

THE LANDINGS

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

June 2020

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From the Desk of the President



Greetings and salutations from the desk of the President. I'm going to start out this month by letting you in on The Latest Scoop. I had inadvertently put into an email message that I was going out to look at an airplane and that I wasn't going to be able to attend a certain Zoom meeting or one of the events that was scheduled a couple of weeks ago. Then when I look back on it I realized that I had opened myself up to some innuendos. I kind of did this on purpose to see who really paid attention to what I have been emailing and transmitting. Now, the rest of the story. I was invited to go out and look at an airplane that Mr. Dan Marine was rebuilding and it was quite a good adventure. Because it sequences right into what we were talking about last month about tools. Dan has picked up a Kit Fox S7 that had landed on its nose and messed up a wing and the fuselage. He was talking to Jerry Coussens about our Tech Advisor Program. Jim Smith was called in and asked to come out and give him some advice and look at some of the processes that he was going through. Mr. Jim Smith invited me to go along. So I did go along and look at the airplane in detail but it wasn't mine. Hehehe! So I did not lie. It was an interesting and educational afternoon looking at Dan's shop and aircraft. He built the



shop just to rebuild this Kit Fox. I believe Dan is a retired Air Force Maintenance officer and has a pretty good understanding of what it's going to take to put his Kit Fox back together. We discussed one of the wings that showed only a couple of external tears. He's thinking about using our new borescope to aid in evaluating any internal damage that might have occurred to the right wing as he is replacing the left wing that took the major damage on the aircraft. Note: the wings on the Kit Fox are fabric and Jim and I tried to give him advice on some of the fabric work. As you see back in the day when I was learning how to fly, a few guys, Glen Desplinter for one out at the Aledo Airport. We rebuilt TWO Stearmans and a J-3 Cub so that made a total of 6 wings that had to be

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ALL EAA Chapter 75 Activities Have Been Cancelled Until Further Notice
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

From The Desk of the President

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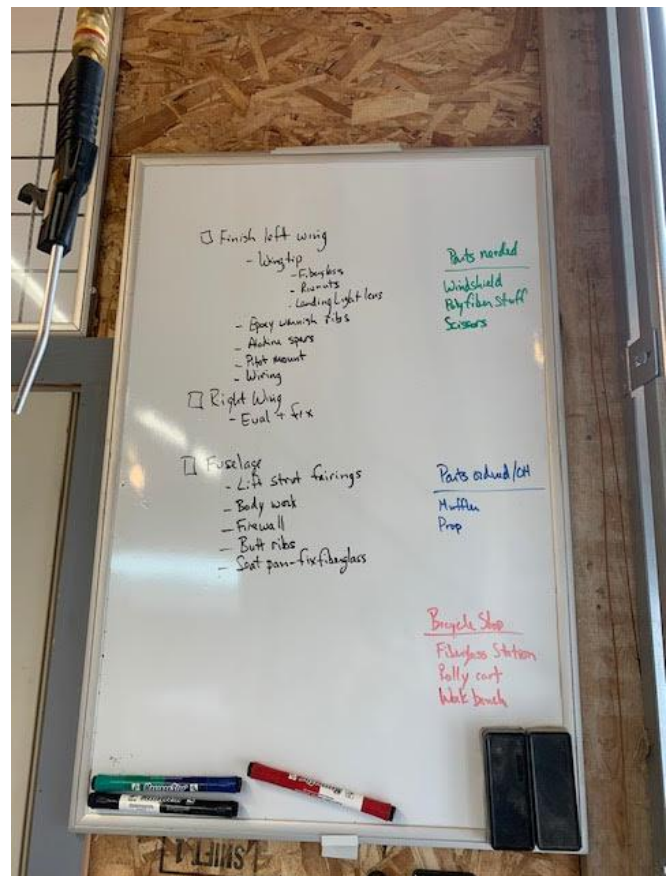
prepped, primed, fabricated and taped, stitched, silvered and painted along with THREE fuselages and all the tail feathers. Otto Stender would have called them the empennages, another name for tail feather. So I would work on airplanes on the weekends and usually get to fly the pretty little blue and white Cessna 150 on Sunday afternoons. Finally gaining enough hours to take my checkride, what an experience.

Dan is also replacing the fuselage with a brand-new fuselage. Attached are some of the photos that we took of the aircraft and his progress. While we were there we discussed items like tools and he is in the home rebuild, remodeling business. He has isolated his aircraft tools from his home rebuild business tools. Telling the guys, hands off my aircraft shop tools. I thought it was a pretty good idea. That leads us back to last month's discussion of tools and why they are so important to have the right tool at the right time.

Speaking of tools and aircraft this leads me to the subject with 179 paid members and another 40 or so aircraft businesses that we comp. also listed on the books in our chapter. I was thinking back to all the aircraft that are being built by this chapter. Makes me think of Bob Johnson and his building a Rans S20, that we went out and looked at a couple of months ago during one of our Saturday morning coffees. Jerry Coussens is building a new Lance Air 4. Ed Leahy is building an Air bike. Jim Smith is building an Air bike. John Bruesch is building a Warner Evolution 2. Bill Swain is building an RV 7. George Bedeian a Vans RV9a. Paul Fisher is in the middle of a move building his Air Bike. Loman O'Bryne another RV9a. Warren Brecheisen a Vans 12. Carl Brown rebuilding a Luscombe. Todd Fusco is finishing up the last details on his Barracuda. Rick Meyer in between all the planting that farmers go through is building an RV 14. Chapter 75s VP, Ron Franks is working on the wings of his Panther. That also includes Dan Marine and his Kit Fox S7. That's just a few of the aircraft that I have personally seen or know about. This is not all, if you look deep into the records of our chapter you will find that there are approximately 50 aircraft being built as we speak along with members flying and maintaining another aircraft that they fly at the same time they're building a new aircraft.

I'm hoping that one advantage of this coronavirus or-

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From The Desk of the President

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deal is that all the guys that are working on aircraft, building aircraft, have had a chance to accomplish many items on their build. Thinking back to my discussion with Dan Marine I advised him that one of the areas that I've heard is trying to { accomplish at least one item a day} that includes ordering parts and materials. Dan got back to me and said, "YES that is a great idea and usually what that does is it gets you started and from there you get 2 or 3 other details finished and completed".

I was glad to be of some help and advice and to be able to go along with Jim Smith and evaluate and look at Dan's shop, his organizational skills and hopefully we'll see the Kit Fox in the air as soon as possible. Everyone have a good month, stay healthy, stay 6 ft Isolated, invite a friend to join the chapter and hopefully we'll see you at an event or in the air soon.

EAA Chapter 75 Early May Board Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter President, Jim Skadal at 6:03 pm.

MEMBERS PRESENT via ZOOM: Jim Skadal, Ron Franck, Ron Ehrecke, Don Fey, Adam Santic, John Riedel, Nick Anagnos, Marty Santic. A majority of Board members was present. (Need 50% or five, of which at least two are officers for a quorum.)

THOSE NOT PRESENT: Carl Brown.

OTHERS PRESENT: John Bruesch.

TREASURERS REPORT: The treasurer's report for May, 2020 was sent to board members and explained by Ron Ehrecke. A motion to accept the treasurer's report was made by Nick Anagnos and was seconded by Ron Franck. Approval by the board was unanimous.

APPROVAL OF APRIL BOARD MEETING MINUTES: A motion to approve the minutes as published in the last newsletter was made by Ron Ehrecke and was seconded by John Riedel. Approval by the board was unanimous.



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EAA Chapter 75 Early May Board Meeting Minutes

(Continued from page 3)

OLD BUSINESS:

Ron Ehrecke: The IRS form 990-IRS was submitted as required. All necessary forms have now been filed as required to maintain our tax exempt status.

The board discussed the composition and authority of committees. All committees are subordinate to the Board of Directors, but we delegate to those committees the authorities they require to accomplish their objectives. In some cases, like the EAR, the chairman must have fiduciary authority to deal with the EAA and others. Only when general funds are required is he required to "bring it to the board." It is expected, however, that the chairman keep the board informed as to his dealings as he represents the chapter.

Bernie Nitz: Discussed a recent EAR activity submitted to EAA for work to be done on the repair barn during the week that would have been AirVenture. The plan can not be approved until the Wisconsin Stay-AT-Home order for that week is known. Activity pending...

Nick Anagnos: The June 13th Pot-Luck at Clinton is approved, subject to the state's assembly rules.

Jim Skadal: All Father's Day activities at Geneseo are cancelled.

The July 11th Pot-Luck at Jim Smith's hangar is approved, subject to the state's assembly rules. The August Pot-Luck at Geneseo is pending.

NEW BUSINESS:

Jim Skadal: A general membership via ZOOM will be attempted on May 9th.

A new chair for the Ray's Scholarship is needed. Ron Franck nominated Nick Anagnos, Seconded by Marty Santic. Board approval was unanimous.

John Bruesch: Torque wrenches are once again due for calibration. Discussion followed, given the cancellation of AirVenture for this year. The board agreed that we want all our tools and test equipment to be kept up properly, which includes calibration. The borescope approved for purchase at an earlier meeting has been purchased.

Nick Anagnos: The old Borescope, "broken" at AirVenture last year has some value. The board au-

thorized John to sell it.

Jim Skadal: Our Ray scholar, Addison Slavish, soloed this week!

A motion to adjourn the meeting was made by Ron Franck, seconded by Ron Ehrecke. The meeting was adjourned at 6:57.

These minutes respectfully submitted by Don Fey, Secretary.

EAA Chapter 75 Late May Board Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter President, Jim Skadal at 7:01 pm.

MEMBERS PRESENT: Jim Skadal, Ron Franck, Don Fey, Adam Santic, John Riedel, Nick Anagnos, Marty Santic, Carl Brown.

THOSE NOT PRESENT: Ron Ehrecke

OTHERS PRESENT: Jim Smith, John Bruesch

TREASURERS REPORT: The monthly treasurer's report was unavailable due to the date. Bank reports are published on the first of the month. Treasurer Ron Ehrecke will send copied to board members as soon as they are available. Therefore, no approval action is possible at this time.

APPROVAL OF MEETING MINUTES: Minutes of the previous BOD and general meeting will appear in the forthcoming Chapter Newsletter, so no approval action is possible at this time.

OLD BUSINESS:

The June IMC Club meeting will be conducted via ZOOM on June 2nd at 6:00 pm.

The following June chapter activities are hereby cancelled due to Covid-19 restrictions:

First Saturday coffee.

Second Saturday Pot Luck.

Wednesday 15:00 Club meetings. The venue, Carver FBO, has informed us that their meeting room will be closed to us until such time as the State of Iowa removes existing Covid-19 restrictions. A motion was made by Ron Franck and seconded by Carl Brown, that the chapter will resume 15:00 Club meetings after Carver again allows use of their room, but subject to all then current Covid-19 rules imposed by the State of Iowa. Motion passed unanimously.

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EAA Chapter 75 Late May Board Meeting Minutes

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The July Pot Luck, scheduled to be held in Jim Smith's hangar on July 11th, will be held, as guided by EAA and State of Iowa rules. That is, food servers will be in place is/as mandated.

New name tags, approved for purchase at a prior meeting, have been made.

Flight legs for the Airmail 100 activity, previously discussed, have been assigned by its organizers. Our chapter member, Daniel Wolford, had agreed to fly the leg from Joliet to Iowa City, but that leg was assigned to someone else. The leg from Iowa City to Omaha will be flown by Don Fey's friend, Al Dyczek, EAA Chapter 80.

NEW BUSINESS:

Showing his support, Ron Franck has become a member of the new Galesburg EAA Chapter 1643. They currently have about 25 members and have held their first meeting. President is Matt Jern. If interested in joining, or to show support, contact them at eaal643@gmail.com

Marty Santic notified the board that he will relinquish his duties as editor of our newsletter after the June issue, following ten LONG years of service. Marty – your excellent, award winning, efforts will be missed. Yours is a hard act to follow.

The next (ZOOM) BOD meeting is scheduled for Tuesday, June 23rd, at 7:00 pm. At that meeting we will decide July (and possibly August) chapter activities based on then current Covid-19 rules and restrictions. Also, a new Newsletter editor will be appointed, hopefully.

A motion to adjourn was made by Nick Anagnos and was seconded by Carl Brown. The meeting adjourned at 7:55 pm.

These minutes respectively submitted by chapter secretary, Don Fey.

EAA Chapter 75 General Meeting Minutes

CALL TO ORDER: The first General Membership meeting via ZOOM was called to order at 7:02 by chapter President Jim Skadal.

VISITORS AND NEW MEMBERS: No visitors. There were 21 regular members in attendance.

TREASURERS REPORT: The treasurer's report was read by Treasurer, Ron Ehrecke. The treasurer's report was approved at the Board of Director's meeting on May 7th.

APPROVAL OF MEETING MINUTES: The minutes of the last meeting, which was held on February 8th, were published in the March newsletter were approved at the March Board of Directors meeting.

TOOL LIBRARY: John Bruesch:

- All activity regarding the "Jump Start Pak" have been suspended for this year.
- Since the return from 2019 AirVenture, a list has been made of missing tools. They will be replaced.
- Several torque wrenches are due for calibration. That will be done as needed on an ongoing basis.
- The new bore scope has been purchased. The old one, broken at AirVenture, will be sold by sealed bid.

TECH COUNSELOR REPORT: Jim Smith: Got Paul Kirik's Tri Pacer running last week. Fly soon?

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Jim Skadal for Bernie Nitz: The volunteer committee that had planned to do repairs on the EAR barn in Oshkosh during the week that would have been AirVenture 2020 is on hold. It's been approved by EAA but still depends on the Wisconsin "rules" regarding assembly, separation, etc..

YOUNG EAGLES: June YE activities cancelled. Nothing is scheduled now, pending Covid-19 rules.

PROGRAM COORDINATOR: Look for schedule in the newsletter.

- June potluck in Clinton is hopeful, subject to Covid-19 separation "rules."
- All Father's Day activities at Geneseo have been cancelled.
- July potluck in Jim Smith's hangar at DVN is hopeful, too, subject to Covid-19 separation "rules."
- August potluck in Geneseo is still under discussion by their board, per Dion Carr.

AIR ACADEMY ADVISOR: Jim Skadal: Air Academy for 2020 cancelled. Sam and Laura, scheduled for 2020 will go in 2021.

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EAA Chapter 75 General Meeting Minutes

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NEWSLETTER EDITOR: Marty Santic: Nothing to report.

WEB EDITOR: Adam Santic: Nothing to report.

VMC/IMC CLUB: Jim Skadal: A GREAT IMC meeting via ZOOM was held on May 5th.

SCHOLARSHIP COORDINATOR: The board approved Nick Anagnos to replace Keith Williams as the Ray's Scholarship Coordinator. Thanks Keith for your dedication these past two years.

Addison Slavish, SOLO last week! She'll have some GoPro videos to show us soon.

OLD BUSINESS: Jim Skadal for Tom Shelton: All funds for the Aviation Nation project to purchase and build a kit plane at a Scott County location have been suspended due to Covid-19 issues.

Therefore, the project itself is on hold. It's likely that private funds will have to be sought to go forward at a future date.

NEW BUSINESS: Ron Ehrecke suggested that, after "normal" chapter meetings resume, we should also offer a ZOOM option. This will afford an opportunity to "attend" for remote members and others. The Fifteen-Hundred Club, when it resumes normal operation after the Covid-19 restrictions, will be an official Chapter 75 activity, covered by our EAA insurance policy. (This was done, in part, to shield Carver Aero, who supplies the meeting room [and FREE coffee,] from damages should one of us slip on the ice, or meet some other accident.)

Carl Brown has a spiffy new beard and mustache! Opinions as to his new look vary...

PROGRESS REPORTS / GENERAL DISCUSSION: Since the meeting was held on ZOOM, even though it went quite well, (especially since it was our first attempt,) general discussion was minimal.

A motion to adjourn the meeting was made by John Bruesch and was seconded by Dion Carr. The meeting was adjourned at 7:33 pm.

THE EVENING PROGRAM:

John Bruesch delivered a well laid-out presentation on the planning and construction of his new spray

booth in his garage. John showed his progress, mistakes, and final result, along with lessons learned.

VERY WELL DONE JOHN, and thanks!

Following John's presentation, Ron Franck played a VMC Club video, which was followed by general discussion on it, just like happens at a "regular" VMC Club meeting. Another job well done!

Thanks Ron!

These minutes respectfully submitted by: Don Fey, Secretary

EAA Chapter 75's Ray Scholar SOLOS on May 6



Keith Williams reported on May 6th that he just received a text from Addison Slavish telling us that she soloed this afternoon. I told her that she has the congratulations of all Chapter 75 members and how very happy we are for her.

Aviation Humor (from Wayne Peach)

If you have ever said or heard any of these, you might want to do something beside aviation.

- 1, "It's not too foggy, we can still fly. Now help me find my hangar.
2. (Using your non-pilot friend as a safety pilot so

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Jerry's Blog - June 2020

It's June 2nd and everything is open or at least partially open. Having been so antisocial for so long I'm having trouble acclimating to people again. Not true for work, as there are things to do and I need to stand by my employees while looking at plans or working with them. I've been out to the airport a few times and am starting to feel comfortable hanging with my buds again.

My Lancair 4 project has come a long way. I've got all of my panels made or at least they will be complete at the end of this week. I'm in process of sanding the sides above the arm rest and the ceiling in prep for painting. I decided to not upholster the ceiling. It looks heavy to me besides the cost. Once the ceiling is prepped for paint I'm going to pressure wash it so I get rid of the dust in the cockpit. I plan to paint the ceiling and walls with trunk paint, so it won't show the blemishes of fiberglass. Then I'll finish the brake system. Then install the panel and glare shield (which has the defroster in it). Don't get excited I'm installing the panel not the instruments, lots to do before that. My goal is to finish building parts.

Once I'm done with fuselage interior I'm going to build a rolling frame so I can keep the fuselage off the ground 12". This will allow me to spin it around and point tail to back of garage. I can then install the horizontal tail and vertical fin. The carrier will keep plane level and lower so the 7'6" tall vertical fin will fit in my garage and my truck will be able to park in garage stopping at the horizontal stabilizer. I like working at home and the fuselage is too high for my garage when it's on the wheels.

I believe I'll have fuselage done Jan 1 (or not). After that I'll be looking for a used engine and prop come January One. I'm keeping one eye open for a Continental IO550N run out so I can rebuild it my way. It has been recommended to me to fly the plane in primer for two years, I've decided not to do that. I'm told Urethane paint can be repaired easily. If so I can touchup paint if I have to change something. So I'm going to paint the airplane and be done. Just hate the thought of putting it all together then taking it all apart. I've already done that many times.

So that's the Lancair 4, what about the lancair 235/360? I'm not much of a fly around the area kind of guy. I like trips, but haven't wanted to leave home for fear of getting sick away from home. Having said that I told my son yesterday I'm flying down to visit him in Dallas this summer. Setting that goal gives me a time frame to get proficient in my plane again. First I need to master that new Auto Pilot. It is a lot like the



old but it's different and I feel it in the plane. Funny how you feel out of sorts when something changes in cockpit. Sunday I flew to Monticello because I needed someplace to go. Felt great to let the plane cruise for awhile at 4,500'. Not sure yet but I think my new AP is losing altitude ever so slowly so I need to check into that. I watched it on the way back and I believe it is losing 50'fpm drop. Not sure what would cause that. Before I call factory I'm going to check it out one more time to be sure. Besides that the plane is running great. Looking forward to a trip in the future.

The Movie—Toko Ri & Charlie Harper

(from Richard Lowe)

One of the better aviation-war movies, in my opinion, was the Bridges at Toko Ri. Based on a James Michener book, it takes place mostly on an aircraft carrier during the Korean War. The flying scenes with the F-9 Panther jets are great. Released in 1954, while the war, and its futility was still in the minds of the public, some say it was an early antiwar movie. William Holden plays Lt Harry Brubaker, a Navy pilot who flew in WW II, left active duty and started a law practice only to be recalled to fly in Korea. He is bitter about that fact. He flies off of a factious Carrier called the Savo Island, which is played by a real Navy ship, the USS Oriskany an active Navy ship. Grace Kelly, who later became Princess Grace of Monaco, plays his wife. Mickey Rooney plays Mike Fornay, a flying Chief Petty Officer who pilots the helicopter used to fish pilots out of the sea when they don't make it to the carrier. Frederick March plays the admiral, "Where do we get such men" and "The wrong war, in the wrong place, at the wrong time" are famous lines of his during the movie. If you have not seen it, look for it among today's movie sources. The ending is powerful.

The movie has a local connection. Some of you may know Charlie Harper who used to manage the Davenport Airport until the early 90's. Charlie was on the Oriskany when they filmed the movie. He was an enlisted sailor at the time. He remembers the filming. He said the ship would leave Japan and go to sea for about three days for filming. The film crew and male actors came on board and filmed during the day. Mickey Rooney used to jam with the ship's band in the evening as he played the drums to entertain the crew. One scene has Holden making an emergency landing in his F-9 Panther and having to hit the barrier as his tail hook fails to deploy. Charlie said they rolled the jet into the barrier at very slow speed, and then sped up the film to make it look like he hit it at high speed. No CGI.

Mickey fishes Holden out of the freezing sea when he had to ditch. He became a hero for a while, but his mouth (You can say anything to an officer as long as you put "sir" at the end) gets him in trouble with the captain and he gets kicked off the ship. He and Holden meet up again in the end of the movie. You have to watch it to see what happens. The flying and ship-board flying operations are enough to make it worth watching for any aviation nut. Much of the shore scenes are filmed on location in Japan. See what post war Tokyo looked like in the mid-50's.



Charlie left the Navy after his enlistment, but later joined the USAF as an aviation cadet. He flew with the 1st Air Commando unit in Vietnam in the early 1960's. He flew the A-26 twin engine attack plane that was a recycled Douglas B-26 bomber from WW II. He also flew the Constellations and some jets. He then moved to Air Traffic Control before retiring and returning to Davenport. The Oriskany now rests on the bottom, off of Florida, doing duty as an artificial reef. At least she did not go for razor blades

More Aviation Humor

(from Wayne Peach)

you can get some foggie time.) "I don't know why you keep asking me if I see any other airplane. We've been in this cloud for the last 45 minutes and I haven't been able to see anything."

- 3, "Let's see how close I can get to that tower."
4. "It's been awhile since I've flown so I'm going to fly low and slow."

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The Fate of the Frugal Fowl (from Wayne Peach)

I've been putting together my Sea Hawker/Glass Goose amphibian since I was young and good looking. Okay, since I was young. The Sea Hawker looks like an Lake Amphibian that is a two seater and is a biplane. I bought the basic pieces when we lived in Clinton. I moved the project to Lawton, IA when I took a church there. When we moved to Milwaukee the plane was moved again. And finally, when I retired, sort of, it was moved to our house in Monticello.

During those years not a lot was done on the plane. Working six days a week with a lot of evening meetings didn't allow for a lot of "plane time." Also, I didn't have a shop that was heated or big enough to comfortably put the thing together. Things changed when we moved to Monticello about three years ago. The house we bought has an attached, heated garage that measures 34X44 feet with 14 foot ceilings. Now things would get done! But then an explosion took off one of my fingers. Shortly after that an injury to my shoulder meant it had to be replaced. Those two events took almost two years out of serious work on the project.

But now it's time to build! A lot I had to do was to correct flaws in the design that came to light when people started flying these birds. The fuel vent system would clog when the tanks got below half full. Several planes lost their top wing in flight due to a combination of factors. The original plane had flaperons on the bottom wing and just flaps on the top wing. None of these flying surfaces were balanced. The top wing had less carbon fiber in the spars as compared to the bottom wing. And then builders were converting the top wing flaps into flaperons. The added strain was too much and the wings were breaking. The pilots were able to safely land the planes with the top wing gone. Part of the reason for this was the decalage was too narrow so the top wing was not lifting nearly as much as the lower wing. And the final major problem was the hydraulic gear retract system. It was an open loop design that meant if there was a problem anywhere in the system it would affect all three gears. There were no uplocks so the gear was held up by pressure alone. And, the nose gear was held in place by a no. 8 nut that was in tension.

All of these problems have been corrected and now I feel like I'm moving forward. I just finished up doing the wiring on the dash. This is complicated by the fact the dash raises with the canopy. It took a lot longer than I expected because of the way I did it. There's



not a lot of extra money in the budget for plane parts. Hence the "frugal" in the name Frugal Fowl. So instead of buying a wiring harness for \$ 178 I sat down with a DB25 connector, wires, and a soldering iron and built my own. (Tom Henry, they don't pay you enough.) And that's the way this plane gets put together. If I can make it I don't but it.

I still have to mount and wire a sub panel that controls the gear and fuel pumps. Then it will be time to bolt the tail on and do a weight and balance so I can determine where the motor mounts should go. I'm using a converted Chevy V6 for power.

That's the fate of the Frugal Fowl. People ask me when it will be done. My response: "When it's ready and safe."

More Aviation Humor (from Wayne Peach)

5. "I know it's class B airspace but we'll turn off the transponder and buzz right on through. They will never see us."
6. "Carb Heat! I don't need carb heat. I don't fly in the wintertime."
7. "Nah, I get my nuts and bolts from Ace Hardware. I don't have to wait for them to ship them to me. And

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Whiteside County Airport Honors COVID-19 First Responders

On April 30, 2020, Drew Wilkins, EAA Chapter 75 member & President of the Whiteside County Airport's Board Committee and Darin Heffelfinger, Whiteside County Airport Manager showed their support for area front-line workers in a "BIG" way by mowing a message on the Whiteside County Airport's (KSQI) lawn.

The message measures over 350' wide by 350' long. It was mowed by a John Deere 997 with a 60" deck and most letters are two passes in width. The letter strokes are about 8'-10' thick. The O's are probably 25'-30' wide.



EAA Chapter 75's New Borescope—Is Articulating



Ron Franck's Airbike Video

This is VERY VERY Neat!! Ron Frank's Airbike Video:

A short flight "around the patch" in a Rotax 40 powered 2001 Airbike. <https://youtu.be/f5fNPHhLPQw>



John Riedel's Hangar Winch

When we first got into our hangar at DVN there was an aircraft winch left behind which I found useful. The ramp has a slight incline and the expansion joints are a challenge. The previous renter finally removed their winch in October which left me with winter coming and no winch.

I selected a 12V ATV winch with nylon rope and a remote that claimed to transmit 30 ft. I found that the remote transmits from the taxi lane even through a closed hangar. Upon retraction the rope self-traverses left and right on the spool.

The goal was to make an electrically insulated mounting to the hangar iron and secure it without making a trip hazard by the tail.

Our PT Cruiser was due for a battery to I kept the old battery for the hangar and just give it a charge before the next flight.

I am pleased with the performance of the system.

John Riedel



Paul Kirik's T-Craft 1st Engine Run



More Aviation Humor (from Wayne Peach)

besides, they're cheaper."

8. "This runway is really short but look how wide it is!"

9. "Rudder? This isn't a freaken sailboat, it's an airplane. We don't need a rudder."


10. "Honest office, you can let me go. By the time I fly home and get in my car I'll be sober."

Had Enough???

Chapter 75 Flight Instructors

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

CFI / CFII	Phone	New Students	CFII	BFR	IFP	Airports	Plane
Tim Leinbach	309-781-9585	Yes	Yes	Yes	Yes	DVN MLI	Owners, FBO, Club Plane
Tim Toal	309-235-0087	Yes	Yes	Yes	Yes	DVN MLI	Owners
Barry Logan	309-303-0211	Yes		Yes		C75	Owners, Club Plane
e-mail - Marty Santic to add your Name to the list							



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

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.

Predictive Maintenance June 3 at 7 p.m. CDT
Presenter: Mike Busch

Pass Your Checkride June 10 at 7 p.m. CDT
Presenter: Larry Bothe

Two Guys, One Airplane, and the 2018 World Advanced Aerobatic Championship
June 16 at 7 p.m. CDT Presenters: Mike Lents and Aaron McCartan

The Doolittle Raid Story June 17 at 7 p.m. CDT
Presenter: Chris Henry

Your Airworthiness Inspection — Be Ready
June 24 at 7 p.m. CDT Presenter: Joe Norris

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

Classified Ads

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

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

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

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

Hangar Space at Whiteside County Airport. Prices range from \$92 - \$140/month depending on the hangar unit. Call Darin Heffelfinger at 815-626-3750 or Drew Wilkins at 909-912-9175 for availability.

For Sale: Flo-Fast 15 Gallon Container and Pump Was \$250+ new. Will entertain your offer. Also have three 5 gallon jugs that can be used with the hand pump. Perfect for mogas. See <https://flofast.com/> Call Marty Santic 563-340-9919



For Sale: Garmin Aera 550. We're asking \$400.00 (OBO). Call Mike Nightingale Cell# 309-798-0028 mvnight@icloud.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 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 \$7.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$17. 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 \$17 check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807. A new order has arrived. We have about 30 caps now.



Baseball Cap in Light Khaki

Chapter Website: <https://chapters.eaa.org/ea75>
 Facebook: <https://www.facebook.com/EAA75/>

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(Effective January 2020)

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Richard Lowe - (Program Coordinator)
 vicriclowe@aol.com 563-355-3424

Paul Fisher (IMC Club Coordinator)
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Fly-Out Coordinator - ??

OPEN Position - Need a Volunteer! You can work with John Bender in Waterloo!

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Adam Santic (See Above)

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
<https://chapters.eaa.org/ea75>

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
 Renewal
 Info Change

Membership dues for EAA Quad Cities Chapter 75 are \$10/year.
 Make checks payable to EAA Chapter 75
 Mail application/renewal to:
 Ron Ehrecke - EAA Chapter 75
 1597 Deer Wood Dr
 Bettendorf, IA 52722

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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? _____
