

THE LANDINGS

www.eaa75.com

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

January 2017

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President

As I'm writing this letter I'm thinking about my airplane. Mid-December I noticed a miss in the engine before takeoff. Since then I have been trying to find out what the problem was. Except for the downside I like catastrophic failures. Looking for a miss in one of my ignitions is a pain in the rear. Airplanes are the worst, unlike a car in your garage you can unhook spark plugs and trace the problem. I'm not excited about pulling plug wires off with a 6' axe whirling inches away. To say nothing about the 50 below wind chill while you're trouble shooting outside in the synthetic wind.

Well, today I finally got the problem narrowed to a connector on the electronic ignition timing unit. I worked on it all day putting things back together. To add insult to injury I used advice from the internet, apply dielectric grease to the connection to protect from corrosion. Upon closer examination it is for high voltage, like spark plug wires. If you get it on low voltage it acts as an insulator. Great, now I'm trying to clean off the connector so I can get good conductivity. At 5:30 tonight I decided I've had enough. I built my plane once and now I just want to fly. I need reliability, and I need to get back to work and pay for this stuff.

My plane is experimental, I ordered an experimental electronic ignition. The factory and I have been on the same path for years. Now our paths have crossed, the sending unit I'm trying to save has been improved because it was a problem. Tomorrow morning I'm buying the new improved sending unit, so I can get my plane fixed and back in the air. This will allow me to focus on work and plan for a trip to Florida next Tuesday. As you read this I'm hopefully on a trip to Florida or getting ready to leave. My goal is to land in Kissimmee for a kitchen and bath convention. Then hookup with a friend for a flooring convention at Disney World. Then leave Orlando to visit a couple of friends in Fort Meyers. Then to Homestead to visit

my brother in law in Key Largo. After a few days I'm heading back home weather permitting. I'm hoping to do all this in 7-10 days. Having your own private airplane is a cool concept. Could you imagine the hassle and expense if I was doing this trip with the airlines? My wife is afraid to fly in small airplanes, so when I take trips with her I travel by airline. Upon getting to the airport we are herded to the security gate where we are disrobed to see if we have any weapons on our bodies. Once we get through, we are asked to wait till the plane is made ready for our departure. I find this to be a good time to read which I do in the seats available as uncomfortable as they are. I only assume the designer of airport waiting seats did so with the idea they want you to leave, as the seats are uncomfortable. Once on the plane I like to look outside, if I'm lucky I'll get a window seat. Even if I do, the designer must have been a midget as I have to bend down to look out the window. Upon reaching my destination I'm herded to a carousel so I can wait to pickup my bags. Once I have my bag I'm allowed to carry or wheel them for a half mile to get a ride or rent a car.

What is my wife missing? I leave in the morning when I want. I fly to a destination closer to my ultimate goal. Once I land the attendant asks if I need fuel so he can fill it up for me. After I tell him to fill it up he loads my bags onto a golf cart and takes me to the front desk. The attendant gets my information, how long will I be staying, orders my rental car and asks if I would like coffee or water. When I'm ready to leave, I pay my bill and pass through security door. The attendant is waiting outside to give me a ride to the plane where I find my bags by the plane ready to load.

If you were going cross country which form of transportation would you choose? Hmmmm. It sounds like I'm criticizing the airline industry, I'm not. They are doing what it takes to make money transporting people. What I'm saying is there is a better way and we are a part of it. We are the lucky 10%, let's not forget that. See you at the coffee. ---Jerry

Next Meeting - Saturday, January 14th, 7PM - John Riedel - JAARS
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

January 14th Chapter Meeting

The January Chapter meeting will be held on **Saturday, January 14th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

John Riedel will have a presentation on JAARS (Jungle Aviation and Radio Service) since 1948. They provide transportation and technology into remote jungle clearings. His presentation will concentrate on aircraft and remote aviation. (i.e.: Helio Courier H-295, Pilatus Porter PC-6) . **Please ATTEND!!**

December Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter President Jerry Coussens at 1730.

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

THOSE NOT PRESENT: None

Superstitions (from Richard Lowe)

Those who have been around aviation for a while realize that the community has a number of superstitions and superstitious folks among us. Rituals are followed prior to flight, items are carried on the aircraft, things are not done, etc., to make sure the flight is successful and no harm comes to the aviators.

Most of us who flew out of KDVN knew a couple who owned an immaculate 1960 Cessna 172 painted orange and cream; they called it the Orange Crush. He was a veteran of the Battle of the Bulge, so he had been flying for more than a few years.

He went west after he was in his 90's, and was still flying the "crush" just before he died. I noted each time he pushed the plane into its nest after a flight, he stood in front, removed the tow bar, gently patted the spinner and said, "Good Girl!" or words to that effect.

In his book, Fate is the Hunter, Ernest Gann wrote of his time with the Air Transport Command during WW II. He and his crew experienced a lot of delays at remote stations due to weather and mechanical problems. To pass the time, he bought a small button

(Continued on page 3)

OTHERS PRESENT: Marty Santic

TREASURERS REPORT: The treasurer's report was read by Paul Fisher. A motion to accept the treasurer's report was made by Ron Franck and was seconded by Wayne Sapp.

APPROVAL OF MEETING MINUTES: A motion to approve the minutes as published in the last newsletter was made by Dave Jacobson and was seconded by Wayne Sapp. Approval of the board was unanimous.

OLD BUSINESS: All discussion tabled until January meeting due to Christmas gathering.

NEW BUSINESS: Treasurer Paul Fisher requested the approval of a check in the amount of \$530.00 to EAA headquarters for chapter renewal and Insurance, and a check to Nick Anagnos the amount of \$62.00 used for Christmas gifts. Both were approved.

A motion to adjourn the meeting was made by Jerry Coussens and was seconded by Paul Fisher. The meeting was adjourned at 17:50. **These minutes respectively submitted by Wayne Sapp.**



From Mary Beth, Richard's daughter.... I don't have any pictures of the Snoopy I used to fly with in the late 90's...but here are some pictures of a stuffed puppy dog my aircraft commander's family sent to him when we were deployed during the holidays in 2005. The sorties were sometimes 12 hours long so sometimes we got the camera out and took some pictures!

Happy Holidays!

Superstitions (continued)

(Continued from page 2)

concertina and learned to play it. Later, when they taxied out to start a long trip, he took the instrument and attempted to play "Blue Moon". If he got through it without a mistake, it would be a good flight; if he screwed up, it meant they would have problems on that trip.

I recall reading columns by Len Morgan, a retired Brannif Airways captain and author, who wrote about his days on the line. He said one night they had been out on a three day trip and they had one last leg to go. They took off from Tulsa for the short hop to DFW and as they turned out of the pattern, one of the other pilots said, "We have it made now".

Just then, a light came on and it required a return to TUL and a long night. After that, no one on Morgan's crew was allowed to say "We got it made now" until the mains were on the runway back at DFW for the last time.

Superstitions were not limited to civilian aviation. Military crews carried no limit of stuff on flights to insure success. When she was an infant, we gave our daughter a small stuffed Snoopy Dog. Years later, Snoopy rode the navigator's station of the RC-135 Rivet Joint she crewed, flying all over the world.

One of the best stories I heard was from an instructor I had at Red Stone Arsenal when I went through Ammunition Officer School in the summer of 1967. He had been a gun commander on a B-29 in the Pacific during WW II. He said when they left for the aircraft before a mission, they stopped at the mess hall and picked up a #10 can.

After they were in the air, the navigator would take the can back to the bomb bay, drop his flight suit and proceed to perform #1 and #2 into the can. He then set it on the bomb bay doors and returned to the flight deck. When they started their bomb run, he first item delivered to the loyal sons of Nippon was the contents of the #10 can.

They always returned safely from each mission. No one said it, but many thought it: "What if the nav can not perform his duties in the bomb bay? Will we be coming back from the next mission?"

Fortunately, he was always up to the task, and they came home safely.



Don't FORGOT Your 2017 Chapter Dues - If You Have Not Sent Your \$10 - PLEASE Do it TODAY! - See the Last Page

December Coffee at Davenport Courtesy of Craig Olson



EAA Chapter 75 Christmas Potluck



EAA Chapter 75 1st Saturday of the Month Coffee and Brunch, January 7th

**Rick and Shari Meyer EAA Chapter 75
January 7th, Coffee & Brunch**

The fascination of flight can't be expressed with words. But it really lies beyond the capabilities of human endeavor. Once you've experienced it, you'll never be able to forget it.

— Friedrich Oblessor, 127 victories WWII.

We are looking forward to hosting the EAA Chapter 75 January coffee and brunch. It's always fun to gather in friendship and discuss the thrill of aviation. We would like to encourage spouses to attend if you so wish. Here are the details for the morning.

Our cabin is nestled on the east side of Camp Liberty, formerly Camp Conestoga, The Girl Scout camp, by Dixon, Iowa. Deer make a daily morning visit across the dam of our pond and Bald Eagles soar over the tree line of our pond. We want to share this wilderness experience with all of you for coffee and brunch. If you are an adventurous winter outdoors person, please feel free to bring your attire and enjoy the outdoors for a walk, hike, or cross country skiing. If you'd rather view the wilderness from the indoors, we have binoculars to view from the fireside inside our cabin. Photography is always welcomed. The coffee will be on at 7 am and brunch will be ready around 9 till noon and the day will continue on till, well whenever the last Pilot leaves!

Rick & Shari Meyer's cabin (driving directions below)

EAA Chapter 75 1st Saturday of the Month Coffee - Driving Directions

Please feel free to contact Rick with questions or better directions. 563-370-3377

Directions to the Meyer Cabin from Interstate 80 from Davenport, Iowa on the next page.

Coming from Davenport take the Big I-80 truck stop exit, exit #284 turn right and head north on 60th Avenue

Go about 4 to 5 miles till you get to Hwy 130 (Plainview) (STOP SIGN)

Go straight, continue onto Hwy 40 or 60th avenue

do not turn onto Hwy 130

You are heading towards Dixon, Ia

go about 4 miles

turn left onto Hwy F31 or 295th Street (there is a sign that says Camp Liberty a bit before the turn)

If you go into Dixon you've gone too far.

Go over the bridge and you will see some farm houses and a hog barn to the right

turn left onto the gravel, 50th Avenue

If you go by Camp Liberty you've gone too far.

Go onto the gravel, two hills and turn right at the top of the hill (I will try to have a marker of sorts sitting at the turn)

Don't turn left onto a gravel road. You are looking for a lane to the right at the top of the hill!

Follow the lane down and you will see the cabin!!!

IF you go around a curve you've gone too far.

Enjoy the Drive and watch for DEER!!!

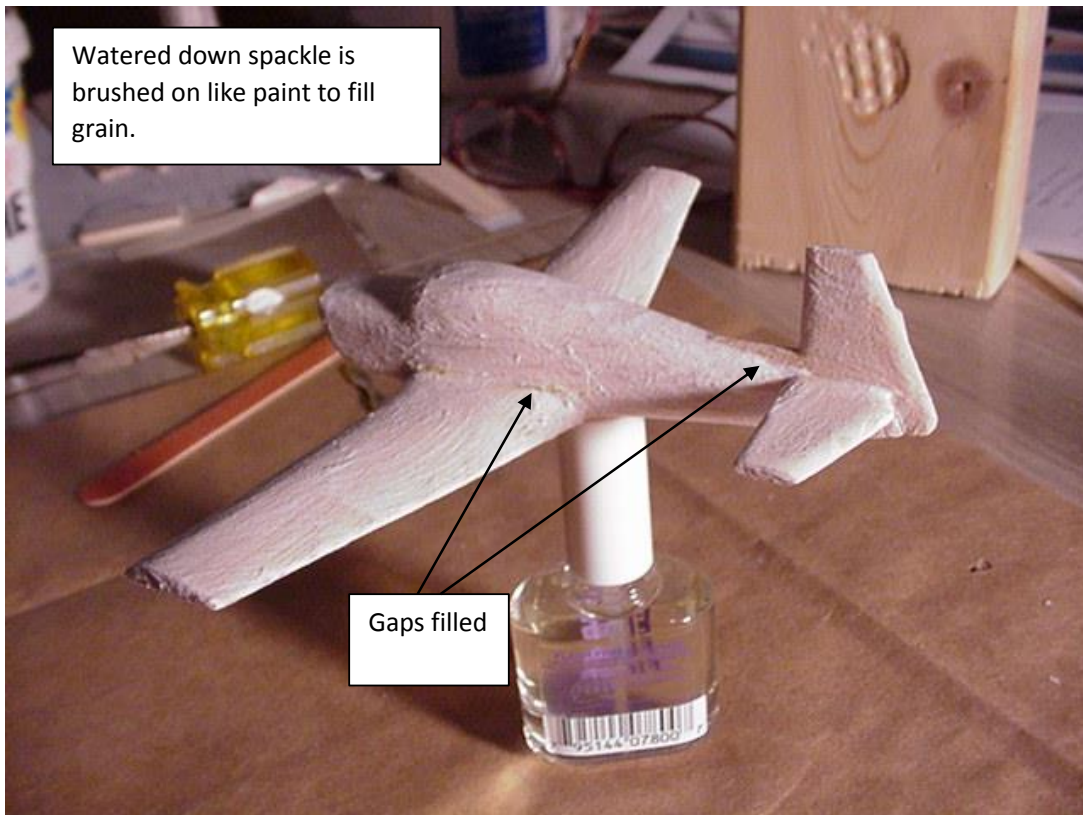
Goggle Map Link --

<https://www.google.com/maps/place/41%C2%B043'36.7%22N+90%C2%B048'19.9%22W/@41.7268838,-90.8057151,2384m/>

The following is part two of a 6.25" wing span scale model of my Father's Mooney M20-B airplane.

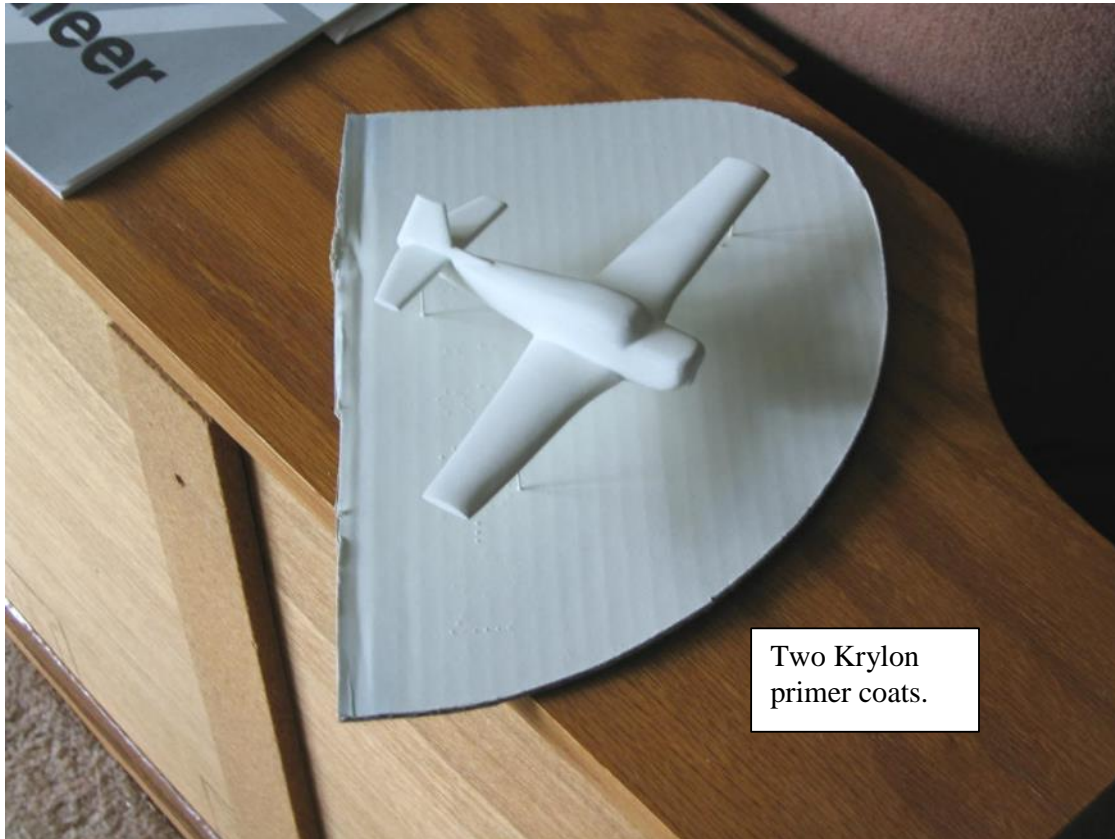
See July 2016 issue of The Landings for part one.



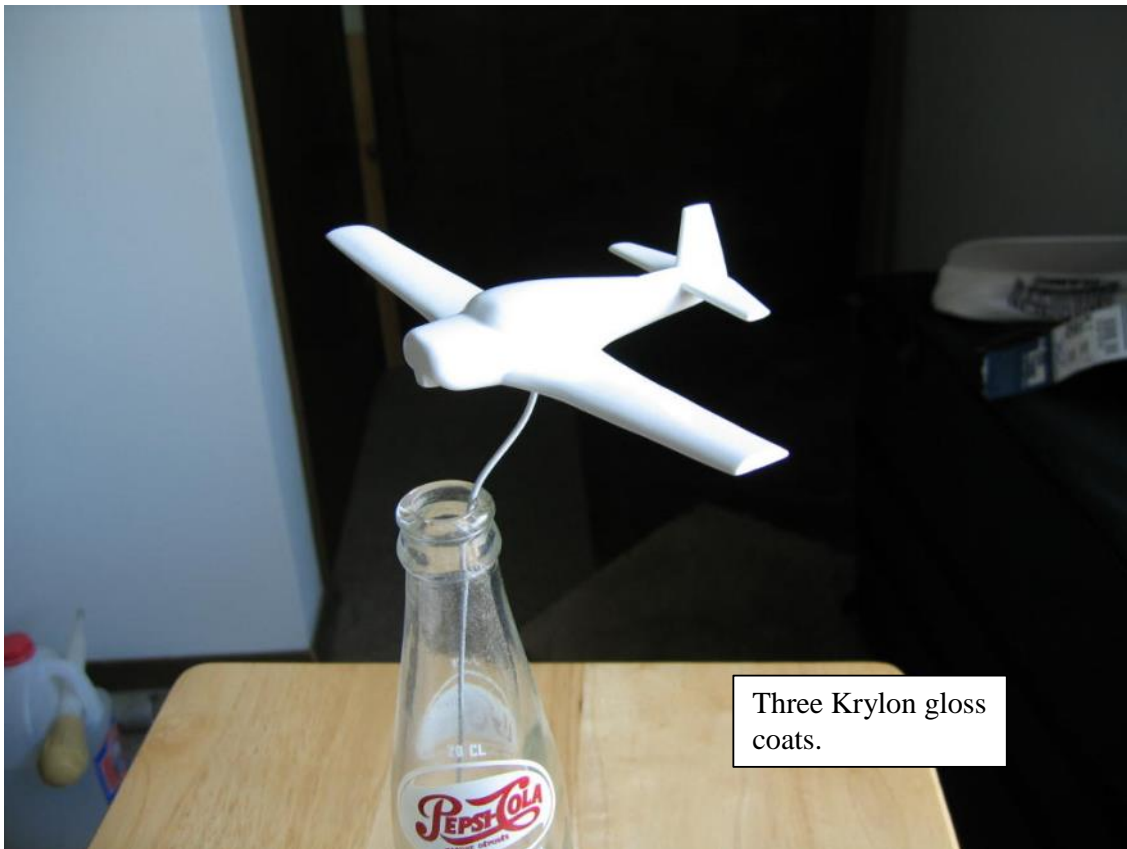




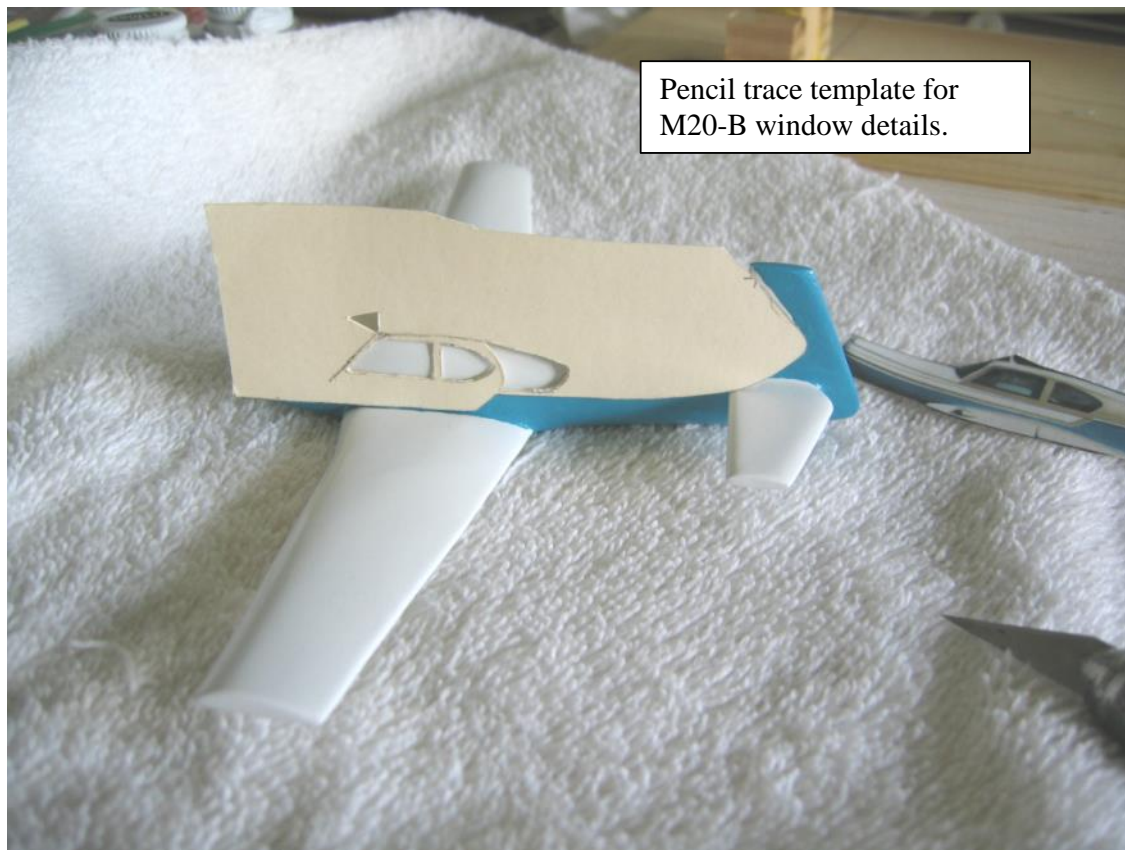




Two Krylon
primer coats.



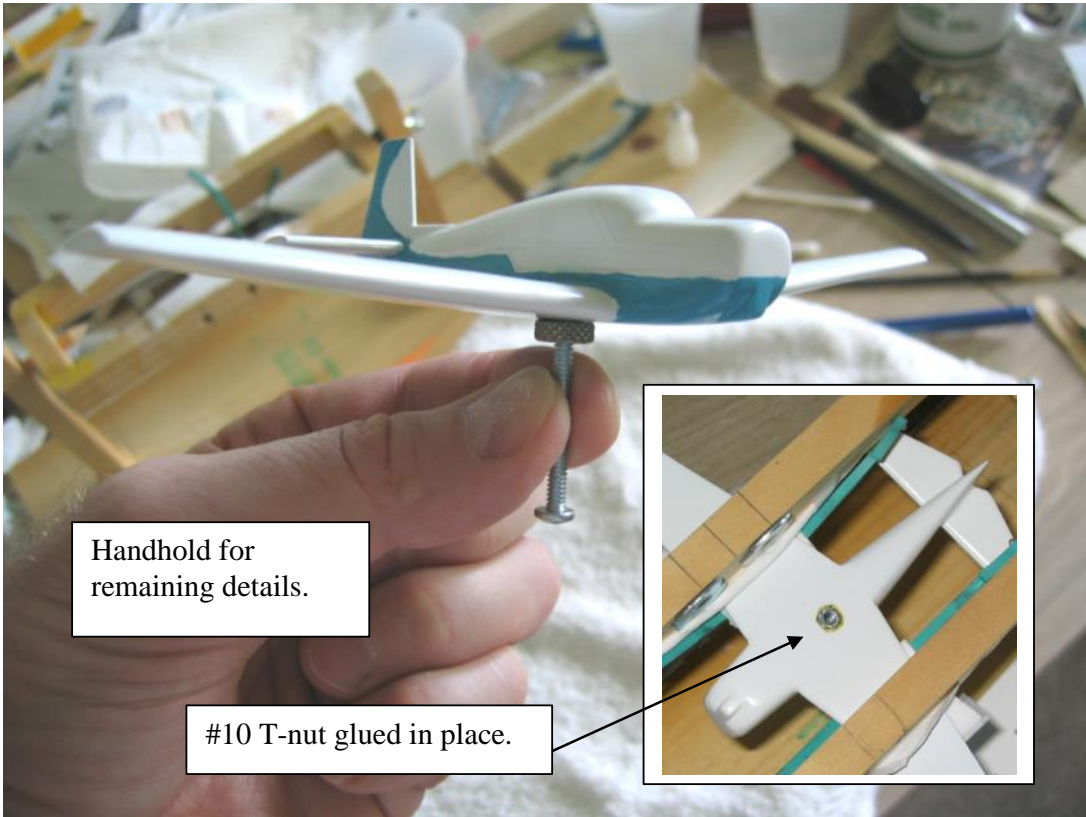
Three Krylon gloss
coats.





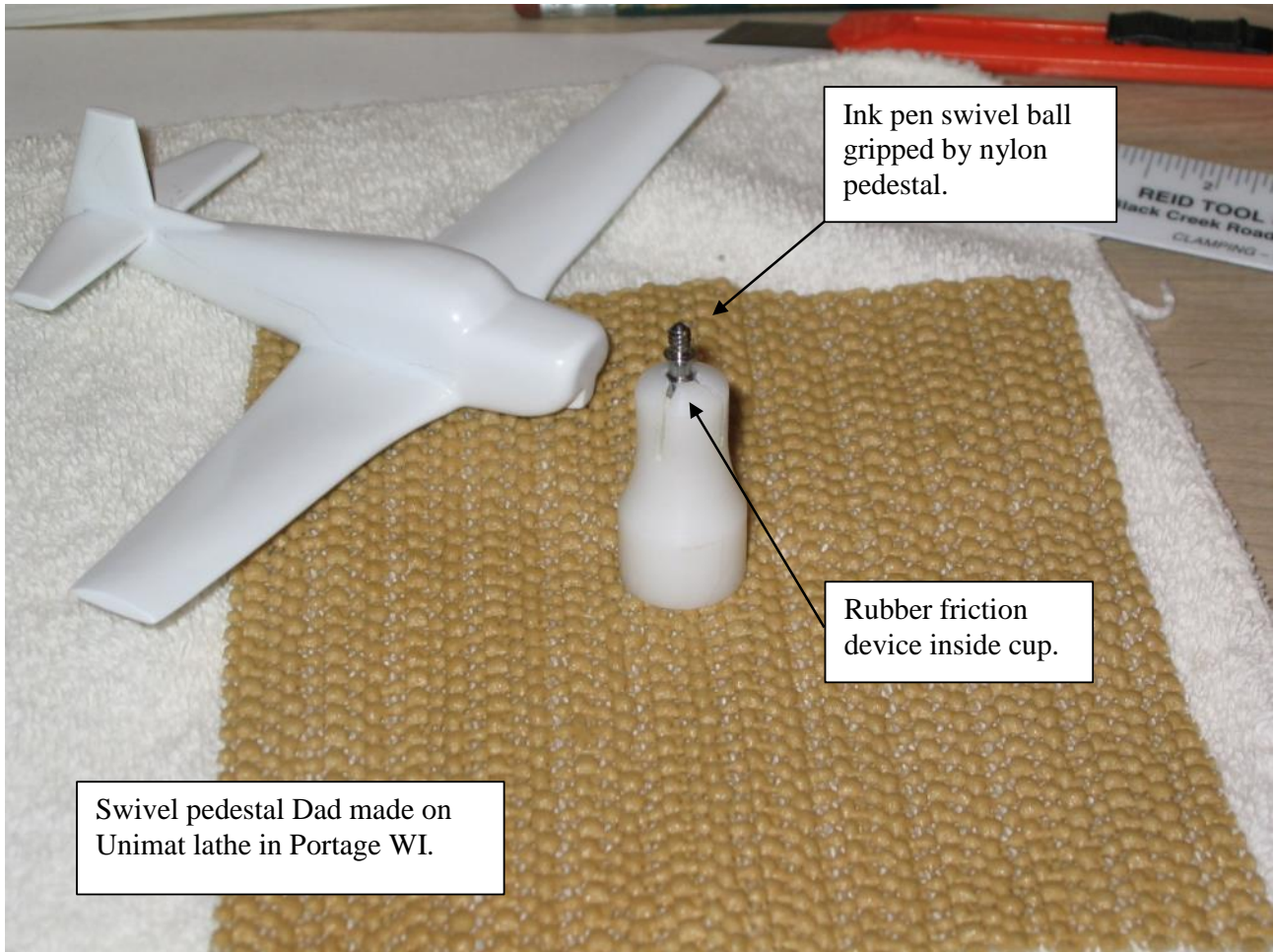
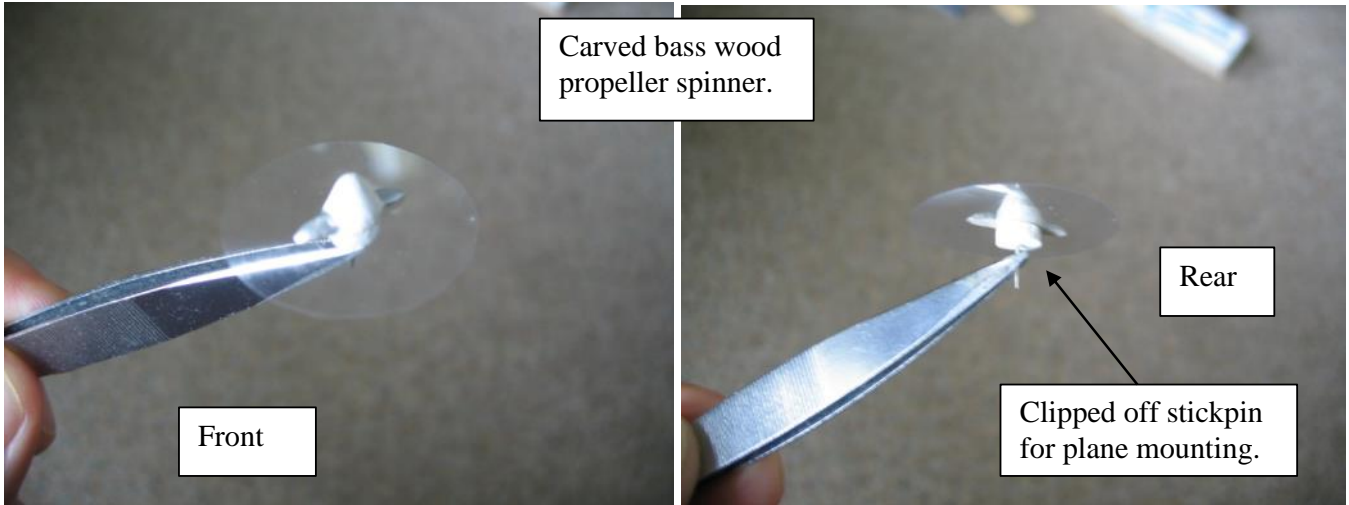
Rotating cradle for painting and drying.

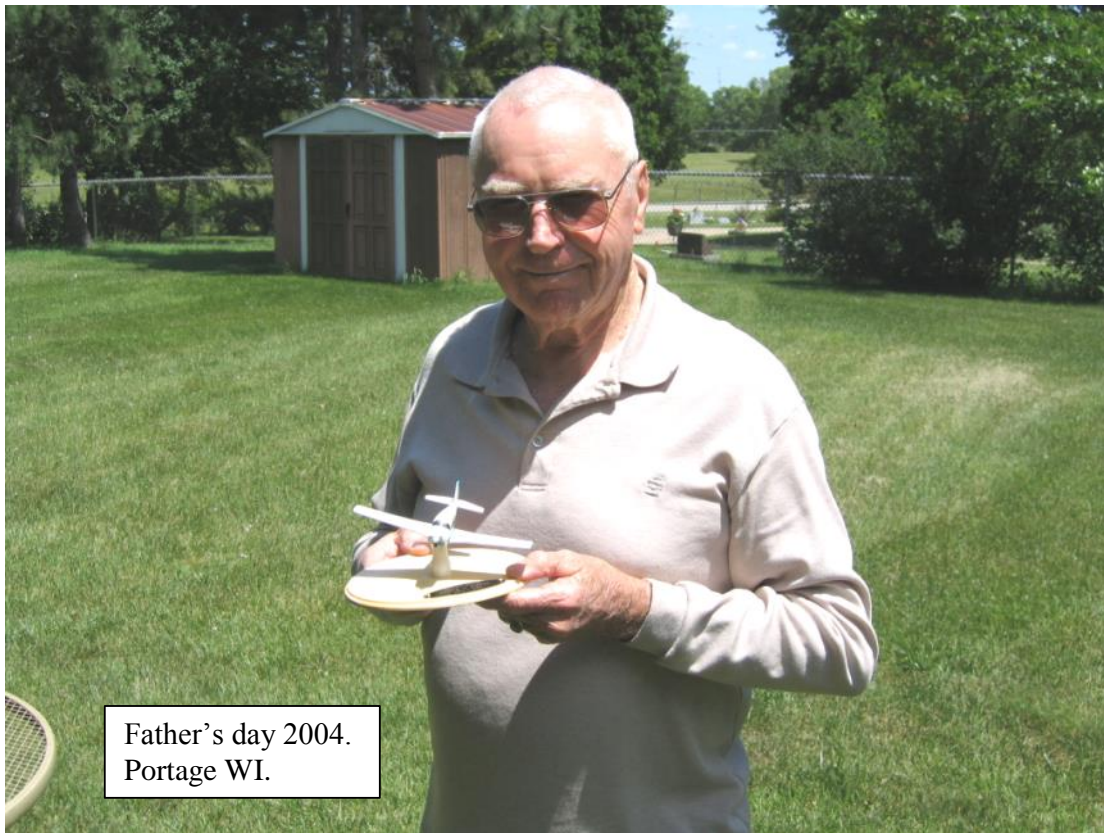












Father's day 2004.
Portage WI.



Mooney M18-C
Model built by
Roger G. Riedel, 1957.
(Base & Propeller, 2005)

Mooney M20-B
Model built by
John Riedel, 2004.



Mooney M18-C, Sidney Montana 1957
Roger G. Riedel, owner 1957-1958



Mooney M20-B, Portage Wisconsin, 1982
Roger G. Riedel, owner 1970-1989.

Items for Sale (from Tom Henry)

We are redoing the panel in our plane, N678RA and have the following for sale. Contact me at tomhenry3@aol.com or 402-417-8558

N678RA avionics for sale.

Dynon EFIS-D10A - **SOLD**
 Dynon HS34 expansion module p/n 100790-000
 NEW never used in original packing.
 HS34 new \$650.00 asking \$325.00

Bendix/King KT-76A p/n 066-1062-00 s/n 133089
 mode A/C transponder with rack & connector.
 91.411, 91.413 cert. August 2016. Removed for
 ADSB installation.
 Asking \$500.00

Trutrak flight systems digitrak s/n 1321 with model
 DSB-B servo s/n 1826. No brackets for servo.
 Asking \$500.00

2ea Vans Aircraft fuel quantity gauges, no senders.
 New \$37.00 ea, asking \$15.00 ea

Whelen model A500A-V-14, p/n 01-0770024-00
 white tail light assy. with strobe tube. No strobe pow-
 er supply unless you want the bad one.
 New \$229.00, asking \$100.00

Preheat and Corrosion

Aviation Consumer, March 2007, pg. 23

Can't print the article due to their copyright, but you can buy a copy off their web site. Here are a few excerpts:

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


They instrumented a Continental 520 on a Bonanza that was equipped with our the Reiff Standard System. The preheat system was plugged in and they recorded internal crankcase temperature and %RH (relative humidity) data over a 7 day span. During that period ambient temps ranged from teens to 30F.

Results... The internal RH started at 60%RH at ambient temperature. After about 12 hrs of heating it stabilized at about 120F and 15%RH and it held pretty constant for 7 days.

Conclusion... "These findings don't support the view that preheaters cause corrosion." "Clearly, a preheater seems to dry the engine out, not cause it to behave like a terrarium." "While our experiment is far from definitive and doesn't consider all possible ambient conditions, it does seem to show that far from causing corrosion, an always-on preheater actually appears to benefit the engine."

Free FAA Airplane Flying Handbook

The FAA announced Nov. 4 the release of a new version of its *Airplane Flying Handbook*. The reference book, which covers ground operations, flight maneuvers and more. [Download here.](#)



EAA Chapter 75 IMC Club

"To promote instrument flying, proficiency, and safety"

Meets First Tuesday of each month at 18:00
 Carver Aero conference room at KDVN

For more information contact:
 Paul A. Fisher - rv7a.n18pf@gmail.com
 Bernie Nitz - bernien@visioncrest.com
<http://eaa.org/imclub>

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



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.



1974 C-23 IFR Beechcraft Sundowner For Sale



This is an outstanding aircraft, needs nothing, nicest Sundowner you will find. Excellent IFR platform. Exterior is a 9 and interior is a 7. Autopilot with altitude hold. All logs since new all AD's complied with, all equipment manuals included. Last annual and IFR certification completed Dec 2015. Hangered at KMLI.



- 4,230 Hours Total Time
- 530 Hours Since Major Overhaul
- Paint looks great
- ~\$20,000 in electronics above most Sundowners
- UPS SL70 Digital Transponder w/P.A. Display
- UPS SL15 Audio Panel with copilot isolate-music input – 4 place intercom
- UPS SL30 NAV/COM Digital Flip Flop
- TKM 170B NAV/COM Digital Flip Flop
- UPS GX50 IFR GPS – Enroute, Terminal and Approach certified
- UPS Attenuator Panel
- UPS MD-200-306 Localizer / Glideslope / VOR
- TKM Digital Localizer / Glideslope / GPS / VOR
- S-TEC System 30 Autopilot with altitude hold – slaved to everything
- S-TEC DG with heading bug

Sale price \$ 49,900

Contact Nathan 563-940-7293 anytime.

Skjersestet@icloud.com

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

1974 C-23 IFR Beechcraft Sundowner – For Sale



Local Calendar of Events

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

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

Upcoming EAA Webinars

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

Wed. January 4 - 8 p.m. CST

[Beware Fishing Expeditions](#)

Presenter: Mike Busch

Wed. January 11 - 7 p.m. CST

[Where's My Flying Car?](#)

Presenter: Prof. H. Paul Shuch

Wed. January 18 - 7 p.m. CST

[Non-Builder Homebuilt Aircraft Ownership](#)

Presenter: Tim Hoversten

Wed. January 25 - 7 p.m. CST

[10 Things Every iPad Pilot Should Know](#)

Presenter: Bret Koebbe

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

Classified Ads

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

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

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

For Sale: 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).

FREE: Know anyone in the chapter flies with an Aspen Evolution in their panel? I have a "how to" DVD from Sportys that I bought when The Flying Country Club acquired the Trinidad, which had one. A club member "broke" the airplane before I had a change to fly it, so the DVD is available to anyone who can use it. Don Fey. DonFey@mchsi.com

A QUICK REMINDER

Ron Erhecke will gladly accept your \$10 for the EAA Chapter 75 DUES for 2017!!

Help him by bringing your crisp bill to a the next meeting or coffee. Or send it to Ron at the address on the final page of this newsletter.

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

Chapter 75 Merchandise Now Available

(from Marty Santic)

As mentioned at the meetings, baseball caps are now available with the new Chapter 75 logo. The caps are of nice quality and the logo is embroidered, not printed. The caps are available for \$10 and will be available at our future monthly meetings. I will ship in a Priority Mail package for an additional \$5.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$16. I ordered 30 and received a discount. If you would like a cap, please send me an e-mail. marty.santic@gmail.com If you would like me to ship, send a check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807

Also available via CafePress are men's clothing items such as T-shirts, sweatshirts and jackets, women's clothing items, child's clothing items, accessories and holiday items with the logo. The logo is printed and not embroidered on all of the items from CafePress. Visit our store at www.cafepress.com/eachapter75



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

EAA CHAPTER 75 OFFICERS

(Effective January 2016)

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Bernie Nitz (Contact Info Above)

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Roger Nightingale (See Above)
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Marty Santic (See Below)

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 marty.santic@gmail.com 563-344-0146

New Volunteers!! Thank-YOU!!

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

Chapter Website
www.eaa75.com

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
 Renewal
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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>

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

 City: _____ State: _____ Zip: _____
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 EAA#: _____ Exp Date: _____
 Pilot/A&P Ratings: _____
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