

THE LANDINGS

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

September 2017

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



My prop is back on and I'm back in business. Who would have thought it was going to take 6 weeks to get it back from the rebuilders. The prop came back in time for me to make it to Oshkosh and park in the 1000+ hrs section. The section is nothing too special. What's special is the plane I built 15 years ago has flown over 1000 hrs to locations in the US, cool. Coarse there have been modifications but the airframe is pretty much the same. Hurray for Lancair, they designed a high performance plane which has passed the test of time. One reason I like speed, Julie doesn't like flying. A fast airplane allows me to travel and be back in two days or so. I'm home more.

Time for another trip, where should I go that doesn't take too much time off work? (somebody has to pay for this stuff ya know). Flying to the center of the eclipse sounds like a great idea. With so many locations to choose from, what is my preferred location? First it had to be an airport in the center of the eclipse, or close. I went on line to NOAA to see the path, noted the major cities in the path then plotted a course on Foreflight to each city. I figured the major airports were going to be packed so I only looked at small airports. Figured going west would have less people

so I started in Nebraska, Falls City to be exact. Falls City is 1.5 hrs as the crow flies, so now I have a plan. I heard the stories of airports overloaded, but I didn't buy it. There are not that many airplanes in the country and not that many that will plan to fly to the eclipse.

OK, plan in hand, the weather 5 days in advance was forecast to be clear. Two days before takeoff it turned bad. Thunderstorms and rain, Falls City looked to be on the back side, so plan is still a go with IFR to get there. Glad I'm qualified. With full eclipse set for 1:00p (approx.), I told Tyson to meet me at the airport at 6:00a so we had plenty of time (time to spare, take to the air). I wake up at 4:30 Monday and look at radar, nasty storms coming our way. Davenport is still in clear, should I call Tyson to come earlier? Decided he wasn't going to be ready earlier because he didn't like 6:00a already. I amend my flight plan to head South to Burlington then West to Falls City (FNB) thus skirting the storms. At 5:30a I was at the airport to check plane and watch the lightning flashes to the North and West. Since I had already filed my IFR flight plan for 6:00a departure, we were ready as soon as Tyson came. At 6:10a he pulled into the airport. I got him loaded into the plane and closed hangar door. Started up and headed for the active runway, 33. After doing my run up to check engine and instruments, it was time to check in with clearance delivery (my entrance into the IFR system). With storms on the way I decided to take off VFR and get my clearance in the air. We take off and turn East where it is clear up to 6,000'. I call Quad City approach to open my IFR flight plan to FNB. They clear me to Burlington and my planned 8,000' altitude. We are on the way. Shortly after passing over QC airport the controller warns me of heavy rain in my path. He OKs my deviation to the east to get around the rain. The air is smooth and clear we can see the sides of the storms and the lightning inside (coool). Love this IFR. As I skirt around the heavy rain we start to pass through cumulus clouds. The air may be smooth outside but not inside them. I bang my head against the

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Next Meeting - Saturday, September 9th, 7PM - TBD

[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

September 9th Chapter Meeting

The September Chapter meeting will be held on **Saturday, September 9th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

Ron Erhecke tells me that the program for the meeting is still being arranged. I will send a notice a few days before the meeting on September 9th with the details.

Bring a friend, being a prospective member!!

From The Desk of the President

(Continued from page 1)

canopy, then tighten my belt. We report to Quad City as we are turning on coarse direct FNB. Although the radar on the IPAD is showing little rain on our route we have many buildups to pass through. The air is turbulent inside and outside the clouds. I throttle back to save the wings. Both of us are feeling a little queeze. I've had a lot worse, but Tyson has not. As I listen to center there are airline pilots calling to get a smoother altitude as it is rough at 30,000', with no smooth altitudes we all grin and bear it. I still love being in that environment seeing nature in action. Course that doesn't mean I want to see what a thunder storm looks like inside, (that's just crazy talk) I do want to live and tell about it.

As we cross the Missouri border we break out into smoother and less cloudy air. I notice on the radar some of the clouds we passed though have now become thunderstorms or at least rain producers as they turned red. This creates concern as it looks like the weather is not moving to the East but developing to the West, is the weather in FNB going to be good. Ten miles from FNB I break out below the clouds at 3,000', I call traffic and land on runway 15 towards the south. There's a lineman directing me to park in a hay field with approx. 10 other planes. As I descended below the clouds I lost contact with St Joseph approach. After shut down my first order of business is to call Approach and cancel my IFR. (If I don't, I tie up IFR traffic in the area). Before I get to the office I'm met by the Airport Manager as he has received a call asking if he saw me land. They said they need a tail number so I called them back.

There were approx. 50 people that had flown in, some had come the night before and camped out. The Young Eagles had made breakfast and were asking for donations. So Tyson and I had breakfast (what a



great country). I checked the weather, as I feared there were buildups in Kansas to the west of us. Not a good sign. As I feared it is not getting better, but worse. I talk it over with Tyson, he is ready to stay and hang out, I'm ready to keep going (go west young man). Tyson decides the goal was to see the eclipse so he is game to head for Alliance, NE. We fill up with gas and take off for the 2 hr. flight to Alliance. Soon the weather clears and we are approaching Grand Island, NE.

I decide with clear weather why am I going all the

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From The Desk of the President

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way to Alliance. Let's land at Grand Island, I tune in the tower. As the planes are coming in, the controller is asking for a pip number (or something like that). I decide that is a reservation number, I don't have one so we aren't going there. As I'm thinking this over I look 6,500' below and there is an airport with 10 planes parked. I check the GPS to find the name and frequency and start to spiral down. We land with no one in the pattern and park on the ramp, easy peezy. For the next 3 hrs we wait with other viewers, great time.

Coollest thing about the eclipse to me was the darkness. The runway and building lights came on. It looked like 9:00 PM with dusk light everywhere I looked.

Once the total eclipse had passed Tyson and I were ready to leave, we already went through the half hour of waiting for total.

I filed my flight plan online, there is no radio communication on airport for Clearance Delivery. I could have called and got a takeoff time but, thought it'd be easier to call enroute. We took off on 16 heading south and turned on course. I tuned to Minneapolis Center to open my flight plan. The air waves were full of IFR pilots doing the same thing I did. It appears we all thought the same and there were plenty of us leaving the eclipse and heading home. The controller finally said, "OK people you all need to hold on and not call at the same time". After that he was taking each as he could. At one point a pilot got on the radio, said where he was, what altitude, what direction, and other info. The controller said, "I'm happy for you". I could tell he was overloaded. When I finally got a word in, he said I had to wait, I said, "OK let me know" and stayed off the air. As I passed Lincoln, NE I received a call from him telling me to contact Lincoln Approach. Which I did and she got me into the system. I know people may complain about government workers, but when it comes to air traffic controllers I think they do a good job (if it aint broke don't fix it). One reason I wanted to get in the system heading home was practice. The other reason was the anticipation of weather in Iowa. It turned out to be a great flight with a 20 kts tailwind making our ground speed 245 MPH. Even at 9,000' the ground glides by. I canceled on approach to Davenport and landed. The end of another adventure, now back to work tomorrow, (somebody has to pay for this stuff ya know).

See you next month, Jerry



Emergency Aircraft Repair - Airventure 2017 (from Tom Shelton)

With beautiful weather, fewer aircraft problems and plenty of dedicated volunteers, 2017 turned out to be another great year for EAR at AirVenture. 2017 marked our 55th year providing assistance to fellow EAA'ers having aircraft related issues during the convention. The week long celebration was well planned and was well attended by volunteers, and by EAA Staff whose schedules were very full as we all are aware. A special thank you to Jack Pelton who visited the repair barn on Sunday morning to offer his personal congratulations and thanks to our volunteers. We only wish that Marv Hoppenworth could have joined the festivities as Marv played a seminal role in the creation of EAR back in 1962.

Our week at Oshkosh could be described as a week of change and teamwork. Here are just some of those changes:

- rented a larger U-Haul trailer to transport tools and equipment, better tie downs and straps
- new, additional tow bar was fabricated and taken to Oshkosh
- volunteers followed the printed process for unloading tools and over all set up of the site
- a new sun shade was donated and installed for our customers at the counter
- the entire underside of the roof was insulated to reduce roof radiant heat by over 15 degrees F
- a headset system was installed to improve hearing calls during noisy periods
- new phone pad for capturing all pertinent information needed to efficiently assist customers
- message board was completely cleared and more relevant and current information posted
- a top loading freezer was donated and added to the break room area
- a counter top was added to the west wall of the break room
- the round table was removed for a more efficient use of space
- a new shelf was installed above the east counter in the shop for more accessible storage
- steel disks were added to Gator roofs to secure rotating beacons
- process steps were printed a posted for improving jobs in the field and towing operations
- flag location and dimensions were documented to help with next year's set up
- rolled the aircraft parking area with street roller
- a white line was painted on the EAR corridor to ensure proper wing tip clearance when towing
- conducted a pre-show discussion among co-chairs



Paul, Dave, Tom, Ron, Jim, Warren, Galen, George, Mike, Ed, Dwana, Tom, Wayne, Bonnie, Gene, Ron, Marty and Mark.



and volunteers, reviewing operational procedures, safety, and the importance of interpersonal communications

- a clean shop all week long

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Emergency Aircraft Repair - Airventure 2017 (from Tom Shelton)

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Here are summarized statistics of this year's operations:

Summary Statistics from Airventure 2017 EAR Operations

Total operations	165	Operations by type	
Max in one day	34	Battery	28
Min in one day	1	Tires	26
Average per day	16.5	Tods	17
		Tow	14
		Mags	7
		Brakes	6
		Electrical	5
		Charging system	4
		Radios	4
		Other	56
Operations by day			
7-22	1		
7-23	6		
7-24	13		
7-25	21		
7-26	14		
7-27	22		
7-28	28		
7-29	34		
7-30	22		
7-31	4		
Number of volunteers during week	42		
Total volunteer Hours	2544		
Average hours for week per volunteer	60.6		
Average total volunteer hours per day	231.3		
Distribution of total volunteer hours by day			
7-21	80		
7-22	116		
7-23	192		
7-24	240		
7-25	288		
7-26	304		
7-27	304		
7-28	320		
7-29	300		
7-30	256		
7-31	144		

With most of the week behind us, we again this year enjoyed our annual Friday night Italian dinner at the repair barn with good food, drink, even table cloths and flowers! Thanks to all who planned and made the evening a special time during AirVenture 2017.

Tear down was as efficient as possible and by Sunday afternoon we were on our way back home. Tools and equipment were unloaded late Monday afternoon and the trailer returned to U-Haul before closing. A small fork lift was used to unload and stack tool boxes. The made that task easier and more safe than in previous years. Thanks to all who helped load and unload our tools.

The efficacy of our services is driven to a great extent by a large group of volunteers focused on helping others, presenting a professional and caring image of Chapter 75, of EAR and of EAA, and on having fun. Our services cannot be optimized, however, without the help and guidance of EAA staff always ready to help at a moments notice. Special thanks are deserved by Jill Schumacher, Michelle Holt and their staff who help us to get our jobs done effectively. John Hopkins, our staff liaison, is our vital link to



support from EAA. His patience, timely guidance and helpful attitude continue to be respected and appreciated by all Chapter 75 EAR volunteers.

Tom Shelton
EAR team

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.

And a Few More from the Repair Barn

(from George Bedeian)



August Coffee Hosted by Jerry Coussens and Tom Shelton (Photos by Adam Santic)



August Potluck at the Geneseo Airport

(Photos by John Riedel)



EAA AirVenture Oshkosh 2017 Recap

(by Adam Santic)

EAA AirVenture Oshkosh 2017 was held Monday, July 24th to Sunday, July 30th at Wittman Regional Airport in Oshkosh, Wisconsin and I had the privilege to attend another convention, one of many that I look forward to going to each year. It featured the best flying machines, top-notch aerobatic pilots, companies, gadgets, forums, celebrities, living legends, veterans and entertainment to keep the attendees staying for the entire week.

The main attractions for this year's event featured Blue Origin's first appearance, the United States Navy Blue Angels first full performance, the Air Combat Command F-35A Heritage Flight Team performing, two B-29s appearing for the first time at one airshow, a Boeing P-8A Poseidon, an Airbus A400M, bomber day, celebration of Charles Lindberg's solo flight over the Atlantic Ocean, celebration of the Apollo space program, celebration of the Doolittle Raiders, and the celebration of the 25th anniversary of the Young Eagles program.

Numerous anniversaries and milestones were celebrated at EAA AirVenture Oshkosh 2017: Lindberg Flight (90 years), Lockheed Vega (90 years), Piper J-3 Cub (80 years), Wittman Buttercup (80 years), Boeing B-29 Superfortress (75 years), Doolittle Raid (75 years), Cessna 190/195 (70 years), Rotorway International (50 years), Apollo program (50 years), Christian Eagle II (40 years), Questair Venture (30 years), WomenVenture (10 years) and the celebration of the 25th year of the EAA Young Eagles program.

This year's daily themes offered plenty of things to do and see. The themes for each day at EAA AirVenture 2017 included Opening Day and a tribute to Bob Hoover (Monday), Innovations Day (Tuesday), Doolittle Raiders 75th commemoration and WomenVenture (Wednesday), 25th anniversary of the EAA Young Eagles program (Thursday), 50th anniversary of the Apollo space program and a salute to veterans (Friday), bomber day (Saturday), and Fox Valley Day/Closing Day (Sunday).

The United States Navy Flight Demonstration Squadron, the Blue Angels out of Pensacola, Florida made its triumphant [first full performance ever at EAA AirVenture Oshkosh](#) at this year's event. They arrived on Wednesday and performed their 24-minute act on Friday and Saturday. They also performed on Sunday. But, Sunday's act was much shorter as they did their non-aerobatic routine. Six pilots in McDonnell Douglas (now Boeing) F/A-18 Hornets fly in for-

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EAA AirVenture Oshkosh 2017 Recap

(by Adam Santic)

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mation so tight that they almost resemble a single aircraft. Their most famous maneuver is the Diamond Dirty Loop, a maneuver only performed by the team. The Diamond Dirty Loop is a loop that features all four jets in the carrier landing configuration. Their presence at AirVenture drew a huge crowd that stood in awe as they flew so close to one another that on every pass we thought they would collide. But, their precision and gorgeous flight form make what they do seem so easy.

The Air Combat Command F-35A Heritage Flight Team out of Luke Air Force Base in Arizona made its first performance ever at EAA AirVenture Oshkosh. They showcased their heritage flight in a Lockheed Martin F-35A Lightning II. This marked the first time a Lockheed Martin F-35 Lightning II has flown at this particular airshow as this marvelous jet was only on static display in 2015.

The EAA Young Eagles program celebrated its 25th anniversary at this year's convention. EAA's then-president Tom Poberezny was the man that started it all in 1992. In 2003, the 1 millionth Young Eagle was flown and at last year's convention former Young Eagles Chairman Harrison Ford had the honor of flying the 2 millionth Young Eagle. The program is still today the focal point for EAA Chapters around the globe to give FREE flights in a general aviation aircraft to children between the ages of 8 and 17.

Comic-book writer, editor, film executive producer, and publisher Stanley "Stan" Lee and EAA Chairman and CEO Jack Pelton introduced a new superhero named Aviore on July 27th. Aviore's mission is to promote The Spirit of Aviation and the EAA's Young Eagles program. Who is Aviore? According to EAA's press release: *"Jake Peregrine Howard - Perry to his friends - is a young high school student living on a farm just outside of Wichita, Kansas, who's infatuated with the eagles and hawks he's seen soaring in the skies above him. Then, a Young Eagles flight at the local airport - his first time in the air - changes his life forever. The event triggers a powerful transformation of both mind and body, as his senses became more acute and his mind sharpens, and Perry becomes a superhero, dedicating his life to using the power of flight to help those in need. As his legend grows in tandem with his burgeoning superpowers, he becomes an inspiration to young people all over the world, encouraging them to follow their passions and find their place in the sky."*

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EAA AirVenture Oshkosh 2017 Recap

(by Adam Santic)

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The Blue Barn, the headquarters for the EAA Young Eagles and the Eagle Flights programs made its debut this year. The Blue Barn is located on Knapp Street across from the Forums Plaza and adjacent to Aviation Gateway Park. Inside the Blue Barn, visitors can take a picture with Paul Poberezny's Volkswagen Beetle, *Red One*, participate in daily drawings, listen to forums and get information on how to get involved with these two programs. If you skipped the Blue Barn this year, I suggest to you that you visit this place next year.

On Monday, July 24th the day's activities included a tribute to Bob Hoover. Bob Hoover passed away on October 25, 2017 at the age of 94. Many of us enjoyed hearing him speak at Warbirds in Review each year, seeing him perform his dazzling aerobatic performances and his humble personality to meet and greet many fans that came up to him. During the afternoon airshow that day, they held a missing man formation in his honor with the airplanes that he loved – a Aero Commander, F-86 Sabre, P-51 Mustang and a T-28 Trojan. Then at night, at Theater in the Woods, EAA held a Bob Hoover Tribute hosted by Clay Lacy, David Hartman and Sean D. Tucker telling stories about the legendary man to a sea of people that came to honor the man's legacy. On Sunday, the day before, EAA showed *The Bob Hoover Project: Flying the Feathered Edge*, a film that tells the life about the greatest stick and rudder man who ever lived. On Sunday, July 30th, R.A. "Bob" Hoover's name was included in the 72 newly added names to the EAA Memorial Wall.

The Apollo program celebrated its 50th anniversary at the event. The Apollo program took humans to the moon between 1968 and 1972, including the first landing on July 20, 1969, by Apollo 11 astronauts Neil Armstrong and Buzz Aldrin. The first planned Apollo mission happened on January 27, 1967. That mission ended in a failure as a cabin fire started aboard the launch vehicle on the launch pad that killed the entire crew (Gus Grissom, Edward White II and Roger Chaffee) during a prelaunch test. EAA had a special day honoring the entire program on July 28th dubbed Apollo space program reunion day. The reunion marked the largest gathering of Apollo astronauts at Oshkosh since 1994. In attendance were astronauts Walt Cunningham (Apollo 7), Frank Borman (Apollo 8), James "Jim" Lovell (Apollo 8 & Apollo 13), Edwin "Buzz" Aldrin Jr. (Apollo 11), Richard

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EAA AirVenture Oshkosh 2017 Recap

(by Adam Santic)

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“Dick” Gordon Jr. (Apollo 12), Fred Haise Jr. (Apollo 13), Alfred “Al” Worden (Apollo 15), Harrison “Jack” Schmitt (Apollo 17), Joe Engle (Apollo 14 backup) and flight director Gene Kranz.

EAA celebrated the 90th anniversary of Charles Lindbergh’s famed solo flight from New York to Paris. On Friday, May 20, 1927, Charles Lindbergh took off from Roosevelt Field in New York and landed a day later in Paris at the Paris–Le Bourget Airport in his RYAN NX-211 NYP “Spirit of St. Louis” aircraft. For this anniversary, EAA flew its replica of the “*Spirit of St. Louis*” at the event and simultaneously gave attendees numerous updates of “*Lucky Lindy*” with recordings of the happenings that was happening on the famous days through the loudspeakers. Another way you could celebrate this milestone is by visiting the EAA Aviation Museum. At the EAA Aviation Museum, you will see a static display of a replica of the “*Spirit of St. Louis*” suspended above a Lego map of Paris.

The Doolittle Raiders celebrated their 75th anniversary at the event. The Doolittle Raid was the first U.S. attack on Japanese soil. This attack happened on April 18, 1942, four months after Japan’s surprise attack on Pearl Harbor. EAA hosted numerous events throughout the week and even had a special day honoring the famed Doolittle Raiders on Wednesday, July 26. The special day included presentations with Richard “Dick” Cole, the last remaining living legend from that famed mission, and Jimmy Doolittle’s grandchildren: Jonna Doolittle Hoppes and Jimmy Doolittle III.

In attendance, they had numerous North American B-25 Mitchells in attendance – in fact they had about 16 attend to recreate the Doolittle Raid during the airshows. The B-25s that participated were American AirPower Museum’s “*Miss Hap*,” C&P Aviation Service’s “*Lady Luck*,” CAF Central Texas Wing’s “*Yellow Rose*,” CAF Devil Dog Squadron’s “*Devil Dog*,” CAF Minnesota Wing’s “*Miss Mitchell*,” Canadian Warplane Heritage Museum’s “*Hot Gen*,” Cavanagh Flight Museum’s “*Barbie III*,” Champaign Aviation Museum’s “*Champaign Gal*,” Delaware Aviation Museum’s “*Panchito*,” Experimental Aircraft Association’s “*Berlin Express*,” Lewis Air Legends’ “*Russian To Get Ya*,” Liberty Aviation Museum’s “*Georgia’s Gal*,” Mid Atlantic Museum’s “*Briefing Time*,” Yankee Air Museum’s “*Yankee Warrior*,” and a B-25 with a Panther on it.

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EAA AirVenture Oshkosh 2017 Recap

(by Adam Santic)

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If you were not there on Saturday for the 75th anniversary of the 8th Air Force you missed a rare opportunity to see several historical aircraft in the skies at one time. The legendary aircraft partaking in this special day was a Boeing B-17G Flying Fortress "Aluminum Overcast," Boeing B-29 Superfortress "Doc," Boeing B-29 Superfortress "FIFI," Boeing B-52H Stratofortress, North American (N/A) B-25J Mitchell "Barbie III", N/A B-25J Mitchell "Devil Dog," N/A B-25J "Georgie's Gal," N/A B-25J Mitchell "Pancito," N/A B-25J Mitchell "Yellow Rose," Northrop Grumman B-2A Spirit and a Rockwell B-1B Lancer.

The B-1B, B-2A and the B-52H all flew together in a rare formation that dazzled the entire crowd. They also made a few solo passes as well. Doc, FIFI and Aluminum Overcast also flew together in formation. The remainder of the B-25s circled the aerobatic box showcasing the anniversary of the Doolittle Raid. The final formation was the missing man formation performed by two B-25s, two B-29s and one B-17. This day was so rare and unique that I still cannot believe that EAA pulled this off.

A rare treat for visitors that made the trek to the Warbirds area saw four of Bell's finest fighters together in one spot as three P-63 Kingcobras and a lone P-39 Aircobra dazzled spectators with their uniqueness. The participating gems included John Bagley's P-63C-5, CAF's P-63A, CAF's P-63-A6 and CAF's P-39Q.

Another rare opportunity for visitors that visited the Warbirds section saw the world's only airworthy Douglas A-20G Havoc owned by the Lewis Air Legends. The Lewis Air Legends restoration team restored it to its original stock military configuration. The A20 was a dependable light attack bomber that served in the United States Army Air Forces from 1941 to 1949. This fleet of light attack bombers also served with the Soviet Air Force, Royal Air Force and the French Air Force. I am glad this type finally came to AirVenture as YouTube videos do not do justice.

Also in the Warbirds area, the Collings Foundation brought their latest acquisition, a Supermarine Spitfire MK.IX, numbered BR601 to the event for the first time. This aircraft served 116 combat missions during World War II by Australian ace Tony Glaze, the commanding officer of 64 Squadron RAF and ace Colin

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EAA AirVenture Oshkosh 2017 Recap

(by Adam Santic)

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Franklin Gray, of 64 Squadron RAF. It is amazing that this aircraft is on American soil and is still flying.

Scaled Composites Model 281 Proteus, a tandem-wing high-altitude long endurance aircraft designed by Burt Rutan returned to the event for the first time since 1999. This aircraft has a wingspan of 77 feet 7 inches, a cruise speed of 190 knots and a maximum speed of 272 knots. It is powered by two Williams FJ44-2 turbofans that produces 2,293 pounds of thrust. This unique flying machine flew numerous times during the airshows.

A Boeing P-8A Poseidon was on display all week giving tours to attendees that decided to look inside the Navy's newest maritime, patrol and reconnaissance aircraft. This aircraft is intended to be the replacement for the Lockheed P-3C Orion. The differences between the Poseidon and Orion is that the Poseidon will spend more time at a higher altitude and is able to refuel while in the air. Another key difference is that the P-3C is equipped with magnetic anomaly detection (MAD) gear and the P-8A is not.

A Airbus A400M Atlas operated by the Royal Air Force made its first appearance at a United States civilian airshow when it arrived on Thursday, July 27th. It was on Boeing Plaza for the remainder of the day giving tours so that attendees could get a glimpse of the four-engine turboprop military transporter. It was supposed to depart that same day, but left AirVenture much later than expected due to maintenance that needed to be done. The A400M finally departed Saturday morning.

A Fairchild C-123K Provider "Thunder Pig" owned by the Air Heritage Museum was on display all week at Boeing Plaza. Thunder Pig served in numerous units in the United States through its military career and found itself in storage at Davis-Monthan Air Force Base in Tucson, Arizona. There, warbird collector David Tallichet purchased the aircraft and restored the aircraft back to life so that all could see what this aircraft can do.

A Boeing YL-15 Scout (registration N4770C) owned by Keith Brunquist of Wasilla, Alaska was on display all week on Boeing Plaza. The Boeing YL-15 Scout is a small piston engine liaison aircraft built by Boeing that served during World War II for the United States Army. This pristine YL-15 features carefully masked and placed markings on the aluminum skin.

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EAA AirVenture Oshkosh 2017 Recap

(by Adam Santic)

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If you looked closely you couldn't tell that this aircraft had many hours of restoration work completed on it.

At the Daher display, you came across a replica Morane-Saulnier Type L Parasol restored in meticulous condition by the Association Héritage Avion Morane-Saulnier. At the end of the convention, the restoration team decided to donate the World War I replica to the Experimental Aircraft Association. Now each time you visit EAA AirVenture or the EAA Aviation Museum you get to see this replica beauty.

For the first time and another only in Oshkosh moment, two Boeing B-29 Superfortresses appeared at the same airshow. A Boeing B-29A-60-BN named "Fifi" owned by the Commemorative Air Force returned for the third consecutive year and "Doc," a Boeing B-29-70-BW made its first trip to EAA AirVenture Oshkosh. *Doc* is owned by Doc's Friends Inc. out of Wichita, Kansas. This B-29 made its maiden flight July 17, 2016 from McConnell Air Force Base, the same place that built these heavy bombers back in the day. These two B-29s *Doc* and *Fifi* flew in formation during multiple airshows throughout the week.

EAA welcomed another visitor and another only in Oshkosh moment happened as Blue Origin, a private aerospace manufacturer and spaceflight services company came to The World's Greatest Aviation Celebration for the very first time. Jeff Bezos, the founder of Amazon is also the founder of Blue Origin. The company's main goal is to send tourists to space while being cost efficient. Blue Origin brought the New Shepard, a reusable launch system that is being powered by a lone BE-3 engine. The BE-3 engine produces 110,000 pounds of thrust. The boosters are also able to fully throttle down to 20,000 pounds of thrust for a safe return home for upright landings. In addition, Blue Origin's exhibit featured a 1-to-1 mockup of New Shepard's astronaut crew capsule, which has seating for six people. Inside the mockup crew capsule you can get a simulated feel of how it'll feel as if you are inside the actual capsule. As I was in the mockup capsule, the guide said that you will experience eleven minutes in space, with four of those minutes with your harness unbuckled to experience the feeling of being weightlessness.

The EAA Aviation Museum had three new exhibits for this year and I had the privilege to see them firsthand. The three new exhibits that you can see at

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EAA AirVenture Oshkosh 2017 Recap

(by Adam Santic)

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the show was a Take Me Home Huey exhibit, a EAA Young Eagles 25th anniversary exhibit and an Apollo exhibit.

The Take Me Home Huey exhibit was on display from July 1st through July 30th. The display featured a newly restored Bell UH-1 "Huey" helicopter with a magnificent paint job. The illustrations of the paint scheme symbolizes the soldier's duffels, public address speakers, and helicopter squadron names.

The EAA Young Eagles 25th anniversary exhibit is now on display through December 2017. The exhibit tells the story of the EAA Young Eagles program over the last 25 years through words, photographs, videos, artifacts, and interactive displays. The exhibit also features the cockpit of a Sonex aircraft.

The Apollo exhibit was my favorite out of the three new exhibits. The Apollo exhibit focuses mainly on the Apollo missions, but also pays homage to other NASA missions leading up to and resulting from Apollo. This exhibit will be on display through October. They have artifacts, photographs, videos and models on display. They have an actual Apollo (Plantronics) headset on display that was flown on Apollo 8 from December 21, 1968 to December 27, 1968.

If you managed to visit the Twilight Flight Fest at the Fun Fly Zone you were in for a treat. The event, which was in its first year of operation was held on Monday, Tuesday, Thursday and Friday nights beginning at 8:00 pm. The Twilight Flight Fest featured the Valdez STOL Invitational, the Paradigm Aerobatic Team, the Red Bull Air Force Wingsuits, the Patriot Parachute Team and 3D RC flying. If you arrived ahead of time between 6:30 pm and 8:00 pm on any given night you can see the normal activities such as demonstrations in ultralights, light planes, and powered parachutes. If you missed the Twilight Flight Fest this year, I hope you put it on your schedule when you visit next year.

The world's best aerobatic pilots make EAA AirVenture Oshkosh a priority for their airshow performance schedule each year. The daily afternoon airshows always feature precision aerobatics, the latest innovations, rare and unique flying examples that make this a top airshow to put on your bucket list.

Again, the airshow featured two nighttime shows with

(Continued on page 17)



EAA AirVenture Oshkosh 2017 Recap

(by Adam Santic)

(Continued from page 16)

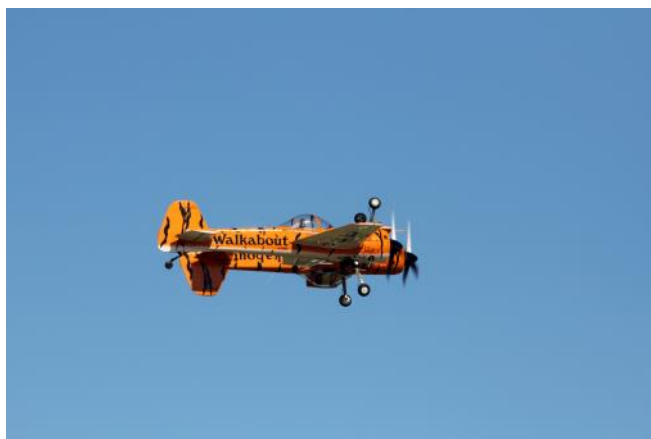
the always fabulous EAA Warbirds of America, fireworks and the wall of fire.

Four new acts made their EAA AirVenture debut at the show of all shows – the Air Combat Command F-35A Heritage Flight Team (Lockheed Martin F-35A Lightning II), Cameron Jaxheimer (Extra LX), Twin Tiger Aerobatic Team (Yakovlev Yak-55M), and the United States Navy Flight Demonstration Squadron, the Blue Angels (McDonnell Douglas F/A-18 Hornets).

The airshow featured 40 acts including: AeroShell Aerobatic Team (AT-6 Texans), Air Combat Command A-10 Heritage Team (Fairchild Republic A-10 Thunderbolt II), Air Force Heritage Flight (Various Warbirds & Current Military Flying Machines), Andrew McKenna (North American P-51D Mustang), Bill Stein (Edge 540), Bob Carlton (SubSonex JSX-2 Jet / Super Salto Jet Sailplane), Commemorative Air Force (Various Warbirds), David Martin (Bucker BU-131 Jungmeister), Gene Soucy & Teresa Stokes (wingwalking/solo, a highly modified Grumman G-164), Greg Koontz (American Champion Aircraft 8KCAB/American Legend AL18), Greg Shelton & Ashley Shelton (wingwalking/solo, a 450 Super Stearman), Jerry Kirby (Van's RV-8A), Jim Pietz (Beech F-33C Bonanza), Jim Tobul (Chance Vought F4U Corsair “Korean War Hero”), John Klatt (Jack Link’s Screamin’ Sasquatch, a highly modified 1929 Waco Taperwing), Kirby Chambliss (Ziviko Edge 540-A), Kyle Franklin (Kitfox S7 Speedster/Piper PA-18A Super Cub), Manfred Radius (Start & Flug GMBH, H101 Glider), Matt Chapman (Extra 330LX), Matt Younkin (Twin Beech C-18S), Mike Goulian (Extra 330SC), Paradigm Aerobatic Team (Paramotors), Patriot Parachute Team (Parachute), Patty Wagstaff (Extra 300LX), Paul McCowan (Parachute), Philipp Steinbach (Gamebird 1), Rob Holland (MXS-RH), Scott Yoak (North American P-51D Mustang “Quicksilver”), Sean D. Tucker (Oracle Challenger III, a highly modified Pitts S-2S), Skip Stewart (Prometheus II, a highly modified Pitts biplane), Team Redline featuring John Thocke (Van’s RV-8A), The Thric3 featuring Matt Chapman, Rob Holland & Bill Stein (Extra 330LX, MXS-RH, Zivko Edge 540-A), Vicky Benzing (1940 Boeing A75N1 (PT-17) Stearman), Warbirds (Various Warbirds), and Warbirds of America (Various Warbirds).

Every year, EAA AirVenture Oshkosh is the best place to see new aircraft, avionics and all the gadgets one pilot needs to be up to date in the 21st century. Here is a quick list of the NEW and updated items

(Continued on page 18)



EAA AirVenture Oshkosh 2017 Recap

(by Adam Santic)

(Continued from page 17)
from this year.

- Aero Electric Aircraft Corp. announced plans for a four-place airplane called the "Sun Flyer 4."
- Airbus A400M Atlas made its first visit to the event. This also marked the first civilian United States airshow appearance for the A400M.
- Airmate, a free social flight planning app launches.
- ALSIM brought the AL250 simulator to the event for the first time.
- American Legend Aircraft introduces the Super Legend XP.
- Association Héritage Avion Morane-Saulnier's replica Morane-Saulnier Type L Parasol made its first trip to the event.
- Astronics Ballard Technology premiers new Vertical Power Primary Power System for experimental & LSA aircraft.
- Belite Aircraft brought the Chipper to EAA AirVenture for the first time.
- Belite Radiant Technology introduces a new instrument called the Engine Monitoring System which captures and displays all common information for engines.
- Belite Radiant Technology introduces Radiant Fuel /Water Discriminators - Fuel / Water Discriminator with ¼" ID line, Fuel / Water LED display head (for 2 1/4" instrument hole), Fuel Only Discriminator, Fuel/Water Discriminator Kit: 3 discriminators with a LED display head along with a 12' (3.6 meter) wiring harness for each discriminator, & Fuel Only Discriminator Kit: 3 discriminators with a LED display head along with a 12' (3.6 meter) wiring harness for each discriminator.
- BendixKing brought the upgraded KI 300 Flight Director Indicator.
- BendixKing introduced the AeroWave Text & Track. This product allows you to quickly locate and communicate with people via SMS & email.
- BendixKing introduced the KFC 230 AeroCruze.
- Blue Origin brought the New Shepard, a reusable launch system that is being powered by a lone BE-3 engine to EAA AirVenture for the very first time. This also marked the first public display for the New Shepard.
- Blue Origin, a private aerospace manufacture and spaceflight services company made its grand debut at The World's Greatest Aviation Celebration at this year's event.
- Boeing B-29-70-BW 29 Superfortress "Doc" owned by Doc's Friends Inc. made its first trip to the event.
- Boeing P-8A Poseidon made its first visit to the event.
- CubCrafters brought its newest FAA certified Garmin G3X.
- Detroit Flying Cars brought its concept car to the event for the very first time.
- Douglas A-20G Havoc owned by the Lewis Fighter Fleet LLC. made its first visit.
- Dynon Avionics introduced its Dynon Certified line of integrated retrofit avionics for type-certificated general aviation aircraft.
- EAA Spirit of Aviation Mobile Experience trailer made its EAA AirVenture debut.'
- EAA STC LLC. was awarded a STC for TruTrak Vision autopilot system to be installed in Cessna models 172 and 177.
- ForeFlight introduced Scout, the most affordable and smallest dual-band ADS-B In receiver on the market.
- ForeFlight Mobile now includes Jeppesen Flight Data.
- Garmin introduces the GLD 82, an ADS-B out device.
- Garmin introduces the Rino 700, a budget-friendly, powerful five-watt two-way handheld radio.
- Garmin Pilot adds synthetic vision to Android mobile devices.
- Genesys Aerosystems introduces two new S-TEC autopilots -- S-TEC 3100 Digital Flight Control System and the S-TEC 5000 Digital Flight Control System with Envelope Protection.
- Gulf Racing Fuels introduces Aero 93 Unleaded gasoline for engines manufactured by Rotax, Continental, Lycoming and Titan.
- Innovator brought the two-seat Swift prototype to the event. It is powered by a 185-hp Lycoming O-360 engine.
- Lancair MAKO made its debut. It is a four seat aircraft and is still under development.
- Lance Hooley's JetEZ based off of the Rutan VariEze design made its debut at EAA AirVenture. It is powered by a GE T58-8F engine.
- Nick Pfannenstiel, owner of Timber Tiger Aircraft Inc. builds 95 percent scale replica Ryan ST kit made its first visit to the event.
- Raisbeck Engineering and Hartzell Propeller introduce a composite five-bladed swept propeller for the King Air 350.
- Safari Helicopter brought the prototype of the all-new 500 model.
- Samson Motors unveiled its Switchblade flying sports car project.

(Continued on page 19)

EAA AirVenture Oshkosh 2017 Recap

(by Adam Santic)

(Continued from page 18)

- SBM Development brought the prototype of the all new RT216 lightweight turbine helicopter.
- Soloy Aviation introduces a Cessna 182N Sky-lane powered by a 230-hp Safran SMA SR 305-230E diesel engine. It is its first compression-ignition engined Cessna 182.
- Sonex Aircraft has introduced the AeroConversions Rotax Attach Bars. This is developed for the Sonex/Rotax 912-series engines and can be installed on experimental aircraft.
- Stratos Aircraft unveiled its Stratos 714 very light jet (VLJ), a four/six-place, 400-knot, single-engine personal jet with a 1,500-nm range and 41,000-foot service ceiling.
- TBM 910 made its U.S. & EAA AirVenture debut.
- TCW Technologies receives FAA approved TSO-C179a for the integrated back-up battery system.
- The Kitty Hawk Flyer, a new, all-electric multicopter that is Part 103 compliant made its EAA AirVenture debut at the EAA Seaplane Base by giving daily demonstrations.
- Trig Avionics brought the TY96A, a dual 25 kHz and 8.33 kHz radio design and the TY97A, a 760 channel with 25 kHz spacing radio to the event for the very first time.
- Trio Avionics received STC approval for its Pro Pilot autopilot in the Cessna 172, 175 and 182 through an approval program led by The STC Group.
- UTC Aerospace Systems unveiled its new Dura-Therm propeller de-icer.
- Van's Aircraft rolled out a new variant of the popular RV-12 for AirVenture; the RV-12iS. It is powered by a Rotax 912iS.
- Viking Air Ltd, an aerospace company and manufacturer of the Twin Otter Series 400 made its first trip to the event.
- Vulcanair Aircraft made its US & EAA AirVenture debut of their V1.0 model.
- Workhorse Group brought the SureFly Personal VTOL helicopter. It made its United States debut at EAA AirVenture.
- Yingling Aviation unveiled a new avionics suite for the remanufactured Cessna 172s that is fully equipped and compliant with all NexGen air traffic requirements.
- Zenith Aircraft Company unveiled the STOL CH 750 Super Duty.

Looking ahead for EAA AirVenture Oshkosh 2018:

EAA AirVenture Oshkosh 2017 will be held from

Monday, July 23, through Sunday, July 29, 2017 at Wittman Regional Airport (525 West 20th Avenue, Oshkosh, Wisconsin 54902) and I am sure it is already marked on your calendar to attend. The American Barnstormers Tour which tours the Midwest in Travel Airs is already scheduled to attend.

Nearby September 2017 Events

BTB Days – Back to Blakesburg - Back to Basics – AAA/APN Blakesburg Invitational Fly-In (Aug. 30 - Sept. 4)

Airplane Association and the Airpower Museum will be holding their annual event Wednesday, August 30 through Monday, September 4, 2017 at the IA27 - Antique Airfield, 22001 Bluegrass Rd., Ottumwa, Iowa 52501. The theme for this year's AAA/APM Blakesburg Invitational Fly-In is BTB Days (Back to Blakesburg and Back-to-Basics).

For More Information: <http://www.antiqueairfield.com/flyins/2017-back-to-basics.html>

National Stearman Fly-In (Sept. 4 - Sept. 10)

The 46th National Stearman Fly-In will celebrate America's iconic biplane, and you're invited to join the fun Monday, September 4 through Sunday, September 10, 2017, at the Galesburg Municipal Airport, 58 State Route 16, Galesburg, IL 61401. FREE for pilots and for the public. Food prices vary by location.

Wednesday, September 6th: Fly-out to KEZI - Kewanee Municipal Airport, 3761 Midland Rd., Kewanee, IL 6143. Starts mid-morning. Menu: Butterfly pork chop sandwich, potato salad, broccoli salad, mixed fruit, ice tea, lemonade. Price \$7.00

Thursday, September 7th: Fly-out to 3G8 - Geneseo Airpark, 20035 1700 St. East, Geneseo, IL. 61254. Starts mid-morning. Lunch: \$Small Fee

For a complete schedule please visit: <http://stearmanflyin.com/events-schedule/>

Official Website: <http://stearmanflyin.com/>

Midwest LSA Expo (Sept. 7 - Sept. 9)

The Midwest LSA Expo will be taking place Thursday, September 7 through Saturday, September 9, 2017 at MVN - Mount Vernon Airport, 100 Aviation Dr., Mount Vernon, IL 62864. It is open from 9:00 a.m. to 4:00 p.m. daily and aircraft, automobile, admission is free.

Official Website: <http://www.midwestlsaexpo.com/attendees/>

(Continued on page 20)

Need a Little More of Oshkosh? - Airventure 2017 Internet Links

(Compiled by Adam Santic)

Here are a few links:

"Doc" & "Fifi" Flying Together - <https://youtu.be/AsZ-lqjzBUE>
 "Doc" & "Fifi" Together at Last - <https://youtu.be/ncUdqT8AxY0>
 Heavy Bomber Day - <https://youtu.be/krQeUeqTO4k>
 Scaled Composites Model 281 Proteus - <https://youtu.be/mGaSDM6TImQ>
 Dassault Falcon 8X demo - https://youtu.be/_le8078ymyc
 Heritage Flight F-35, A-10 & P-51 - <https://youtu.be/7cWBAYgFKFQ>
 Bob Hoover Missing Man Formation - <https://youtu.be/GUEb70HFfFA>
 B-52H Stratofortress tour - <https://youtu.be/GPhxUYzUamc>
 B-1B Bomber twilight demo - <https://youtu.be/Kfp-G4NWyJs>
 A-10C Warthog II twilight attack demo - <https://youtu.be/brn1N8pj9tl>
 Doolittle Raid Reenactment at twilight - <https://youtu.be/csAohn8JoEk>
 Three Bell P-63 Kingcobras in the air - https://youtu.be/3dh_MxI_rLY
 Jet Warbird Day - <https://youtu.be/IzUL3TK1AxE>
 Blue Angels arrival - <https://youtu.be/49mvXv8tkE0>
 Blue Angels formation with Doc, Sean D. Tucker & Matt Chapman - <https://youtu.be/d6Wmz4eelT8>
 Blue Angels first full EAA AirVenture performance - <https://youtu.be/vdSxGLEK75Q>
 F-22 Raptor arrival - <https://youtu.be/4FHwPZQ3gE8>
 Sean D. Tucker - <https://youtu.be/YkvdbqfwVC4>
 AirVenture 2017 Monday Highlights - <https://youtu.be/GBI2Rv8lPTc>
 AirVenture 2017 Tuesday Highlights - <https://youtu.be/3xgd89FYXWU>
 AirVenture 2017 Wednesday Highlights - <https://youtu.be/WqC4PvhzBF4>
 AirVenture 2017 Thursday Highlights - <https://youtu.be/I2UwXLpsJSI>
 AirVenture 2017 Friday Highlights - <https://youtu.be/lpuseB8HfEe>
 AirVenture 2017 Saturday Highlights - https://youtu.be/aW_9bUXr16s
 AirVenture 2017 Sunday Highlights - <https://youtu.be/wb6ZD-Fa24>
 AOPA Live at AirVenture 2017 (July 27) - https://youtu.be/N_XVyk8xYOs
 AOPA Live at AirVenture 2017 (July 28) - <https://youtu.be/ywfulQjci2w>
 AOPA Live at AirVenture 2017 (July 29) - <https://youtu.be/H10I04N6IFs>
 Aero-News Network Live at AirVenture 2017 (July 24) - <https://youtu.be/gf6rdbamQnU>
 Aero-News Network Live at AirVenture 2017 (July 25) - <https://youtu.be/U8fal7QVFiI>
 Aero-News Network Live at AirVenture 2017 (July 26) - <https://youtu.be/ChQxk4rNBDg>
 Aero-News Network Live at AirVenture 2017 (July 27) - https://youtu.be/hGsDew_d3FY
 Aero-News Network Live at AirVenture 2017 (July 28) - <https://youtu.be/1ShVn6xeaaw>
 Salute to Apollo Astronauts at Theater in the Woods - <https://youtu.be/YBTLTdxHFNw>
 Doolittle Raider Tribute at Theater in the Woods - https://youtu.be/qgbZsab_uyE
 Twilight Fun Fest Activities - https://youtu.be/RFZ0E_CEUTM

Nearby September 2017 Events (cont.)

(Continued from page 19)

Dubuque Airport Open House / EAA Chapter 327 Breakfast (Sept. 10)

The Dubuque Regional Airport and EAA Chapter 327 will be having a breakfast on Sunday, September 10, 2017 at the DBQ - Dubuque Regional Airport 10965 Aviation Drive, Dubuque, IA 523003 from 8 am to 12:00 p.m. **Breakfast Costs: PICS eat FREE, Adult \$7:00, 5-12 years of age \$4.00 and 4 & Under FREE.**

Quad City Balloon Festival (Sept. 22 - Sept. 23)

The Quad Cities Balloon Festival will be held Friday, September 22 and September 23, 2017 at the Rock Island County Fairgrounds, 4200 Archer Drive, East Moline, IL 61244. Admission is FREE. All activities are weather dependent. Launch and glow times may be delayed or canceled because of the weather,

12th Annual Trains, Planes & Autos (Sept. 9)

Maple City Car Cruisers is hosting a car show in downtown Geneseo, IL (215 N. State St., Geneseo, IL 61254) on Saturday, September 9, 2017. Cars, planes and trains will be on display from 7 am to 3:00 p.m. The Gen-Airpark Airport will be supplying the aviation exhibits.

And A Few More Airventure Photos (by Adam Santic)



My First Plane Ride (from Richard Lowe)

My first plane ride was on 6 June 1964 in a Northwest B-720B from Minneapolis to Atlanta on the way to Ft Benning to enter active duty with the Army after I was commissioned. I remember as soon as I was seated, one of the flight attendants was at my seat with an offer of a magazine to read. (You won't see that today.) I declined as I wanted to take in everything about the flight. That was when in flight service was the way they kept you coming back to their carrier, because, before deregulation all the tickets were the same price. A coach fare from MSP to ORD was the same on NW, Eastern, North Central, etc. It was set by the FAA.

In those days, each carrier also had their own in flight publication which changed each month. I remember Pan Am had Clipper, TWA had Ambassador, United had Mainliner, Northwest had Passages. In addition to all the ads, there was some pretty good articles, mostly on places where they flew. Some carriers still have them today, but they are all ads. You might pick one up to see which candy bar they are selling for \$12 as part of their "ever popular" buy on board program.

When I was working at MLI, we also had magazines on the planes, current issues were in a special cover with transparent front. Most I never heard of before, were usually start up magazines offered probably free to the airline to promote circulation and were never seen again. We still had Ambassador Magazine, but by the early 90's it was mostly ads also. We would get shipments of next month's copies through company mail and on the last day of the month, the planes at the gate went through the change out by the night cleaning crew. Then we kept some to replace those taken from the flights by the passengers during the month. We always had way more than we needed. I

am sure there was a VP of magazines in NY who tried to match the requirements with the distribution plan. I heard a story from a guy who went to NY for training about seeing thousands of extra copies in a warehouse at JFK. However, I was warned to never take a copy home in my dinner pail. Jobs were lost over a dog-eared copy of an old Readers Digest.

We did find a good use for some of them. Our company had a 19 passenger Jet Stream 3200 that left STL in the evening and stopped at Quincy, then went on to MLI. The next day, it departed MLI for STL at 0600 to catch the 0800 TWA banks out of the hub. That plane needed 200 pounds of ballast in the rear bin if there were no passengers on board. Frequently it came up from Quincy empty. The company used sand bags for ballast, and loaded them for the flight, but sometimes they forgot.

We sometimes sent them back on the later ATR if they piled up in MLI. A daily "Ballast on-hand Report" was sent to the hub each day. We found that each bundle of Ambassador Magazines weighted 25 pounds, so if were out of sand bags, and the plane was returning to the hub empty (in case of a mechanical problem and it was going out on a ferry permit) we could toss eight bundles of Ambassadors in the pit and they were good to go.

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 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

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 CLINTON AIRPORT**

SATURDAY, SEPTEMBER 2, 2017
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Mike Nass
Clinton Airport



DRIVE IN or FLY IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Mike Nass. Come for some good hangar talk. Plenty of room for all.

FLY IN: Clinton Airport (CWI). We will be meeting in the new Clinton terminal building.

DRIVE IN: Just drive to the Clinton airport. A short drive from the Quad Cities.

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.

Wed. August 30 - 7 p.m. CDT
Modeling the Spirit of St. Louis in SOLIDWORKS
Presenter: Stephen Endersby

Wed. September 6 - 8 p.m. CDT
Maintenance "By The Book?"
Presenter: Mike Busch

Wed. September 13 - 7 p.m. CDT
ADS-B Revisited: The 2020 Odyssey Continues
Presenter: Prof. H. Paul Shuch

Wed. September 20 - 12 p.m. CDT
Flying Aircraft You Don't Own
Presenter: Bob Mackey

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 309-752-3887, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

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

hangared at Davenport. It has 5000 airframe hours and 500 SMOH. Monthly dues are \$39.00 and hourly rate is \$50.00 wet. For more information on joining our Club please contact Bernie or Chris Nitz. (309) 798-2011. bernien@visioncrest.com 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).

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)

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