

THE LANDINGS

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

November 2016

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Two hours ago I landed in Davenport finishing a return trip from KC Downtown Airport (KMKC). I had a two day seminar on remodeling to attend. I left Tuesday morning in clear air. Climbed to 6,500' so I could use flight following. By the time I got to Missouri border I had to lower to 4,500' to stay below clouds. But they were still able to track me and give advisories.

My past method of operation for cross country was to not use flight following. I guess I was like a cowboy in the sky riding my horse any direction I wanted without checking in with anyone. Learning IFR has opened my eyes to the benefits not the restrictions of flight following, besides the obvious. Since I was flying into a busy Class B airspace I wanted to get in the system for vectors to Down Town Airport .

I will say it worked great and made the whole experience easy. Now I'm thinking I've been missing the boat (or airplane). On the return trip I used flight following again, but canceled when I got to eastern Iowa. Clouds were closing in and I had to get underneath to stay VFR as Davenport was 10 mile visibility

with 1200' ceiling. Now that I've been learning IFR I know there is a better way than flying VFR with 1,000' ceilings, much less stress.

Stats for trip: Used 14 gallons of gas to get there with headwind. 3.1 hrs round trip.

Last month we had two Air Academy kids give us a talk on what they did at the Air academy. Nick Agnes asked the mothers if they noticed any change in their kids when they picked them up. Hearing their feedback was pretty neat. They told us how they noticed a sparkle in the boys eyes. It's a good thing we are doing, sending these kids. What a great chapter.

Remember Jim Smith's statement. If you have an old car, plane, parts or something like that, you could donate, we could sell it and keep adding money to the High Flight Fund. All donations are tax deductible!

One of the topics we will be talking about at the board meeting this month is what to do with the stuff we keep at Deere-Wiman. We have been storing those two cabinets there and I was asked to remove them and anything else that is ours. I told them we'll get it out at the next meeting in November.

See you at the meeting. ...Jerry



e-Mail Paul Fisher and Join the Waterloo Fly-Out Group
Photo from a group lunch at Lone Rock - Join Them!

Next Meeting - Saturday, November 12th, 7PM - Program TBD
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

November 12th Chapter Meeting

The November Chapter Meeting will be held on **Saturday, November 12th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

At the November meeting, hopefully, elections will be held for the chapter secretary and treasurer. Looking for YOU to volunteer!! ALSO a GOOD time to pay your 2017 chapter dues.

Have a program planned but need confirmation from our speaker. Will let all know ASAP.

October 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, Paul Fisher, Ed Leahy, John Riedel, Nick Anagnos, (a quorum was established).

THOSE NOT PRESENT: George Bedeian, Dave Jacobsen, Wayne Sapp.

OTHERS PRESENT: Jim Smith, Tom Shelton, Marty Santic

TREASURERS REPORT: The treasurer's report was read by Paul Fisher. A motion to accept the treasurer's report was made by John Riedel and was seconded by Nick Anagnos. 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 Ronald Franck and was seconded by John Reidel. Approval of the board was unanimous.

OLD BUSINESS:

Jim Smith reminded the Board that 2017 will see the 55th anniversary of the Repair Barn at AirVenture. During the event a celebratory party is planned for one evening during the convention, to be announced. Donations are gladly accepted to help cover expenses. Donations in any amount may be included along with your chapter dues, payable to Treasurer Paul Fisher. Paul will maintain a separate accounting for the donations.

The Tool committee recommends not replacing the engine/prop balancer at this time. Mike Nightingale

will contact the vendor to have our defective, unrepairable unit returned to the chapter.

NEW BUSINESS:

Tom Shelton was asked and agreed to send Heidi Vahrenwald a thank you note on behalf of the chapter for those tools from John's workshop that were donated to the chapter's tool library.

John Reidel has volunteered to fill the vacant position as the chapter's Membership Coordinator.

Nick Anagnos has volunteered to suit up again for this year's Christmas party, playing the part of Santa provided a Santa's helper elf can assist.

Jerry Coussens was approached by fellow chapter member Tim Baldwin, inquiring if the chapter might be interested in taking part in the Riverdale School Aviation STEM program. After discussion it was determined that due to workday scheduling and a short calendar that we will not participate.

A motion to adjourn the meeting was made by Ed Leahy and was seconded by Nick Anagnos. The meeting was adjourned at 6:50 pm.

These minutes respectively submitted by Ronald Franck, sitting in for Van "George" Bedeian.

October General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:05 pm by Chapter President Jerry Coussens.

VISITORS AND NEW MEMBERS: Two of Chapter 75's three Air Academy attendees, Nikhil Wagher and Austin Franzen, each accompanied by one of their parents attended the meeting. There were also 19 members attending the night's meeting.

TREASURERS REPORT: The treasurer's report was read by Paul Fisher. 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: John Bruesch reported on recent tool purchases. Two additional battery chargers were added to the inventory. The Tool Committee and Board of Directors recommend we not purchase a Prop Balancer at this time. Mike Nightingale will

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October General Meeting Minutes

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make arrangements to have our non-functioning, un-repairable unit returned to us from the manufacturer. There are still several tools yet to be purchased on the list previously approved.

TECH COUNSELOR REPORT: Nothing to report.

FLIGHT ADVISOR REPORT: Bernie Nitz spoke on the merits and activities of the recent IMC club meeting, normally held the second Tuesday evening each month at Carver Aero and of the soon to be initiated of VMC club. Both the IMC and VMC clubs are sponsored by EAA Headquarters and open to anyone with an interest and in good standing chapter wise.

REPAIR BARN: Tom Shelton provided a review of his recent teleconference with Headquarters. Topics highlighted are:

- Volunteer hours for 2016 over 250,000 hours
- EAR should review survey and complete debrief form. John Hopkins will ask for ---this.
- Start thinking about budget requests for 2017. Submit yet this fall. Send to John Hopkins.
- Send any building repair requests soon. (Cy has already called about insulation issue)
- Send any changes in Co-Chair changes to John Hopkins with rationale for recommendations. EAA will need to approve.

YOUNG EAGLES: Bob Thomas has accepted the position as the chapter's Young Eagle Coordinator. Tonight's program will cover questions about the Young Eagles program and the future of Chapter 75's involvement in Young Eagles.

PROGRAM COORDINATOR: Nothing to report.

AIR ACADEMY ADVISOR: Tim Toal reports he has two additional applicants along with the two applicants who reapplied after not being selected last year. The chapter is sending two young people to the Air Academy for 2017.

MEMBERSHIP COORDINATOR: John Reidel has volunteered to be the newest Membership Coordinator filling the position vacated by Jerry Coussens.

ACTIVITIES / FLY-IN/OUT COORDIATOR: There will be a fly-out to Lone Rock, Wisc. for 10:30 brunch.

NEWSLETTER EDITOR: Nothing to report.

WEB EDITOR: Nothing to report.

OLD BUSINESS Paul Fisher reminded attendees that 2107 chapter membership dues need to be paid.

NEW BUSINESS: Jim Smith is spearheading a party celebrating our 55th year of operating the Repair Barn at Oshkosh/AirVenture during the convention. The party will be funded entirely through goodwill donations and may be included when paying annual membership dues. The treasurer will maintain a separate accounting of those funds.

A motion to adjourn the meeting was made by Ed Leahy and was seconded by Keith Williams. The meeting was adjourned at 8:45pm.

THE EVENING PROGRAM: Nikhil Wagher and Austin Franzen reported on their participation at 2016 the Air Academy. Items crafted during the academy were circulated among the membership.

Bob Thomas spoke to the membership about specifics of the Young Eagle program relative to the legal issues surrounding any law suit incidental to participation in the program. Several questions were fielded from the members. Bob will address concerns with Headquarters and get back to the chapter as information is made available.

These minutes respectively submitted by Ronald Franck on behalf of Secretary George Bedeian.

Oshkosh 2016 in Pictures

Some FANTASTIC photography!!

<http://talk.newagtalk.com/forums/thread-view.asp?tid=656700&mid=5523936#M552>

2016 Archie ATC Awards

Neat text and audio recordings of ATC "saves" from the various ATC regions.

<http://www.natca.org/index.php/media-center/other-natca-awards/archie-league-awards/855-the-2016-honorees>

The ATC audio link is included in each of the ATC saves. Click on the link toward the end of each text story. Some are VERY nice listens. Love the one from Nome, Alaska.

A Bit of Fun! - Chapter 75's Very Own Bernie Nitz - Gotta Get Him a Chapter Hat!



The heights of what people would do to get Purnell's "Old Folks" Sausage®

Military Veteran Bernie Nitz of Illinois flies two and a half hours in his home built plane to get our sausage here in Kentucky. He has been flying here to get our sausage for years because of our gooo-od quality product and we were not sold in his area. We are proud to announce that now we are Nationally Distributed throughout the USA. I guess you could say "Pigs do Fly". I guesss we will have to settle with our product "Flying off the Shelf" now at your local store.

Thanks Bernie for buying and flying anywhere for our sausage.

Al & Bob Purnell



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Some Random Thoughts from AirVenture 2016 (from Dick VanGrunsven)

FLY IN, FLY OUT

I had the privilege of flying to and from Oshkosh in our “old” RV-10 along with our Lead Engineer Rian Johnson and passenger/office lady Anne Bobbitt. With good weather, this was a non-event; mostly. Our first leg eastbound was from Aurora, OR to Bozeman, MT, about 600 sm using just over half of our fuel. The next leg was planned to stop at Aberdeen, SD, another 600 miles or so. About 100 miles out we contacted the kids flying the two TeenFlight RV-12s who were en-route from Aberdeen to Owatonna, MN. (just south of Minneapolis) . So, we re-set the GPS to that destination, as we were enjoying moderate tail winds and figured that a couple of hundred more miles would be OK. It resulted in a 880 mile leg, which left us with “only” 17.6 gals. of fuel on arrival. With this unplanned overnight stop, we had to scramble to find accommodations and transportation. It all worked out OK.

The next morning we found that the remaining short (240 mile) leg into Oshkosh would be delayed because of en-route and destination weather. While we were waiting, we were treated to an airshow of sorts. The annual “Somewhere to Oshkosh” air race was to use Owatonna as a turn point, but because of the weather ahead, all racers had to stop there to wait-it-out. So, we watched as 80+ airplanes, from Cubs to Turbine Lancairs sped across the timing line, landed, and parked. We left before they resumed the race, so we didn’t get to see their departure, which must have been interesting. As usual, many RVs were racing in several classes. One of interest was Norman Hendersin’s RV-12 which won the Light Sport class at 157.36 mph (stat.). That’s pretty amazing, even allowing for a tailwind! Maybe Norman can write something for us to explain how he accomplished all this.

THE PERFECT STORM

It was “Arrival day”, Sunday, Airventure 2016 minus 1. Pilots from everywhere were converging on Oshkosh, but had had their arrival delayed by IMC at their destination. When ceilings finally lifted to just above minimums, the floodgates opened and planes pounced on Ripon in great numbers. It was not ideal! Everyone wanted in, but there were too many of us, flying too close together with our tails practically in the clouds. The arrival pattern was opened and closed repeatedly to try to moderate the incoming flow. Planes were sent into a holding pattern around Rush



Lake. On our third attempt we managed to find a barely open enough gap in the line and were able to “arrive” but not without witnessing several irregularities. Our wing mates Adam Burch, with shipping lead Jessica Volbrecht, in the RV-14A, tried a few times to get in, then opted to divert to a satellite airport and relax for a couple of hours until the traffic settled down a bit. It’s somewhat like freeway congestion in that it takes a long time to clear out even after the causal factors have been removed. The FISK arrival procedure is about the best possible means of handling a high volume of incoming traffic, but does have its limitations under circumstances such as these. The only partial solution I can think of is for all pilots to prepare well, fly professionally, and if necessary, divert to alternate airports to wait it out. A tall order, I admit. We all suffer from destinationitis!

The established arrival procedure is a good one and works well up to a point. I don’t have a Silver Bullet solution to offer, other than to encourage all participating pilots to be as proficient, courteous, and professional as possible.

RV SEASON!

Number of RVs in attendance! Just, plain, Wow! I understand that the final count was 629. I know that when I finally got over to register our RV-10 the

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Some Random Thoughts from AirVenture 2016 (from Dick VanGrunsven)

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count was 578. That is a staggering number when you consider that I never saw more than a dozen or so of any other type homebuilts parked together. Many times during the week I could look out from our booth and see numerous RVs taxiing to and from the “West 40” parking area. It got me thinking: If all of the RVs took off at one minute intervals, it would take over 10 hours to get them all in the air. If they were all headed west towards Van’s home in Oregon and were flying at 180 mph (no winds or fuel stops) the first would have landed there before the last departed Oshkosh. The remainder would be spaced at 3 mile intervals over 6 large states. I hope that this puts into perspective the significance of the attendance numbers. Congratulations to all!

FORMATION FLY-OVERS

Since I didn’t get the opportunity while on site, I’d now like to offer my thanks to all of the pilots who participated in the RV formation fly-overs. I did see most of these, and they were super impressive. Again, no pilots of other homebuilts have ever approached this level of exhibition skill. Though I know it isn’t, you make it look so easy. Your formations are so perfect. There just aren’t adequate superlatives to describe these. You make us proud! I know that there are countless hours of practice plus the cross country flying, staging, etc. that are necessary to make these few minutes of fly-over time possible. Our hats are off to all of you.

VAN’S CREW

I hope that you all enjoyed stopping by the Van’s booth and talking to the Van’s folks manning it. Gus Funnell, Jessica Volbrecht, Sterling Langrel, Adam Burch, Rian Johnson, Anne Bobbitt, Ed Chesney, Georganna Seager, Mike Seager, Mitch Locke, and Daryl Sahnou. I’m justly proud of these folks along with all other Van’s employees.

CAVEATS

I wasn’t able to look at display RVs and talk with their builders. There are many demands on my time other than RV activities. As a member of the EAA Board, I had mandatory meetings and social events that collectively took up about a full day. Related to the BOD position, I’m on the Safety Committee which met on Sunday (before) and also participated in



the TCC (Type Club Coalition) meeting. Then there was the Founders Innovation Prize competition, plus a speaking engagement at the Homebuilders Banquet, and the annual AKIA meeting I also moderated a panel discussion on Teen Built Aircraft projects, as well as helping set up the Teen Aircraft display area which hosted 12 airplanes (nearly all RV-12s) this year.

That’s a thumbnail description of my “Oshkosh”. I wish that I had more time (and energy) to visit with and learn from all of you.

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Some Random Thoughts from AirVenture 2016 (from Dick VanGrunsven)

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Not complaining, just explaining!

FOUNDERS INNOVATION PRIZE

FIP and Van's Banquet were scheduled for the same time on Tuesday evening, so I had to eat-and-run, skipping our after-banquet program.

The Founders Innovation Prize; \$25,000 for the best idea to solve the problem of Loss of Control (LOC) accidents. I had the honor/challenge of being one of five judges selected to determine the winners. There had been around 140 entries, from which we (judges) had beforehand narrowed the field to the five finalists who made their 10 minute presentation on stage at the Theater in The Woods. They all made interesting and well delivered presentations, after which we deliberated and announced the winner.

Backing up a bit, I didn't expect any earth shaking results of this competition; no Silver Bullet solutions. And, that's the way that it evolved. Most of the final 5 entries included good and innovative features, but none (yet) really ready for prime time. Most were proposed instruments or systems to aid the pilot in recognizing the onset of LOC, though one was a proposed Virtual Reality approach to improve training. Of the remaining 135 entries, many were simplistic and had little real potential. Others included very good ideas, but offered only partial solution and were not evolved or tested enough to be considered serious contenders. What we judges did note was that if one were to take a "cafeteria" approach and pick, choose, and combine ideas from various proposals, a very good system could result. That's what it is all about. It will be most interesting to see what shows up next year.

One downside of improved warning systems and stability or control systems augmentation is that of possibly inducing pilot complacency. It's unlikely that we will soon see systems that completely negate the need for pilot skill and proficiency. Mantra: "The higher the level of pilot skill and awareness, the less is the change of losing it".

HOMEBUILDERS BANQUET

Because of other interest and priorities, I don't usually attend the Homebuilders Banquet. I did so this year because I had been invited (because of the RV-6 30th



Anniversary) to give a talk. I had the pleasant opportunity to talk with a number of builders, and I hope that some enjoyed by semi-prepared talk.

SPORT AVIATION: Competition Aerobatic article.

Most of you have probably seen the Competition Aerobatics article in the August issue of Sport Aviation. I wrote this at the request of James Clark and Ron Schreck (Oreo cookies & Milk aerobatic video). I think that this updates Van's position regarding flying RVs in IAC Aerobatic competitions. This is yet another activity in which to enjoy the versatility of the aerobatic RV models.

BOB HOOVER

Though by no means the first time, Bob Hoover was a guest at Oshkosh again this year. Justly so, he was the subject of many interviews, etc. I had the good fortune to see him at the President's BarBQ on Friday evening. He arrived in a wheelchair, which didn't surprise me as I knew that at age 95 he had become frail. In addition to the usual perils of that many years, Bob's body had endured numerous occupation injuries. All things considered, we're fortunate that he is still with us.

I am normally hesitant to approach notables such as Bob because I don't consider myself a natural conversationalist and try to avoid small talk, whether giving or receiving. Besides, many other guests were keeping him busy in conversation. However, Mitch Locke, who was with me at this event, very much wanted to meet Bob. So, when Bob had a free moment we approached him and bent down to aid his impaired hearing. After Mitch's introduction and comments had run their course, and as there were no others waiting in line, it was my turn. I introduced myself, my con-

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Some Random Thoughts from AirVenture 2016 (from Dick VanGrunsven)

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nection to Van's Aircraft, and the fact that I had flown in several airshows with him many years before. Then, remembering that Ken Scott's father had worked with Bob many, many years ago at North American Aviation, I thought that this reminiscence might be better than other small talk banter. As soon as I mentioned the name "Neil Scott", Bob's eyes brightened and his face became animated. "Neil Scott was the best flight test engineer I ever worked with" he offered with great enthusiasm. Then he related a story about a time many years after both of them had left North American. It seems that someone had given him a surplus F-86 to fly and it had become inoperable because of a problem no one knew how fix. He remembered Neil and was able to contact him, resulting in a solution to the problem. I had previously heard a prideful recounting of this event from Ken, so already knew the ending. I mention it here for two reasons. One, that I was able to find a subject that Bob obviously enjoyed talking about. Second, it confirmed that Bob is genuinely modest and openly willing to offer praise and credit to others. Whether or not this is the last time I will get to see Bob, I will always remember his sharp mind and his willingness to speak with mere mortals. A great pilot and a great person!

HEADWINDS, FOREST FIRE & BIG SKY COUNTRY

Westbound from Oshkosh usual means headwinds, and this year was no exception. That said, even with an 8:35 AM Oshkosh departure, we were able to land at 6:30 PM at home in Aurora. It still amazes me that we are able to do this with planes we build ourselves.

Over western Montana our course took us near a new forest fire. New, because its smoke plume was only 40-50 miles long, but none the less impressive. Though there had not yet been a TFR assigned, we remained far enough away that we would not interfere with any possible aerial fire suppression efforts.

Yet, we were close enough to appreciate the grandeur of it all. The state of Montana bills itself as "Big Sky Country". It is big, just look at a map, or fly over it pushing into a headwind. The stretch from Billings, MT to Mobridge, SD is about 400 miles of relatively flat, sparsely populated boredom. The air there is almost always turbulent. In the soaring community we have a term called "Big Air" to describe large masses of air moving vertically at high velocities. (thermals and down drafts). Sometimes the air is rising for sev-



eral miles, and then descending for similar stretches. When in the windward lee of large mountains, this is understandable. But over relatively level ground, I still don't understand what causes air to behave thusly; to gather from miles around into a large masses going up or down. I can understand nice civilized Western Oregon thermals that are measured in hundreds of yards, not miles. The result is, that when flying on autopilot (who doesn't?) your cruise altitude remains the same, but the airspeed varies by as much as 30-40 mph as the airplane claws its way out of a sink hole, or surfs along on a nice fat thermal. Also, thermals and sink are not always configured as text book perfect cylinders of air. There are often lines of lift or sink. Soaring pilots strive to identify these and maneuver in and out to their advantage. The autopilot is not as clever; it just flies a heading and suffers the consequences. When flying through "blue" air over featureless terrain, you just take what comes your way. However, at one point over western Montana a few small cumulus clouds appeared, marking the "green" air. I disabled the autopilot for a few minutes as I attempted to deviate into what I thought would be good air. Bingo! We started climbing nicely, and

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Some Random Thoughts from AirVenture 2016 (from Dick VanGrunsven)

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maintained this trend for a couple minutes. At the time I had the plane trimmed for about a 300 fpm climb. The accompanying photo shows about 120 IAS (about 150 true) and nearly 2000 fpm climb. It didn't take long to reach our target 12,500 ft. altitude desired to comfortably clear some 10,000 ft. terrain. Still bumpy at twelve-five, but cooler and more tolerable. The further west we went, the smoother it got.

Though not a perfectly clear day, Mt. Hood (OR) came into view at about 100 miles distant, so we knew that we'd soon be able to command a descent and speed over the lush green forests of the western Cascade Mts. within minutes of "home". Though I can't imagine ever not attending Oshkosh, **It's always great to return to the sanity of home.**

October 1st Saturday Coffee and Donuts at the Moline Airport



A nice turnout despite the weather.



The NEW club plane!!



North Central Fly In History (from Richard Lowe)

On 22 October, Jim Smith and I drove to Rock Falls, IL, to attend a dinner for former members of the North Central Fly In Board of Directors. About sixteen attended from various chapters. For those of you who do not remember, this was a very successful event which ran for twenty years starting in 1988. It was held each year in September at the Whiteside County Airport at Rock Falls.

Starting with a couple chapters, Chapter 410 being one of the key players, sponsorship grew until up to six or seven chapters were involved in hosting the event. Chapter 75 joined a couple years later, but we became a major participant providing board members and officers for the fly in. What started as a one day event grew quickly to a full weekend. It included seminars, displays, vendors, aircraft judging, a poker run, a fly market and a huge Sunday breakfast where over 1000 were fed some years. Local folks really supported the breakfast.

We hosted a Young Eagle event during some of the fly ins. One of the people we met Saturday night claimed there were over 180 aircraft, many of them home built, on the ramp at one time. Pilots came from all over the upper Midwest. New friends were made and old friendships were renewed. The CAP from MLI and SQI assisted us in parking planes each year. One year the EAA Ford Tri-motor was at the event. Cash awards were given to aircraft judged to be best in various classes, much like Airventure.

After the 9-11 terror attacks, the fly in began to slow down, and the decision was made to fold while we still had funds in the bank. The equipment and funds

were distributed back to the chapters which had provided support over the years. It was never an EAA sanctioned fly in because we could not meet all of the requirements set forth by that headquarters, but we had a lot of fun, and no one got hurt. Many of those who worked on the fly in are gone now, but those of us who remain, continue to remember those wonderful twenty years.

Richard Lowe (former board member, aircraft judge, tent pitcher, table lifter, chair setter, tractor driver, broom operator, trash collector, etc., NC Fly In.)

More October Saturday Coffee Photos at the Moline Airport



Chapter 75 Flight Instructors

Per a member request, am including a listing of Chapter 75 members that are flight instructors and would be willing to help with primary flight instruction, your next BFR or other. *If you are a Chapter member and a flight instructor please let me know and will include your name in the listing. Additions/Corrections are welcome!*

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

EAA CHAPTER 75 – QUAD CITIES
1ST SATURDAY COFFEE AND DONUTS
MEMBER OR NON-MEMBER
ALL ARE INVITED – BRING THE FAMILY

**FREE COFFEE AND DONUTS AND SOME
GOOD HANGAR TALK AT THE DAVENPORT AIRPORT**

SATURDAY, NOVEMBER 5, 2016
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Tom Shelton & Jerry
Coussens at the Davenport
Airport



FLY IN or DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Tom Shelton and Jerry Coussens at the Davenport Airport. Come for some good hangar talk and meet your fellow chapter members.

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

DRIVE IN: Come to the North side of the airport at the T-Hangars. Call Jerry Coussens (563-529-3706) or Tom Shelton (563-468-9039) if you do not know the gate code.

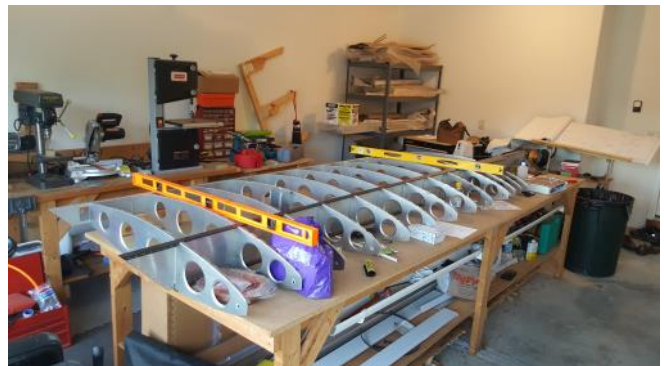
For Sale: 1959 Piper Comanche 180

BEAUTIFUL IFR COMANCHE 180 • \$39,900 • www.sustainedflight.com for logs and additional pictures Engine 400 hrs Complete overhaul in 2008: PROP 200+ hours new bolts installed 1/2016: Airframe ~6000 Hangered at KDVN Tied Down at KPDK. Constant speed prop, retractable gear: Great handling aircraft very easy to move from high wing to this plane: Easy access to engine compartment: 9.5gph cruise: Annual 5-2015: IFR Cert 8-2015: AVIONICS Rebuilt/Recalibrated 5/2015 Narco MK12D TSO-TKM MX12 King KX78 Transp: ADs Current: Great cross country aircraft: Pilot seat rebuilt 5-2015: 50 gal fuel: Room for negotiations Lets Go for a ride! • Contact [Mark Clark](mailto:Mark.Clark@Continuoustouch.com), Owner - located Atlanta, GA USA • Telephone: 5635086275 . 8772771940 . • Mark.Clark@Continuoustouch.com



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.

11/2/16 8 p.m. CDT
The Traveling Tool Kit

11/9/16 7 p.m. CST
How to Fly a Perfect Traffic Pattern

11/16/16 7 p.m. CST
The Advanced Basics of GPS

11/22/16 7 p.m. CST
Considerations in Aircraft Painting and Vinyl Design Applications

11/29/16 7 p.m. CST
Introduction to SOLIDWORKS, EAA's Newest Member Benefit

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).

A QUICK REMINDER

Paul Fisher 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 Paul at the address on the final page of this newsletter.

Plenty of room for YOUR ad. Send it to me. marty.santic@gmail.com

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

Chapter 75 Merchandise Now Available

(from Marty Santic)

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

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



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

EAA CHAPTER 75 OFFICERS

(Effective January 2016)

President

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

Vice President

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

Treasurer

Paul Fisher
rv7a.n18pf@gmail.com 309-230-8719

Secretary

V. George Bedeian
vgb@q.com 563-381-3113

Board of Directors

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

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

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

Nick Anagnos
nickflys2@yahoo.com 563-650-5592

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

Jerry Coussens - President

Ron Franck - Vice President

Paul Fisher - Treasurer

V. George Bedeian - Secretary

Flight Advisors

Bernie Nitz

bernien@visioncrest.com 309-787-0813

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

Technical Counselors

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

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

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

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

Repair Barn Chairman

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

Tool Librarian

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

Tool Committee

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

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

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

Cy Galley (Contact Info Above)

Terry Crouch (Contact Info Above)

Paul Fisher (Contact Info Above)

Ron Franck (Contact Info Above)

Jim Smith (Contact Info Above)

Bernie Nitz (Contact Info Above)

Tool Loan Officers

John Bruesch (Contact Info Above)

Mike Nightingale (See Above)

Roger Nightingale (See Above)

Jim Smith (See Above)

Ed Leahy (See Above)

Paul Fisher (See Above)

Marty Santic (See Below)

Coordinators

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

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

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

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

Ron Ehrecke (Program Coord.)
ehrecke@sbcglobal.net 309-236-9785

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

Web Site Editor

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

Newsletter Editor

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

New Volunteers!! Thank-YOU!!

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



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

Chapter Website
www.eaa75.com

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
 Renewal
 Info Change

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

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

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? _____
