

# THE LANDINGS

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

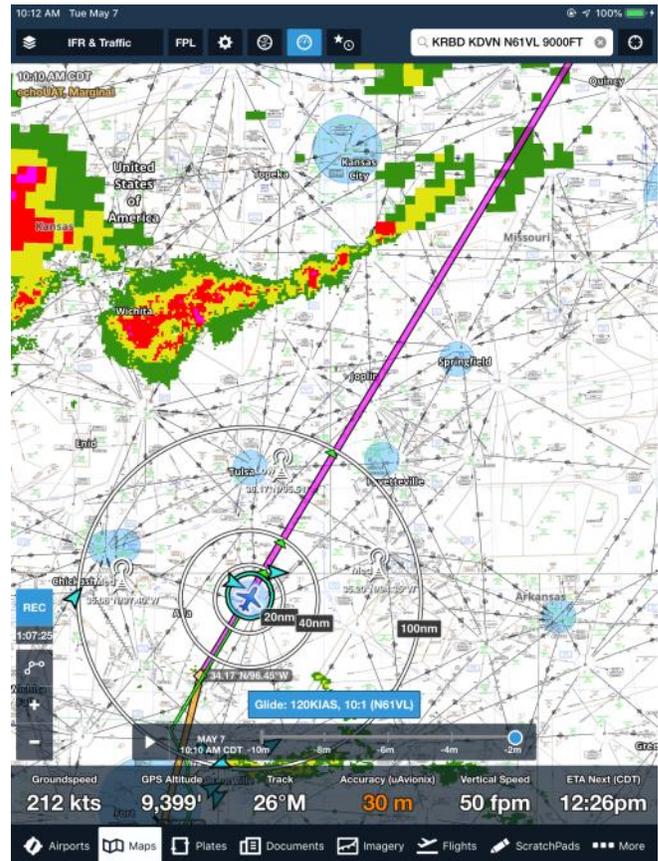
June 2019

### THE EXPERIMENTAL AIRCRAFT ASSOCIATION

#### From The Desk of the President



Six months ago I told my son Seth I would fly down to Dallas to watch my grand kids so he and Amanda can take a trip together. As with most commitments you don't realize how busy you might be when the time comes. Since Julie feels claustrophobic in my plane (or any other small plane). I decided to buy an airline ticket and fly down with Julie so we could have some time together. A few weeks before the departure date she became ill and couldn't go. Although I was bummed, I was also happy to fly myself to Dallas. Departure was planned for early Thursday morning. I woke to a drizzly day with low ceilings in DVN. In Missouri the radar was painting green with plenty of purple. I had another cup of coffee and relaxed. At 9:00 am the storms were breaking up so I might as well go. If it gets bad ATC will send me west to get around it and that's OK with me. In DVN the ceiling is 400' and drizzle, no problem, what good is this training if I don't use it. Icing was forecast to be at 9,000' so I filed for 8'000'. After getting my clearance I departed on runway 03 and kept runway heading to 2,000'. Upon entering the clouds ATC said, if I can turn Left I'm cleared to climb to 8,000' and turn on course. I broke out of clouds at 6,000' with clear skies above. I pulled the prop back



to 2250 RPM (approx. 55% power). Burning 8.5 gph. with a 10 kts headwind I have a ground speed of 180 kts. This will get me to Dallas in 3.5 hrs., with 1 hrs. in reserve. Maintaining this reserve will be the guiding light for this trip. My intention is the make this trip with no fuel stops. In the past I used 65% power (2350 rpm) unless I have a tail wind I have to stop for fuel. Lately I've changed my M.O. to see how efficient this plane can be and also avoid stops, which cost gas and money). The IFR rules require fuel to get to an alternate and still have 45 min in reserve. One hrs. should give me that. When I left home Dallas had rain but good visibility but was clearing. With this in mind 1 hrs. should be plenty of fuel which coincidentally is my comfort zone for fuel on board.

*(Continued on page 2)*

**Next Meeting - Saturday, June 8th, NOON - Potluck Lunch at the Clinton Airport  
Fly In or Drive In**

## June 8th Chapter Meeting

The June Chapter potluck lunch will be held on **Saturday, June 8th at NOON**. It will be held at the Clinton Airport.

### FLY IN or DRIVE IN!

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

And bring a NEW chapter member !!

## From The Desk of the President

*(Continued from page 1)*

Finishing with less gives me stress (almost rhymes). I watched the radar on my IPAD which is feed by ADS-B. I'm watching the storms in MO. they are moving east out of my path. Besides a detour to get around the MOA it was an uneventful flight. A hundred miles from Dallas I was directed to the FINGR fix which would take me on the east side of DFWs circle. Once I passed Fingr I just had to follow vectors from Regional approach as they moved me around to keep everyone separate. My vectors took me right over Love Field, once I passed Love I was cleared for a straight in to runway 17 at Dallas Executive. I landed with 10.1 gal on board and 3.9 hrs. on tach. The trip 614 nautical miles, time on tach from start to shut-down is 3.9 hrs. I burned 32 gal.to get here. Which is about 8.2 gal/hrs. or 22 mph. Cool!

After 5 days with kids it was time to go home. Plane was topped off with fuel. I received my clearance. I departed at 9:30 with 800' ceilings but good visibility. I was cleared to GRABE intersection witch is north of DFW (interesting route). I was stepped up to my filed 9,000' cruise. I was vectored first east then north, more or less a big circle around the airspace. At one point a 737 passed in front of me on his way to Love Field. Otherwise I only saw planes on the ADS-B. I occasionally went in and out of cumulus buildups that had some rain in them. Fifty miles from GRABE I was asked again my destination. I confirmed DVN and was cleared direct to home. I'm now at 9,000' with clear smooth air heading home 3 hrs. away. In the distance I see buildups as far as I can see. On the IPAD I see bad weather moving across my path in MO. as I get closer ATC offers to deviate from my path if I wish. Although the buildups were higher than me I didn't see any anvils so I proceeded through on course. A few had heavy rain which the plane needed because it needed a bath. The ride was smooth for the most part with occasional light turbulence. I like



going through weather as I enjoy the experience. I just want to be careful not to bite off more than we can chew (airplane and me). As I came into Iowa the layer below started to breakup and I decided to cancel IFR and descend to 1500' and fly over a job my crew is building along river by Muscatine. The guys like to see my fly bys, and I like to do them. After two passes I head for DVN. Landing I put the plane away with 10.1 gal of fuel on board. So ends a perfect trip, love this airplane.

See you at the potlucks, Jerry .

## 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, Ron Ehrecke, Don Fey, Ed Leahy, Marty Santic.

*(Continued on page 3)*

## May Board of Directors Meeting Minutes

*(Continued from page 2)*

**THOSE NOT PRESENT:** John Riedel, Nick Anagnos, Jim Skadal.

**OTHERS PRESENT:** Jim Smith, Bernie and Chris Nitz, Kim Ehrecke.

**TREASURERS REPORT:** The treasurer's report was read by Ron Ehrecke. A motion to accept the treasurer's report was made by Marty Santic and was seconded by Ed Leahy. Approval by the board was unanimous.

**APPROVAL OF MEETING MINUTES:** A motion to approve the minutes as published in the last newsletter was made by Ron Franck and was seconded by Marty Santic. Approval of the board was unanimous.

**OLD BUSINESS:** Marty Santic moved to authorize the expenditure of the Emergency Aircraft Repair Barn funds, currently \$587.75, as needed to purchase supplies and tools as needed for 2019 operations. Ron Franck seconded the motion. The board added that additional board approval would be required prior to purchase of a bore scope. Motion carried.

The CAF B-25, "Made in the Shade" will be at the Davenport Airport from August 12 to the 19<sup>th</sup>. Chapter 75 will NOT officially participate.

Marty Santic suggested that we use a "Chapter Blast" to invite all interested parties to join our chapter, and to attend the general meeting in October.

June coffee and donuts will be at the Davenport Airport on June 1.

**NEW BUSINESS:** We are seeking a new Chapter President to follow Jerry Coussens, but Jerry PROMISES to continue his excellent monthly trip reports "until relieved."

Keith Williams: We are seeking a qualified CFI to instruct our Ray's Scholarship student, Nick Hayes.

A motion to adjourn the meeting was made by Marty Santic and was seconded by Ed Leahy. The meeting was adjourned at 6:47 pm.

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

## May General Meeting Minutes

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

**VISITORS AND NEW MEMBERS:** Dominick Mathias, Nick Hayes

**TREASURERS REPORT:** The treasurer's report was read by Ron Ehrecke. The treasurer's report was approved at the Board of Director's meeting.

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

**TOOL LIBRARY:** Still have purchases to be made – routine parts and supplies, etc. Torque wrench calibration services sent out for bid. The new black roll-away now has all our diagnostic devices, meters, and soldering supplies.

**TECH COUNSELOR REPORT:** Nothing to report.

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

**REPAIR BARN:** Bernie Nitz reported that Carl Brown is loaning us a 4-place Gator for EAR operations. Jerry Coussens is loaning his trailer to haul it to OSH.

**YOUNG EAGLES:** Bob Thomas reported that three Young Eagles dates are set: June 15<sup>th</sup> at Whiteside County Airport, June 16<sup>th</sup> (Father's Day) at Geneseo, and in August at the Davenport Airport. Prior to the DVN event we expect to get a spot on the Paula Sands show!

**PROGRAM COORDINATOR:** Nothing to report.

**AIR ACADEMY ADVISOR:** Nothing to report.

**MEMBERSHIP COORDINATOR:** Nothing to report.

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

**NEWSLETTER EDITOR:** Nothing to report.

**WEB EDITOR:** Nothing to report.

**IMC CLUB:** Paul Fisher reported that a "normal" turnout is 15 to 20 people, and the club is doing well. It's held the FIRST TUESDAY each month at 6:00

*(Continued on page 4)*

## Young Eagles Rally Information (from Bob Thomas)

Our Young Eagles season is getting ready to kick off. This provides all of us with an opportunity to promote general aviation, provide a great experience for kids and have a great time flying. We have two events coming up in quick succession. **Every year we have done the Fathers Day event in Geneseo and will again this year. The date this year is Sunday June 16.** This is a very good time with the traditional pancake breakfast, antique cars and skydiving. We usually get a good turnout for the Young Eagles flights. In addition the EAA members at the Sterling Airport are planning an event to include Young Eagles the day before on Saturday June 15. Please let me know if you are available as a pilot or ground crew for either or both dates. Thanks in advance for your help. If you have any questions about what you need to do to participate or what is involved either email me or call me on the cell number listed below and I can hopefully answer all your questions.

### LATE UPDATE FROM BOB:

As you know we have Young Eagles rally's coming up in Sterling on June 15 and Geneseo on June 16. Now we are also going to have one in Kewanee on June 29. **While I have some pilots for the first two rallies I could use a couple more and need some for Kewanee so look at your schedules and let me know if any of these dates work for you. By the way it looks like the Davenport rally will get pushed back to August 24. Thanks everyone.**

Contact Bob Thomas at 563-343-1825 or e-mail Bob at [Bob.Thomas@ajg.com](mailto:Bob.Thomas@ajg.com)

## Young Eagles Youth Protection Program Renewal

All Young Eagle pilots and ground support volunteers are required to have completed the EAA Youth Protection Policy (YPP) training and background check. Your training and background check is valid for 3 years. **Since YPP started in early 2015, there is a pretty good chance your YPP training is about to expire (if it hasn't already).** All the following persons are required to complete both the online training and background check. Both steps are necessary, and the cost is covered by EAA.

### This training is required of:

- All Young Eagles pilots
- All Chapter Young Eagles Coordinators

- Ground-crew Support

For more information review the Youth Protection Program requirements and training at:

<https://www.eaa.org/ea/youth/youth-protection-policy-and-program>

## May General Meeting Minutes (cont.)

*(Continued from page 3)*

pm, at Lindquist Ford in Bettendorf. All who are interested are urged to attend.

**SHOLARSHIP COORDINATOR:** Keith Williams reported that EAA has released \$4,000 to the chapter for the Ray Scholarship student, Nick Hayes, and related some of the problems and “opportunities” of the program. They are searching for a CFI to shepherd Nick through his training, but will start at Carver. He presented Nick with a “SWAG kit,” certificates, hat, T-shirt, as a gift from EAA.

**OLD BUSINESS:** Board approved use of our “Chapter Blast” to invite all our “neighbors” to the October meeting, to recruit new members.

Aug 10 – 19, the CAF’s B-25 “Made in the Shade” will be at the Davenport Airport.

Kyle Volz is no longer at EAA, having landed a flying job at a regional airline in Green Bay.

June coffee and donuts will be at the Davenport Airport on June 1.

### NEW BUSINESS:

Jerry Coussens announced his “retirement” as Chapter President at the end of this term. We need a volunteer to run for this important office.

### PROGRESS REPORTS / GENERAL DISCUSSION / INFORMATION:

Members traded progress reports, “stories” and flying updates.

A motion to adjourn the meeting was made by Dave Jacobsen and was seconded by Paul Kirik. The meeting was adjourned at 7:33.

**THE EVENING PROGRAM:** Greg Stauder shared his research of GPS, WAAS and ADS-B.

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

## Combat Gliders (from Richard Lowe)

About the time you are reading this, we will be commemorating the 74th anniversary of the invasion of western Europe, also known as D-Day. Many weapon systems were used in that operation. One that arrived on the scene quickly, and just as quickly disappeared was the combat glider program. Gliders were a part of military airborne operations. Airborne operations were conducted to deliver a fighting force into a battle area, usually behind enemy lines, quickly and thus achieving the element of surprise. The forces used were for the most part light infantry, unable to sustain battle against enemy forces equipped with tanks and heavy weapons. The idea was that the main force would link up with them shortly after their arrival on the objective.

Airborne forces used two means to get there: Parachutes and gliders. The problem early in the operation was to get the units back together quickly and then to continue the mission. The paratroopers arrived one at a time and it took sometimes hours to form up the units. With the gliders it was a little better. If they survived the landing, (many did not) at least you started with a dozen or so in the group. A classic line in *Band of Brothers*, the TV series on the 101st unit in Europe, was when the Lt from the 10th Armored Division told Lt Winters that he was afraid that they were surrounded, Winters' reply was, "We're airborne Lt, We're suppose to be surrounded".

The glider program met with limited success at best. It was costly in men and material, but it had its good points. The U.S. units used the WACO CG-4a which carried 12 men, a jeep, a jeep trailer full of ammo or a small howitzer. The British used the Horsa which was larger and carried up to 25 men. Sixteen contractors built 1400 CG-4's. The cost varied from \$16K-\$24K. You could get a fighter for a little more than \$50K. The glider may make only one trip, so it was not really cost effective. The pilots were, in many cases, personnel released from the flight training program for the powered planes. Once on the battle field (if they survived the landing) they fought as infantry until they could make their way back to their units. The reward was a chance to do it all again. The U.S. trained 7260 pilots. A total of 375 were killed, about one in twenty. The only flying program with a higher mortality rate was the Japanese suicide squadrons.

Gliders were used in the invasion of Sicily in July of 43. Of the 130 used, half ended up in the sea, only 12 made it to the objective. In Normandy, the U.S. used 512 gliders; only 12 were airworthy following the operation. The southern France invasion a few months later was a little better with 400 gliders used.



During Market Garden, the failed attempt to make an end run into Germany by way of Holland, 2600 gliders were used. The most success was in the Pacific. No large operations, but useful for supply of ammo and medical supplies to forward forces, and by hooking them out, they were able to evacuate wounded soldiers. In March of '44, 54 gliders landed 100 miles behind enemy lines. They carried some engineers and small bulldozers. In 24 hours they were able to carve out a landing strip so that C-46 and C-47's were able to bring in 9K troops, 1400 mules and 250 tons of supplies.

The highest ranking glider pilot for the U.S. program was Lt Col Mike Murphy. (God must have loved the Lt Col's, he made so many of us.) Murphy arrived in Normandy with a general officer sitting in the jeep behind him. When they hit, the front with the cockpit flew up carrying Murphy with it, the jeep went out the front end of the glider with the general sitting in it, minus his head. Walter Cronkite went into Holland in a glider during Market Garden. His column later contained the statement to the effect, "If you have to go into combat, walk, swim, float, parachute, ride, but for god's sake, don't go in a glider. The development of the large helicopters later put a merciful end to the combat glider program.

## Nick Hayes - Ray Scholarship Update

"I would like to update everyone on my progress. After a lot of shopping around for training options, I have finally decided that flying with Carver Aero would be the best choice as I am a line service employee there. Currently I am sitting exactly at 20 hours of dual given. I am using a combination of two instructors at Carver, Michael and Chip Knuckey. Although I've done the bulk of my training with Michael, I seem to feel much more at ease flying with Chip. My skills are very quickly improving.

Working line at Carver is going really well! I have received many positive comments on my job performance. Much of my job is providing excellent customer service to any pilot who comes through. Mostly I pump gas out of our fuel trucks and organize planes to maximize hangar space. Overall I really enjoy being immersed into the aviation world while working at Carver.

I do not see any issue with continuing my lessons with Carver. My schedule will be wide open come June and beyond. I will be graduating from Davenport West High School on June, 2. Most of lessons will be in the mornings in attempt to catch the cooler and smoother air of the mornings. Even though I am at 20 hours total dual instruction I am not so much worried about what point I solo. In my opinion it is very important for a student to solo when he or she is ready to safely pilot the aircraft by themselves. Personally I think I am almost ready for solo, one or two more lessons should be enough.

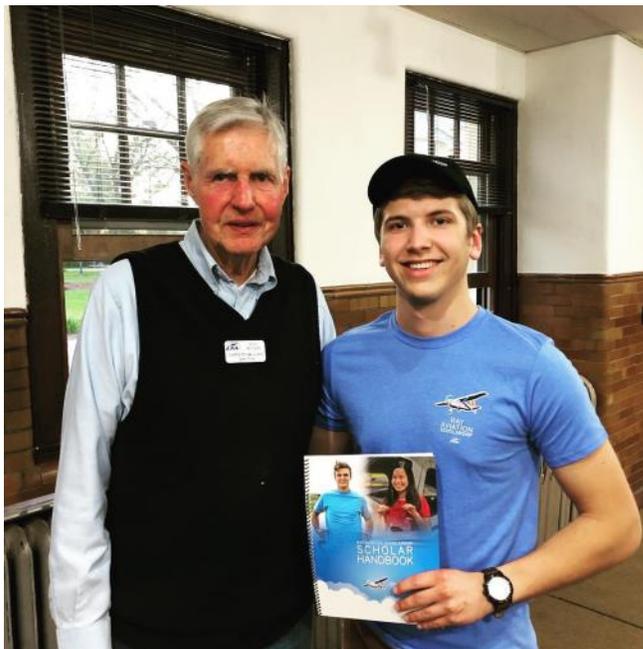
I look forward to meeting all of you in the coming months at our various events!"

## Burt Rutan to Return to Oshkosh 2019

Renowned aerospace engineer and aircraft designer Burt Rutan will be celebrated at EAA AirVenture Oshkosh 2019 this July with a number of presentations and Rutan-designed airplanes on display.

Burt, the founder of two innovative aerospace companies, Rutan Aircraft Factory and Scaled Composites, has developed 48 research aircraft throughout his lengthy career, is a member of both the International Air & Space Hall of Fame and National Aviation Hall of Fame, and has been the co-recipient of the Collier Trophy on two separate occasions. Among the notable aircraft Burt has designed or helped develop are:

Iconic homebuilt designs: VariViggen, VariEze,



Quickie, Defiant, Long-EZ, Solitaire, Catbird, and Boomerang. Voyager, which was the first airplane to fly around the world nonstop without refueling and earned Burt the 1986 Collier Trophy along with pilots Dick Rutan and Jeana Yeager. SpaceShipOne, the first and still the only privately developed and funded manned craft to reach space, and the aircraft that earned Burt the 2004 Collier Trophy.

He was a near-continuous visitor to AirVenture from 1971 to 2015. From 1972 to 2010 his companies unveiled 24 separate research prototypes at the EAA fly in conventions.

Burt will take part in Theater in the Woods evening programming on Thursday, July 25, as well as a Homebuilts in Review session and three daytime forums during the week. Rutan-designed aircraft will be prominently displayed throughout the week at AirVenture 2019 as well.

# May Coffee at the Moline Airport



## Kyle Voltz Leaving the EAA for a Professional Pilot Position

It is bittersweet to announce that a week from today, May 10th, will be my last day at EAA in the Chapters Office. I have accepted a position flying King Air's out of Green Bay. While I am excited for the challenge, and new stage in my career, I will miss working with the EAA Chapters and you, the leaders.

Over the past 7 years at EAA I have had the opportunity to work with many of you at our Chapter Leadership workshops and Chapters Visits, as well as correspond with many of you via email and phone. It has been gratifying to see our organization and your chapters grow over the past 4 years and I will miss working with you all.

I still plan to attend and volunteer at Convention, and be involved in my chapter and EAA Oshkosh, so if you see me around, please feel free to say hello!

Blue Skies and Tailwinds,  
Kyle

## Theater in the Woods Themes Announced for AirVenture 2019

**Sunday, July 21 – An Evening With Champions:** Enjoy an evening listening to a variety of speakers who've made an impact in aviation.

**Monday, July 22 – Oshkosh 50th Anniversary:** A look back on 50 consecutive years in Oshkosh, celebrating the airplanes and the people who brought them here.

**Tuesday, July 23 – An Evening With Innovators,**

## 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 - Marty Santic to add your Name to the list							

**The Founder's Innovation Prize:** A Shark Tank-style faceoff seeking innovative ways to solve in-flight loss of control.

**Wednesday, July 24 – WomenVenture — Celebrating Powerful Pilots:** A panel of female aviators discuss their experiences flying the most celebrated and known civilian and military aircraft.

**Thursday, July 25 – Starships to Spaceships, the Boeing 747 and Concorde 50th Anniversary:** Celebrating two of the most historic civilian aircraft with the men and women who flew them, followed by Burt and Dick Rutan speaking about their historic careers in aviation in their talk, Starships to Spaceships.

**Friday, July 26 – Apollo 11 50th Anniversary Celebration and Developing the Apollo Lunar Module:** Celebrating the 50th anniversary of the first manned lunar landing and the lunar module that transported the astronauts to the moon's surface, featuring Apollo 11 astronaut Michael Collins.

**Saturday, July 27 – AA Salute to the U.S. Air Force and GE's 100th Anniversary:** Celebrating U.S. air power and air superiority with key Air Force personnel, and GE's 100th anniversary featuring a discussion about the future of supersonic flight.



**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  
 Bernie Nitz - bernien@visioncrest.com  
 Ron Franck - ronaldfranck1@gmail.com

***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, June 1, 2019**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Craig Olson at the**  
**Davenport Airport**



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

This month, hope to see all at our 1<sup>st</sup> Saturday of the Month coffee hosted by Craig Olson at the Davenport Airport. Come for some good hangar talk and meet your fellow chapter members. Craig's Hangar is G4.

**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 Craig Olson (563-549-0855 if the gate is closed and you do not know the gate code.

**15** JUNE 15, 2019

🕒 08:30 - 14:00

FLY SQI

# WINGSFEST

2019

WHITESIDE COUNTY AIRPORT

 BUFFALO WILD WINGS

 Learn to Fly Seminar

 FAA WINGS Seminars

 Free EAA Young Eagles Airplane Rides

 Kids' Activities

Subject to weather and availability  
Coordinated by EAA Chapter 75 Iowa Illinois Quad Cities, USA

MORE INFO:  [www.whitesidecountyairport.org](http://www.whitesidecountyairport.org)

Whiteside COUNTY AIRPORT



# ANNUAL FATHER'S DAY FLY-IN / DRIVE-IN BREAKFAST

**\$7 ADULTS**

**\$4 CHILDREN**

**Gen-Air Park is located 2 miles east of Geneseo, IL**

**Sunday June 16, 2019**

**7AM – 11AM**

**For more information call 309-912-0437 or 309-489-6572**

**Young Eagle Rides for children between the ages of 8 to 17  
from 8am to 10am, weather and aircraft availability permitting.**

**Gen-Airpark.com**

**Find us on Facebook – Gen-Airpark**



# Fly-In, Drive-In Breakfast

**Sunday, June 2, 2019 ■ 7 AM - 12 NOON**

■ Reedsburg Municipal Airport - *rain or shine* ■  
Pancakes, Sausage, Eggs, Toast, Coffee & Milk

**\$ 8 ALL YOU  
CAN EAT**

**\$ 4 CHILDREN  
UNDER 12**

### *Featuring*

- **Madison Med Flight**, if available
- **Public Safety Displays** Police, Fire, EMS
- **Animals, 9 - 11 AM**  
sponsored by Timbavati Wildlife Park, WI Dells

**Pilots: for static display please arrive by 7:30 AM**  
Airport is located at East city limits on Highways 23 & 33.  
5000 ft. blacktop lighted  
N.S. Runway. Unicom 122.8 standard traffic pattern.  
Not responsible for accidents.

Sponsored by Rotary Club of Reedsburg Western Sauk County. The mission of Rotary International is to provide service to others, promote integrity, and advance world understanding, goodwill, and peace through its fellowship of business, professional, and community leaders. [reedsburgrotary.org](http://reedsburgrotary.org)



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Air Traffic Organization  
Central Service Center

10101 Hillwood Pkwy.  
Fort Worth, TX 76177

AIRSPACE CASE NUMBERS:

19-ACE-05-NR

TO ALL INTERESTED PARTIES

**PROPOSAL:** The Federal Aviation Administration (FAA) has received a request to decommission the Davenport (CVA) Tactical Air Navigation (TACAN), azimuth portion only, located near Davenport, Iowa. The azimuth antenna of the TACAN is currently inoperable due to bad bearings. Parts needed to restore the antenna are not cost effective and with redundant coverage in the area nor is the need for a replacement antenna sufficient to support those costs. As a result, the ZMP Technical System Support Center request the azimuth portion of the CVA TACAN be decommissioned. This device will be removed without replacement should the study show that decommissioning this equipment would not be detrimental to the National Airspace System.

**PROPOSER:** John W. Quamme  
2605 160th St West Suite 101  
Rosemount, MN 55068

**LOCATION:** The physical component of this system is located:

Latitude: 41° 42' 30.7733" N  
Longitude: 90° 28' 59.9281" W

This circularization is intended to provide the public with the opportunity to review and comment to the affect this proposal may have on aeronautical activity. The issuance of this non-rule circular is to give notice of impending action within the NAS.

Comments regarding this proposal can be made electronically to:

9-NATL-CSA-Public-Notice-Airspace@faa.gov  
Subject: Airspace Study Proposed Decommissioning CVA TACAN 19-ACE-5-NR.

*NOTE: Please include your name, physical address and email address.*

*Comments regarding this proposal can be made in writing and directed to:*

*Federal Aviation Administration  
ATO Central Service Center  
Operations Support Group (AJV-C2)*

## Local Calendar of Events

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

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

## Upcoming EAA Webinars

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

**Rush to Judgement** June 5 at 7 p.m.  
Presenter: Mike Busch

**Tips for Flying Into EAA AirVenture 2019** June 11 at 7 p.m. Presenter: Fred Stadler

**AirVenture 2019 Ultralight/Homebuilt Rotorcraft Arrival Procedures**  
June 12 at 7 p.m. Presenter: Mark Spang

**Managing Energy and Developing Style: A Beginner's Guide to Advancing in Aerobatics**  
June 18 at 7 p.m. Presenter: Aaron McCartan

**EAA AirVenture 2019 Features and Attractions**  
June 26 at 7 p.m. Presenters: Rick Larsen and Dennis Dunbar

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

## Classified Ads

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

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

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

**Want to RENT -** Safety minded, conscientious, courteous, congenial 500 hour IFR and complex rated pilot is looking to rent a plane 20-30 hours a year; no weekends, only on weekdays. Would prefer an Arrow or similar type (all my hours are in Pipers), but

would be amenable to discussing other options. Mike Van Dyke 563-209-7752 [mikel@cmeflow.com](mailto:mikel@cmeflow.com)

**WANTED: LongEze or Varieze project** that needs a new home. Derelicts are also welcomed. Thanks in advance for your kind gesture. Contact Sam Ajayi at the North Little Rock Airport at [soajay@hotmail.com](mailto:soajay@hotmail.com)

**Hangar Space at Erie:** Need hangar space? I have some ready to rent. \$100.00 a month 24 x 36 x 8 ft tall. These are private enclosed hangars. Electric. Hangar door and rear pass door. Call Jim Robinson, at Erie Airpark. 3H5. 309 230 0944.

### NEW For Sale:

Bose A20 headset with Bluetooth \$750.00, One Telex ANR headset \$150.00, One Bendix KX99 handheld \$75.00, One Sporty's SP-200 handheld \$75.00 Offers considered. Call Rich Qualmann 309-235-9545

**Twin Cities Flying Club** - Located at the Whiteside County Airport. Limited memberships in a 1984 Piper Warrior are available. See [www.twincitiesflyingclub.org](http://www.twincitiesflyingclub.org) for more information.

**Hangars available at the Whiteside County Airport.** Prices range from \$92 - \$140/month depending on the hangar unit. Visit [www.whitesidecountyairport.org](http://www.whitesidecountyairport.org) or call Darin Hefelfinger at 815-626-3750 for availability. Drew Wilkins. My cell is 909-912-9175.

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

## Chapter 75 Merchandise Now Available

(from Marty Santic)

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

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

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

If you would like a cap, please send me an e-mail. [marty.santic@gmail.com](mailto:marty.santic@gmail.com) If you would like me to ship, send a \$15 check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807 (Still have a few left, then the chapter is undecided if we will order more.).



Baseball Cap in Light Khaki

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

### EAA CHAPTER 75 OFFICERS

(Effective January 2019)

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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](http://www.eaa75.com)

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

New Member   
 Renewal   
 Info Change

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

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

National EAA offices:  
 Experimental Aircraft Association  
 EAA Aviation Center  
 PO Box 3086  
 Oshkosh, WI 54903-3086  
<http://www.eaa.org>

National EAA Membership:  
 1-800-JOIN-EAA (564-6322)  
 Phone (920) 426-4800  
 Fax: (920) 426-6761  
<http://www.eaa.org/membership>

Name: \_\_\_\_\_  
 Copilot (spouse, friend, other): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone (Home): \_\_\_\_\_ (Work): \_\_\_\_\_  
 (Cell): \_\_\_\_\_  
 Email Address: \_\_\_\_\_  
 EAA#: \_\_\_\_\_ Exp Date: \_\_\_\_\_  
 Pilot/A&P Ratings: \_\_\_\_\_  
 Occupation: \_\_\_\_\_ Hobbies: \_\_\_\_\_

I am interested in helping with: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Tool Committee       Tech Advisor       Flight Advisor  
 Repair Barn       Young Eagles       Social/Flying  
 Hospitality       Board Member       Newsletter

What are You Building? \_\_\_\_\_  
 \_\_\_\_\_

What are You Flying? \_\_\_\_\_  
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