

THE LANDINGS

www.eaa75.com

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

April 2017

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



April is knocking on the door. Warmer weather leads to a more pleasant airport experience. Airports are a cold miserable place in the winter. Reminds me of January 2002 when I relocated my plane from my garage to my Davenport Airport Hangar. All I needed to do was put the wings on and prep for inspection.

Typical January weather in a hangar, 10 degrees and getting colder. One of my decisions while building my plane was to put a Lycoming O-320-A engine on instead of the recommended O-235. Because I feared the larger engine would make the plane nose heavy, I installed a 2' wider horizontal tail. While doing the weight and balance in that cold hangar it was determined my tail was too heavy. I was in the CG envelope with me in the seat but no fuel, baggage or passenger.

I had bought a dynafocal ring and built my own engine mount. If I knew I was going to have this problem I could have made it longer, ignorance is bliss.

Evidently Lancair had this problem with others because they had come out with an engine mount that was 3" longer. No problem money can't fix. With

mount in hand I proceeded to dress like an Eskimo and spent the next month of evenings and weekends changing firewall forward. First borrow an engine hoist and remove engine. Remove the old engine mount that held the retractable nose wheel. Fill the old holes in firewall and mount the new engine mount in the right location.

Thank God I built my plane with a removable forward deck so I could get to the engine mount bolts. Then I had to remount the nose gear so it would swing into the well correctly. Reinstall engine and remake connections as engine was now 4' further forward. Glad that's done, now let's get inspected and go flying.

Wait what about the cowling that is now 4' to short. I took them home where it was warm and added 6' to the rear of them. Now back to fit on plane, making new mounting holes. Now back home to prep and finish paint. With cowling mounted it was time to

(Continued on page 2)

From the March Meeting - Gena Schantz - "High Flying Women of the 1920s"



Next Meeting - Saturday, April 8th, 7PM - Ron Franck - JFK Jr. Accident
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

April 8th Chapter Meeting

The April Chapter meeting will be held on **Saturday, April 8th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

Ron Franck will have a presentation on the post crash analysis of the JFK Jr. accident as done by Jason Schappert, of MzeroA.com. He's a CFII and has an on-line ground school. It's about 45 minutes long and makes perfect sense of the accident.

From The Desk of the President

(Continued from page 1)

taxi test while waiting for inspection. Got my Airworthiness and first flight was in April. What a lot of work, things we do to fulfill a dream. I remember it was cold but don't remember that being a deterrent (it was what it was). How things have changed Tom and I have a big screen TV and warm conditions. Sometimes I wish I had something to fix so I could hang out at the hangar more.

With April comes Sun and Fun many of our members will be traveling to Florida to partake in the festivities. I've always enjoyed Sun and Fun, it seems more laid back then Oshkosh, it's a refreshing break from post winter blues. I wish I could be with them, but have other commitments. I wish them a safe trip and good times.

I would like to give a special thanks to Kent Johnson for donating a used car to the High Flight Fund. The High Flight committee set a value on the car. My daughter needed a car to get to school and job so I bought the car. When Kent and I get together I'll buy the car from him and he'll donate that amount to the High Flight Fund.

There seems to be some confusion in the Chapter how the high flight fund works. Who Owns it? The answer is the Chapter 75. I'll give the analogy of me owning two corporations. Each has its own money for investing, but it's still my money. For tax reasons we keep the High Flight out of the Chapter 75 general fund but it is still Chapter 75 money.

April and May will be our last indoor meetings, we have the summer potlucks set up and Marty will list them for you in a future newsletter. See you at the coffee and meeting, --Jerry

March Board of Directors Meeting Minutes

The meeting was called to order by President Jerry Coussens.

Board members present were: Jerry Coussens, Ed Leahy, Ron Franck, John Riedel, Nick Anagnos, Ron Ehrecke, and Dave Jacobsen.

Member absent: Wayne Sapp.

Guest present: Mike Nightingale and Jim Smith.

Approval of Minutes of the February 2017 meeting. Correct the location of the Davenport potluck from June to July at the Davenport airport. Also Ed Leahy and Mike Nightingale were not in attendance at that meeting.

Treasurers Report: The report was reviewed by Treasurer Ron Ehrecke. The motion to accept the report as published in the March Newsletter was made by Nick Anagnos and seconded by Ed Leahy. Approval was unanimous.

Old Business:

1. Treasurer Ron Ehrecke is looking for a bank more convenient to his home.
2. Ron Franck will be assuming the position of Registered Agent for the Chapter from Paul Fisher.
3. John Riedel spoke about the cost and need for more than the \$200.00 allocated for a wireless microphone and transmitter. A motion to increase that amount to \$350.00 was made by Ed Leahy and seconded by Nick Anagnos. Approval was unanimous.

New Business:

1. Jim Smith stated that the Chapter has 5 engines in the South storage building. A brief discussion followed but no action was taken about what to do with them. Barn Stormers and E Bay were mentioned and suggestions from Chapter Members will be both welcome and considered.
2. Jim Smith also noted that the new tow bar is nearing completion with only painting remaining to be done.

Adjournment : At 6:48 pm a motion and second were made by Mike Nightingale and seconded by John Riedel. Approval was unanimous.

Submitted by: David L Jacobsen

March General Meeting Minutes

The meeting was called to order at 7:02 pm by President Jerry Coussens. There were 29 people present. No new members were present.

Treasurers Report: Ron Ehrecke reviewed the published report for the members. There were no questions and the Chapter Board had approved the report at the March Board Meeting preceding the Membership Meeting.

Tool Library Report: John Bruesch reported that a new updated tool inventory is now located in the North tool storage building.

Tech Counselor Report: Jim Smith reported that he had helped a member overhaul a nose wheel strut on a Tri Pacer.

Repair Barn: Jim Smith reported that the new tow bar being constructed is ready for paint.

Activities Coordinator: The summer potlucks are set up as follows: June at the Clinton airport; July at the Davenport airport; and August at the Geneseo airport. Starting times for all events is 12:00 Noon.

There were no reports from the following Individuals or Committees: Flight Advisor, Air Academy Advisor, Membership Coordinator, or Web Editor.

Old Business:

John Bruesch had suggested a project for the Davenport airport that he felt would make the airport a more friendly destination for members of the public wishing to watch a few airplanes land and take off. His thought was to have Chapter members build a picnic table or two. After running the idea past some on the staff at the airport he is abandoning the idea. They

Brandon Gore to Attend the US Naval Academy

Young Eagle Pilot and EAA Chapter 75 member Brandon Gore was appointed to the United States Naval Academy class of 2021. His aspirations after commissioning is to become a Naval Aviator.

Thank you for his First Young Eagle flight, thank you to the Chapter, EAA and everyone for their support, mentorship and friendship all these years! He couldn't have done it without you all!

don't want to either mow & trim around them or move them for mowing.

Adjournment: The meeting adjourned at 7:34 pm for coffee and a donut.

Evening Program: Gena Schantz presented a talk and slides entitled "High Flying Women of the 20's"

Submitted by: David L Jacobsen

Voice a Comment to the IOWA DOT!

(from Craig Olson)

I wrote the Iowa DOT in opposition to the regulation change allowing cities to be forgiven repayment of state fees used for airport improvements, when an airport is closed. When the US is losing an airport every two weeks, our state DOT needs to do everything possible to keep them open, rather than making it easy to close them.

I hope other members of EAA and AOPA will write in opposition to this regulation change. The proposed change:

Airport registration (Chapter 720): minor technical changes and implementation of legislative requirements passed in Senate File 2320 during the 2016 legislative session. Those legislative requirements call on the Iowa DOT to adopt a process for airports that close to be able to apply for forgiveness of financial assistance from the state. It also outlines terms of forgiveness.

Comments, by April 14th via email to tim.mcclung@iowadot.us or mail to Iowa DOT Aviation, 800 Lincoln Way, Ames, IA 50010



Book Review - Black Box (from Richard Lowe)

I am reading a book about an Army Bird Dog company that operated just south of the Vietnam DMZ in 1968.

They were a wild bunch of Lt's and young captains and they had little concern for their military careers, if they ever did survive their tour with the Cessna outfit.

As the story goes, a ground-pounder Lt Col was seen by one of the young pilots examining one of the planes early one morning. The pilot approached the 0-5 and the senior officer said that he noticed the plane had one of those "black boxes". He wanted to know more about it and how it worked.

The pilot noticed that the Lt Col was pointing at the aircraft's battery box. The pilot said that he had not yet been briefed on the device, it was highly classified, but that they were installed on most of their aircraft now. He said that the pilots who had been briefed on them, and were using them, reported that they were getting very good results.

The Lt Col seemed satisfied with the Lt's answer and departed the flight line satisfied with his flight line inspection. It goes to show that you can tell some Lt Col's anything, and they will believe it. I believe it.

Richard Lowe, LTC, U.S. Army, Retired.

Lithium Ion Battery Woes in a COZY (from Burrall Sanders via Bernie Nitz)

We have a Cozy MKIV in the shop that I am working on the wiring. The builder installed an Aerovoltz Lithium Iron battery. Yesterday, I heard a soft poof and then a hiss coming from the battery, and within ten seconds the battery was spewing a huge smoke plume and was melting the battery's case.

We scrambled to get the hangar door open and the plane pushed outside. While the smoke decreased after about 3 minutes the heat continued. I decided I could get in the back of the plane and cut the battery cables with a good set of cable cutters. So, I held my breath and climbed in and as quickly as I could I cut the cables and tossed the battery out on the ground. It was then I was able to get a video of the battery as it continued to self destruct. The battery burned for at least ten minutes before it quit spewing smoke, sparks and its internal parts.

We have just finished installing a pair of these batteries in a Long-EZ and within a few days of installation one began showing signs of not holding a charge and I noticed it was getting warm to the touch. I removed it and Aircraft Spruce promptly warranted the battery and sent us a new one. The one that burned yesterday was showing similar signs of not holding a charge and about an hour before it burned I noticed it was warm to the touch. I had no idea at the time of the first battery failure how close it was to the catastrophic results that we saw yesterday.

It is absolutely horrifying to think of that happening while airborne. As fast as it escalated it would have filled the cockpit with that terrible smoke and fumes in just a couple seconds. By the time I took the video linked below the smoke had tapered off considerably. In my opinion no one in the aircraft would have survived had this happened while in the air. No one should even consider having these batteries in the aircraft with them.

One of the scariest things I have seen. Might as well have a wing come off, the outcome is the same. I have added a link below to the video I took. Have a look at the video, you'll be shocked. Best, Burrall Sanders

<https://vimeo.com/206299953>

New Tow Dolly for Airventure from Jim Smith's Workshop!!



From the March Edition of the 1st Saturday Coffee



From the March IMC Meeting—All Are Welcome!!

Neil Portner, from the Moline Tower, speaking to the March meeting of the IMC Club. (See Photo).

Neil is a regular IMC Club participant. His insights have been VERY valuable as we discuss both the programmed scenarios and local operational issues.

It's great to hear from "the other side of the radio" on how the tower and approach controllers work, what their rules are, and how they can help pilots who get into trouble. Neil's 15 minute presentation on how they vector the approaches at our local airports grew into a 90 minute program.... needless to say people were very engaged!

Neil has commented how helpful it has been for him to understand the pilot's issues so he can pass that along to his "student" controllers.



Update from Christine Visco

I started work in mid-February in Rockford, IL. I'm working as a test engineer at QuEST Global Services for UTC Aerospace Systems on a high lift actuation system. This system moves the slats and flaps on the aircraft's wing. They are currently doing qualification testing for the Mitsubishi Regional Jet that is scheduled for certification in 2020.

Here are a couple of web sites that people might find interesting:

<http://www.flythemrj.com/>

<http://utcaerospacesystems.com/cap/systems/pages/actuation-systems-business.aspx>



Update from Cy Galley

Spent last week going to the plains of Oklahoma, Vance Air Force Base at Enid. Very busy, lots of formation landings as it is training field

Granddaughter 2nd Lt Kristen Holt got her aviation wings Friday. I got to pin the wings on her and then as tradition mandates; break them in half. She was our party's personal guide for the airfield, tower and the training planes that she learned in. They got some sim time as well.

She is qualified in turbines and multi-engine jets, Instrument and all that. She will be flying refueling for helicopters. She is talking about picking up the tail-dragger endorsement so she can tow gliders at Moriarty, NM as her first assignment is ABQ.

A fun few days for my wife and I even though it was very windy on the way out; snow on the return. The snow was wet enough to stick on my Honda's radar and put it the cruise control out of commission. Self driving cars will have to be much more refined than present.

Paul Fisher and Terry Crouch's Oshkosh Visit - Kyle Voltz's New Project - A Q2 (from Paul Fisher)

Terry Crouch and I went to Oshkosh to visit Kyle Voltz and his new Quickie (Q-2) project. I have attached a few pictures of Terry doing an official Tech Counselor visit.

I was just the chauffeur, but it's always fun to see a new Quickie project! Because Kyle is an EAA employee, he can rent space in "Paul's Airplane Factory" building where Pope Paul used to build. It's really a nice space! It will be fun to watch Kyle's progress.



Sheet Metal Tools For Sale (from Warren Brecheisen)

- 1 Taylor T-2X rivet gun (new) \$145
- 1 Unibit 1/8 to 1/2" (new) \$15
- 1 Bucking bar (new) \$15
- 1 1/8" dimple dies (Cleaveland, new) \$25
- 1 3/32" dimple dies (Cleaveland, new) \$25
- 1 3/32" close quarters dimple dies (Cleaveland, new) \$25
- 25 Clecos, 1/8" (new) \$10
- 50 Clecos, 3/32" (new) \$20
- 1 Backriveting plate (new) \$20
- 1 Rivet gage set (new) \$5
- 1 Rivet set, 1/8" cup head (new) \$5
- 1 Rivet set, 1/8" cup head double offset (new) \$15
- 1 Rivet set, 1" mushroom (for flush rivets, new) \$10
- 1 Rivet set, 1/8" cup head, 3.5" long (new) \$5
- 1 Rivet set for backriveting (flush rivets, new) \$20
- 6 #40 drill bits (new) \$6
- 40 Abrasive disks, fine (new) \$20
- 1 Dynaswivel air hose flow control (new) \$20
- 1 Microstop (new) \$20
- 2 Microstop (used) \$15 each
- 3 Countersink cutters (#40, #30, #19, all new) \$6
- 1 Rivet squeezer (Avery, 3" throat) \$120
- 1 C-frame dimpler (Cleaveland, new) \$150

Contact Warren Brecheisen 319-277-2118

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

'This is Wizard!' 100-year-old Woman Who Flew Spitfires during the 2nd World War Celebrates her Centenary by Getting Behind the Controls Again

(By Sarah Oliver For The Mail

On Sunday

- **Mary Ellis was in a select gang of female pilots who flew during World War II**
- **She has now celebrated her 100th birthday by flying a plane over West Sussex**
- **Mrs Ellis flew next to one of the Spitfires she was in more than 70 years ago**

Mary Ellis (pictured during her time as an Air Transport Auxiliary pilot in WW2) has celebrated her 100th birthday Tearing through the skies above the South Coast, two Spitfires evoke powerful memories of Britain's wartime resilience.



But this stirring image holds a further poignancy – for in the cockpit of the lead aircraft sits Mary Ellis, celebrating her 100th birthday by recreating her time as one of the 'Ata-girls', the select gang of female pilots who flew Britain's fighters during the war.

And over her shoulder is one of the actual Spitfires she flew during her 1,000 flights as a First Officer with the Air Transport Auxiliary.

'Wizard, this is wizard!' yelled the delighted centenarian through her intercom.

Mary was handed the controls of the 275mph twin-seater as it swooped over West Sussex. After about 15 minutes, she turned for home, and told her co-pilot Matt Jones: 'Goodwood on the nose, you have control...'. Then she settled back to enjoy the ride back to base.

Earlier, Mary watched in delight as Spitfire MV154 took its place beside her in an extraordinary airborne tribute. It was a plane she had delivered to RAF Brize Norton from Southampton on September 15, 1944, and it hides a sentimental secret. For at the end of the 25-minute wartime flight, she signed the cockpit,

scrawling her maiden name Wilkins and the initials ATA.

Mary Ellis (circled) was handed the controls of the 275mph twin-seater as it swooped over West Sussex She hoped her tag might be spotted by a handsome pilot and lead to a wartime romance – although the impulsive act, a career one-off, didn't bag her a boyfriend. Mary, originally from Oxfordshire, had her first flying lesson in 1938, and flew for pleasure until 1941 when she heard a BBC radio appeal for women pilots to join the auxiliary service and so release male pilots for combat duty.



Speaking at a surprise birthday party on Thursday, Mary said: 'The war was a challenge and one had to do something about it. I went on and on until I flew everything. I love the Spitfire – it's my favourite aircraft, it's everyone's favourite, it's the symbol of freedom.' For four years she ferried warplanes from factories to frontline squadrons. The 166 women of the ATA – about one in eight of the total – have been dubbed 'The Female Few', echoing Winston Churchill's description of the RAF airmen who fought in the Battle of Britain. Mrs Ellis looked back over her left shoulder and glanced at the aircraft she once flew

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100-year-old Woman Who Flew Spitfires during the 2nd World War

(Continued from page 8)

Mary was usually found at the joystick of a Spitfire or a Hurricane but ultimately flew more than 50 types of aircraft, logging 1,100 hours of flight, much to the astonishment of some colleagues. As she sat on the airfield ready to deliver her first Spitfire, the mechanic standing on the wing asked how many of them she'd flown. When she said it was her first, he was so startled he fell right off. The largest aircraft she flew solo was the Wellington bomber. After landing at an East Anglian airfield, Mary was greeted by the ground crew who asked where the pilot was. 'I'm the pilot,' she said. They insisted on searching the aircraft before they believed her.

It was dangerous work. Mary was sometimes ordered to move combat-damaged planes that were not officially fit to fly, but had to be taken for repairs. She crash-landed twice and was shot at once.

Mrs Ellis toasted a glass of champagne with co-pilot Matt Jones, managing director of Boulton Flight Academy Fourteen of her fellow ATA female flyers lost their lives, including aviation pioneer Amy Johnson. Mary – who to this day needs no spectacles, nor a walking stick – was one of the last six women serving in the ATA when it disbanded after the war. She remained a private pilot and then became managing director of Sandown Airport on the Isle of Wight. She married Don Ellis, a fellow pilot, in 1961, but

Ames Fly-In Breakfast by the Flying Cyclones Scheduled for April 8th

Hello,

I am emailing about a fly-in breakfast at the Ames Municipal Airport (KAMW) in Ames, IA on Saturday April 8th from 7-11am. The event is hosted by an Iowa State University student organization, the Flying Cyclones.

We've got a lot of awesome aircraft scheduled to come and be on display, such as a Learjet 45, two medical helicopters, Iowa State Patrol plane, and a T-6 Texan. We are also close to securing visits from a P-51 Mustang and a Blackhawk helicopter. We also will have some ISU aerospace engineering student aviation design projects, a few other student organizations, and emergency vehicles from the city of Ames on display. There will be a pancake breakfast available for \$6 for adults, \$5 for kids 12 and under, and the



was widowed in 2009.

Matt Jones, who flies Spitfires for Goodwood-based Boulton Flight Academy, reunited Mary with MV154 after first meeting her in 2015. He conspired with the plane's current owner, pilot Maxi Gainza, to bring it to the UK from its base in Bremgarten, Germany.

He said: 'I gave Mary control of our Spitfire. I wasn't sure where we were but Mary was very clear. She pointed us towards Thorney Island, up through the Witterings, flew on to Selsey Bill and then Bognor Regis, never losing a foot of altitude. 'She showed me precisely how she was able to deliver all those aircraft with just a map, a compass and a stopwatch. I was utterly humbled by a superior aviator who also happens to be 60 years my senior!'

PIC eats for free of course!

I would really appreciate it if you could pass our event information along to your EAA membership. More information can be found at:

www.flying.stuorg.iastate.edu

or you can find our club on Facebook. I have also attached the event flyer for your reference. Please let me know if you are able to do so.

I look forward to hearing from you and I hope to see members from your EAA chapter at our fly-in! Please let me know if you have any more questions.

Regards,
Michael Feitel
Mechanical Engineering Senior
Flying Cyclones Pilot and President
Iowa State University

Oshkosh AirVenture 2017 News

EAA to Celebrate Apollo Program's 50th Anniversary

Astronauts from most of the Apollo missions that put humans on the moon for the first time are expected to be at EAA Airventure Oshkosh 2017 to commemorate the 50th anniversary of the Apollo program.

The reunion is expected to be the largest gathering of Apollo astronauts at Oshkosh since the memorable 1994 Salute to Apollo program that brought together 15 of the men who were the faces of the American effort to put men on the moon. Many of the activities will be centered on the event's Apollo Day on Friday, July 28, which is highlighted by a major evening program at Theater in the Woods.

"This will be a rare, unforgettable gathering of the people who met the challenge of flying to the moon and safely returning, representing hundreds of thousands of individuals who contributed to its success," said Rick Larsen, EAA's vice president of communities and member benefits. "You may never get another opportunity to see these people in person and up close, as you will at Oshkosh this summer."

Those who have already confirmed their attendance include Frank Borman (Apollo 8), Walt Cunningham (Apollo 7), Fred Haise (Apollo 13), Jim Lovell (Apollo 8 and Apollo 13), and Al Worden (Apollo 15). Additional astronauts are expected to confirm their attendance in the coming weeks, and further details on events and schedules will be announced as they are finalized.

HISTORIC FLIGHTS, GREAT AVIATORS, LATEST INNOVATIONS TO BE FEATURED AT EAA OSHKOSH 2017

Historic aviation achievements, legendary pilots, and groundbreaking innovations will all be featured as some of the themes of EAA Airventure Oshkosh 2017 on July 24-30 at Wittman Regional Airport in Oshkosh, Wisconsin.

The events create a weeklong series of highlights for the 65th annual Experimental Aircraft Association (EAA) fly-in convention. The fly-in annually draws an attendance of more than 500,000 people and 10,000 airplanes.

Among the themes schedule for each day are:



Monday, July 24: Opening day and a tribute to legendary aviator Bob Hoover, who died last October

Tuesday, July 25: Innovations Day, featuring the latest creations and inventions in the sky, plus a 25th anniversary celebration of the EAA Young Eagles program, which has flown more than 2 million young people since 1992

Wednesday, July 26: Honoring the 75th anniversary of the famed Doolittle Raiders mission over Japan, and the annual WomenVenture activities that encourage aviation participation by women of all ages

Thursday, July 27: Commemorating the 90th anniversary of Charles Lindbergh's solo flight over the Atlantic Ocean, and a look to the world's future in space

Friday, July 28: An Apollo space program reunion, and EAA's annual Salute to Veterans Day

Saturday, July 29: Bomber Day, which welcomes a parade of bomber aircraft from throughout military history, plus an observance of the 8th Air Force's 75th anniversary

Sunday, July 30: Fox Valley Day, a thank-you to the Oshkosh region for the support of The World's Greatest Aviation Celebration held in Oshkosh since 1970, as well as what is known as the "world's greatest aircraft departure show"

"EAA AirVenture Oshkosh is known as a full week of unmatched activities, unique airplanes, and unforgettable moments, but these themes create unique highlights for each one of the seven days," said Rick Larsen, EAA vice president of communities and member programs who coordinates AirVenture features and attractions. "No place brings all this together in the same way as we do at Oshkosh."

More details on these AirVenture theme days, as well as additional features and attractions, will be announced as they are finalized.

The Countdown to Oshkosh Has Begun

NEWLY RESTORED BOEING B-29 DOC COMING TO EAA AIRVENTURE OSHKOSH 2017 AS PART OF INAUGURAL TOUR

World's only two flying B-29s set to meet at Oshkosh!

A newly restored B-29 has included EAA Airventure Oshkosh 2017 on its inaugural tour schedule, creating the potential to have two of these World War II-era bombers in one place for the first time in more than 50 years.

The B-29 Doc, which has just completed its restoration in Wichita, Kansas, will be on tour this spring and summer. Its appearance at EAA Airventure on July 24-30, fulfills a long commitment to bring the airplane to the World's Greatest Aviation Celebration when its restoration was complete.

Doc was built in 1945 and for many years was part of a squadron known as the Seven Dwarfs (hence, the name Doc). The airplane was retired in 1956 as the jet bomber age began and sat as a target for U.S. Navy training missions in China Lake, California, until 1998. A restoration group took possession of the airplane from the U.S. government and hauled it back to Wichita in pieces in 2000. After many years of volunteer restoration efforts, the restoration group Doc's Friends formed in 2013 to supply the financial resources needed to complete the restoration. Doc made its first flight after restoration in July 2016, 60 years after it had been retired.

"This will be a historic year for our airplane and to say we're excited about our plans to tour in 2017 is an understatement," said Jim Murphy, manager for the Doc's Friends Restoration Program.

It also sets the stage for a historic meeting of the world's only two flying B-29 bombers, as the Commemorative Air Force's FIFI is scheduled to return to Oshkosh in 2017. If this reunion occurs, it would mark the first time two operational B-29 bombers would be in one place in more than 50 years.

"We've been eagerly awaiting the completion of Doc for several years, and its restoration group has always maintained that one of the airplane's first appearances would be at Oshkosh," said Rick Larsen, EAA's vice president of communities and member benefits who coordinates Airventure features and attractions. "This will be a huge moment for EAA members and aviation enthusiasts to potentially see the world's only two flying B-29s in one place for the first time."

The appearance of Doc keeps with the tradition of bringing new and significant warbird aircraft restorations to EAA Airventure Oshkosh. The annual EAA fly-in convention is the world's largest annual gathering of warbird aircraft, with more than 350 of them annually flown to Wittman Regional Airport to participate in the event.

Chapter 75 Flight Instructors

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

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



EAA Chapter 75 IMC Club

"To promote instrument flying, proficiency, and safety"

<http://eaa.org/imclub>

Meets First Tuesday of each month at 18:00
Lindquist Ford, 3950 Middle Rd., Bettendorf, IA

For more information contact:

Paul A. Fisher - rv7a.n18pf@gmail.com

Bernie Nitz - bernien@visioncrest.com

Ron Franck - ronaldfranck1@gmail.com

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

FREE COFFEE and DONUTS
GOOD HANGAR TALK AT JOHN BRUESCH’S HOME
SATURDAY, April 1, 2017
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
John Bruesch At His Home
Long Grove, IA
Project Visit - Spacewalker



DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by John Bruesch. Come for some good hangar talk and see John’s Spacewalker project.

Per John..... Inspect progress on the left wing in my basement workshop (should be nearly ready for cover by then). Check out the forlorn, as yet untouched, fuselage up in my heated garage. I might also present my disassembled O290-G conversion for inspection and discussion. Lots to talk about, Spacewalker wise!

DRIVE IN: Hwy 61 (Brady St) North out of Davenport, past Eldridge to the Long Grove exit. Left off the exit ramp one mile to the “tee” intersection. Left at the tee (1st Street) one third mile to Sapphire Lane. Green two story house on the south cornet of 1st St and Sapphire Lane. Park on either side of the street, and call John Bruesch at 708-341-7083 if lost.

For Sale: 1959 Piper Comanche 180

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



NEW ITEM Also FOR SALE

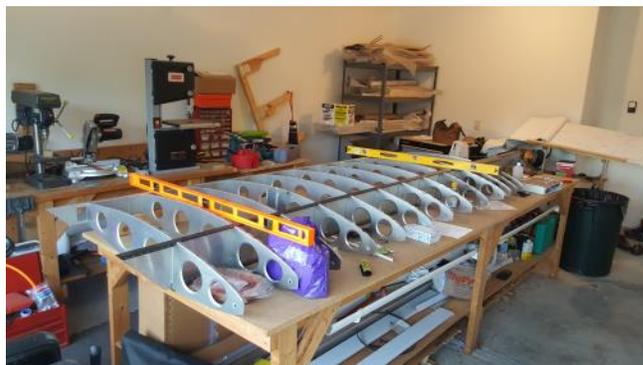
I have a hangar winch to pull an airplane in and out of the hangar.

\$125



FOR Sale: Waix Kit partially finished including all control surfaces, tail and main spars. The Waix is the Y tail version of the Sonex. The kit is configured with dual controls, Aerovee engine mount, and conventional, tail dragger gear. The optional configurations could still be changed as these parts are not yet installed. I will include most tools and a 4x12 work bench if so desired. Kit is available for inspection/pick-up in Clinton, IA Asking \$10,000

Contact David Leners at 563-357-5104.



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



UPDATED Local Calendar of Events

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

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

Upcoming EAA Webinars

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

Wed. April 5 - 8 p.m. CDT
What Does "Airworthy" Mean?
Presenter: Mike Busch

Wed. April 12 - 7 p.m. CDT
Top 10 Used Airplanes for The First-Time Buyer
Presenter: Glen Oliphant

Wed. April 19 - 7 p.m. CDT
VMC Club – Is Textbook Knowledge Enough?
Presenter: Radek Wyrzykowski

Wed. April 26 - 7 p.m. CDT
Sailplane Mountain Flying – What is Possible?
Presenter: Bruno Vassel

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

Classified Ads

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

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

For Sale: One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496 GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. **NOW Asking \$3000**. 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

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



Baseball Cap in Light Khaki

Chapter Website
www.eaa75.com

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(Effective January 2017)

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Need a Volunteer!! 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:
 Ron Ehrecke - EAA Chapter 75
 1597 Deer Wood Dr
 Bettendorf, IA 52722

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

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

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

 City: _____ State: _____ Zip: _____
 Phone (Home): _____ (Work): _____
 (Cell): _____
 Email Address: _____
 EAA#: _____ Exp Date: _____
 Pilot/A&P Ratings: _____
 Occupation: _____ Hobbies: _____

I am interested in helping with: _____

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

What are You Building? _____

What are You Flying? _____
