That is when things went really bad. The next he knew he was at the pearly gates waiting to check in. That is when he met St Chris for the first time. He asked him why he had not looked out for him and allowed the accident to happen. St Chris told him he was with him all the time and he was with him that day; until he tried something stupid. "That is when I bailed out".

The Church has re-aligned the priority of some of the old saints, and St Christopher has sort of taken a back seat (no pun intended). Many of us old timers still keep St Christopher close at hand. You can't argue with success. But, we all know that he probably still has his old T-10, and will bail when ever we do something stupid.

Vintage NARCO Radio Repair (from Cy Galley)

I recently had a Comm 1 failure on my NARCO MK12D+ and learned that the previously reported NARCO repair man, Mr. Dawson, had passed away but that Lafayette Avionics in Lafayette, IN (KLAf) was still able to work on the NARCO brand.

<http://avionics-laf.com>

I spoke with Ron, the 80 year old owner (son, Josh is now in the business so hopefully Josh will carry on

when Ron leaves the bench) on Monday morning and he told me that he had a queue of a few radios and would put mine in the queue.

Fortunately, it was a 1 day ground trip via FedEx (thanks Brad, John W. and Weebs) to them from Appleton, WI.

I received a call today (Wednesday) from Ron that my radio was ready and completely checked out on the Com and Nav sides. Apparently a capacitor shorted out and took out an integrated circuit on the Com side. Ron had the parts and made the repairs and I will have my MK12D+ back tomorrow for my upcoming trip back to Texas.

I would suggest that if you have NARCO equipment, you make a note of this source in your contact management program.

Travis Baldwin Solos (from Tim Baldwin)

Here are some pix of my son, Travis Baldwin, along with Flight Instructor, Bob Jones, from last Sunday's first solo! Travis is a member of EAA, and a new member of Chapter 75.

Travis Baldwin
Solo - 28 May 2017 - KDVN
Symphony SA-160 N886SA
Bob Jones, CFI



JAARS Visits Davenport (from John Riedel)

On Tuesday June 20th I had the privilege of meeting Mike Mower of JAARS at the Davenport airport Civil Air Patrol meeting.

Mike is the JAARS Director of “Missions At The Airport” (MATA) out of Waxhaw NC. A and member of EAA Ch. 731 Hickory NC.

Mike flew to DVN in one of the JAARS Super Helio Courier’s after a MATA at the Pekin IL Wings & Wheels event.

The Aerospace credits presentation included the Helio’s flight characteristics, propulsion, control surfaces, JAARS modifications, remote runways and meteorology. Many questions were asked which brought up discussions of the humanitarian and civil roles a Mission aircraft is needed in the remote parts of the world.

Mike has logged over 6,000 hours as a mission pilot with 20 years flying in the Philippines. He holds commercial ASEL and AMEL, CFI, instrument ratings and A&P certificate.

John Riedel

Scaled Composites Brings Tech, Innovation and Tradition to AirVenture

Scaled Composites of Mojave, California, a historic name for aircraft and spacecraft appearing at Oshkosh for more than four decades, is returning to EAA AirVenture Oshkosh in 2017 with aircraft, an extensive forums schedule, and opportunities for those who are seeking to be part of next-generation innovations.

The 65th annual Experimental Aircraft Association (EAA) fly-in convention is July 24-30 at Wittman Regional Airport in Oshkosh, Wisconsin.

While Scaled Composites is known for its Burt Rutan-founded legacy with projects such as Voyager, Boomerang, SpaceShipOne, and others over the past 40 years, its return to Oshkosh in 2017 is focusing on future goals and projects that encompass both aviation and space. Those projects include the massive Stratolaunch aircraft that was rolled out of its hangar for the first time on May 31.

“Scaled Composites is linked to EAA and Oshkosh as few other companies are, and we welcome them back



to the flightline,” said Rick Larsen, EAA’s vice president of communities and member benefits who coordinates AirVenture features and attractions. “As notable as its legacy is, it is Scaled’s future projects that tie perfectly with the innovation and forward thinking that are always a part of EAA AirVenture.”

Scaled Composites will have a full exhibit in the forums area, as well as more than 30 scheduled forums by its engineers, technicians, and leaders throughout the week. Along with that, Scaled’s unique high-altitude Proteus aircraft that first appeared at Oshkosh in 1999 will return. The company will also be talking with those interested in joining Scaled as it develops the latest concepts that are part of its future.

“We’ve always been a company focused on discovery and pushing limits,” said Bob Withrow, Vice President.
(Continued on page 10)

1954 Piper Tri-Pacer For Sale

1954 Piper Tripacer PA22-150 \$25,000

3090 AFTT, 190 SMOH (Nov 2011). Aircraft flying frequently so times subject to change. Fuselage recovered in 1991 with Razorback fabric and Randolph's butyrate dope. Hangared since recover. (Exterior 8.5 of 10)

Original interior (interior 7 of 10) with Airtex carpeting new 2012, Airtex cowl pad and headliner & seats new 2013. Steve's Gascolator New 2012, New lower cowl 2010, refinished nose bowl 2013, new windshield 2013, new flexible oil lines 2011, New Aero Classic oil cooler 2013, mags rebuilt 2011, Rebuilt Altimeter 2011, InterAv Alt. conversion 2013, Hawker lightweight battery conv. 2014, Carb rebuilt 2007, B&C oil filter conv. New 2013, Reif Heater 2010, Muffler shroud 2007. Cleveland Disc brakes, Narco Com810 digital flip flop, Narco AT-50 w/ Mode C encoder. PM1000 intercom (4 place). Univair sealed struts. Dual 18 gallon tanks with Peterson auto fuel STC, Dakota Cub fuel valve new (2014) replaced wing fuel hoses (2014). Approx 740 Useful load. Gyro instruments with vacuum pump. (Six pack), EGT/CHT, June 2016 annual. LED strobe navigation lights 2013, * Right gear collapse in 62. no other known damage. Complete logbooks since new.

All AD's currently C/W. Very well cared for Tripacer with all the desired upgrades.

Reasonable offers considered. Email mkmreed@mchsi.com or call Matt Reed at (515) 306-6444 and I will do my best to answer any questions and can email additional pics.



Scaled Composites is Coming to OSH

(Continued from page 9)

dent of Engineering at Scaled Composites. "We are looking for folks who are passionate, creative, and love to be challenged. There is no better place than Oshkosh to re-introduce ourselves to those who know us from our incredible legacy, and to connect with those who want to be a part of the next big thing."

About Scaled Composites

Scaled Composites was founded by Burt Rutan in 1983 in Mojave, California. Scaled is a specialty composites company focusing on designing, building, and testing proof-of-concept demonstrators and prototype aircraft.



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

Bernie Nitz - bernien@visioncrest.com

Ron Franck - 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

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, JULY 1, 2017
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Paul Fisher – Hangar E5 at
the Davenport Airport



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 Paul Fisher at the Davenport Airport. Come for some good hangar talk and meet your fellow chapter members.

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

DRIVE IN: Come to the North side of the airport at the T-Hangars. Call Paul Fisher (309-230-8719) if you do not know the gate code.

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



NEW ITEM Also FOR SALE

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

\$125



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 to view the schedule and to register.

7/5/17 8 p.m. CDT
 Borescope Ascendancy - Mike Busch

7/11/17 7 p.m. CDT
 So You Want to Become a Pilot? - Joe Norris

7/12/17 7 p.m. CDT
 Gauges to Glass: Transitioning to 21st Century Avionics - Prof. H. Paul Shuch

7/13/17 12 p.m. CDT
 EAA AirVenture Oshkosh 2017 Features and Attractions - Rick Larsen

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. **NOW Asking \$2000 - Price REDUCED AGAIN.** Dan Murphy 309-230-2679, 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 or cnitz@visioncrest.com



For Sale: Quad City Flying Eagles Shares
 Shares for sale, Quad City Area Flying Eagles. Contact Ray Holland, [563 359 0450](tel:5633590450).

For Sale: Garmin 496 Complete w/ Everything in the Box \$600 or Best Offer. Mike Nightingale 309-798-0028.

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

Plenty of room for your ad. Send them to marty.santic@gmail.com Get rid of your stuff!

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 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

EAA CHAPTER 75 OFFICERS

(Effective January 2017)

President
Jerry Coussens
 jerry@jdcoussens.com 563-529-3706

Vice President
Ron Franck
 ronaldfranck1@gmail.com 309-937-2751

Treasurer
Ron Ehrecke
 ehrecke@sbcglobal.net 309-236-9785

Secretary
Wayne Sapp
 wksapp@yahoo.com 563-349-8266

Board of Directors

David Jacobsen
 davjacobsen@mchsi.com 563-243-5966

Ed Leahy
 me24nas@mchsi.com 563-285-4352

John Riedel
 johnriedel57@gmail.com 563-209-6005

Nick Anagnos
 nickflays2@yahoo.com 563-650-5592

Mike Nightingale
 csnight@icloud.com 309-798-0028

Jerry Coussens - President
Ron Franck - Vice President
Ron Ehrecke - Treasurer
Wayne Sapp - Secretary

Flight Advisors

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

Kyle Voltz
 kvoltz21@gmail.com 309-945-5188

Technical Counselors

Terry Crouch
 Q1terrymdt@aol.com 563-359-4127

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

Paul Kirik
 pjkirik@mchsi.com 309-781-0002

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

Repair Barn Chairman
Tom Shelton
 tshelton72@gmail.com 563-332-4202

Tool Librarian
John Bruesch
 bruesch@mchsi.com 708-341-7083

Tool Committee

John Bruesch (Chair)
 bruesch@mchsi.com 708-341-7083

Roger Nightingale
 r.nightingale@mchsi.com 309-207-0266

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

Terry Crouch (Contact Info Above)
Paul Fisher (Contact Info Above)
Ron Franck (Contact Info Above)

Jim Smith (Contact Info Above)
Mike Nightingale (Contact Info Above)
Bernie Nitz (Contact Info Above)

Tool Loan Officers

John Bruesch (Contact Info Above)
Mike Nightingale (See Above)
Roger Nightingale (See Above)
Jim Smith (See Above)
Ed Leahy (See Above)
Paul Fisher (See Above)
Marty Santic (See Below)

Coordinators

Bob Thomas (Young Eagles Coord.)
 rbettendorf@aol.com 563-343-1825

Spence Gray (Activity/Fly-Out Coord.)
 spence_g@hotmail.com 563-639-3105

Tim Toal - (Air Academy Advisor)
 timtoal@mchsi.com 309-235-0087

John Riedel - (Membership Coord.)
 johnriedel57@gmail.com 563-209-6005

OPEN POSITION (Program Coord.)
Paul Fisher (IMC Club Coord.)
 rv7a.n18pf@gmail.com 309-230-8719

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

Newsletter Editor
Marty Santic
 marty.santic@gmail.com 563-340-9919

We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 75, regardless of the form, format, and/or media used, which includes, but is not limited to, "The Landings" and audio/ video recordings is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. Therefore, no responsibility or liability is expressed, or implied, and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.



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

Chapter Website
www.eaa75.com

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? _____
