

THE LANDINGS

www.eaa75.com

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

April 2016

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

It's been a good winter but I'm still glad it is over. In another week or two we'll start mowing the grass. Weather for flying is another thing. On one hand, I enjoy getting in airplane without a coat, on the other we have more rainy windy days. Normally I'd be waiting for better weather, but this year I look forward to the rainy days. I like learning IFR in the clouds, one reason is no Blinders to block my vision outside. Flying actual IFR is pretty cool, especially when you do it right (still working on that). Following the needles and breaking out from under the clouds with the runway dead ahead is a great ego builder.

The B-17 is only a month away, John and his team is getting things lined up. **When the time comes he'll need volunteer help to pull it off.** I'm confident the help will be there. Let's face it we are airplane guys when the B-17 shows up, how can you stay away?

A few months ago we put the Young Eagles Program on hold till the EAA got the bugs worked out of the Youth Protection Program. I have since had a meeting with them and they are putting together a plain lan-

guage letter to explain to me what the EAA insurance covers and what it will not cover.

Creating a program to put together a list of pilots that have back ground checks will go a long way to protecting everyone if a problem arises. An example of why I feel this way. My remodeling Company, "if OSHA shows up to my job site and I don't have everything up to the standards they require, I'm looking at Thousands of Dollars in penalties".

On the other hand if I can show them that we have safety meetings and my guys are trained to be safe. Any infractions they find can be reduced to a more manageable fee. With this in mind being proactive is the right thing to do.

The EAA is the first to admit, they didn't roll this program out very well. Would have been better to announce some changes and the reason for the changes, then to say, "this is how it is going to be". Having said that, it is water under the bridge.

My feeling is, the back ground checks are not the problem. What's happening with pilots, as we give rides to kids we are opening ourselves up to a certain amount of liability? Because we like giving rides nobody really evaluated the risks we were incurring. When the EAA started laying out these new rules we started evaluating how much risk we are really incurring. The risks have always been there we just didn't pay attention to them. Now that the cat is out of the bag we are evaluating what risk we are OK with and how can we minimize the risks we are not comfortable having. This is all good stuff, we will all be better protected in the long run.

I do not fly Young Eagles, not because I have a problem with the risk. My plane develops vapor lock, working this through the fuel system causes popping and banging. I can only assume how the parent feels when they load their pride and joy into my plane and it sounds like it's going to die on its way to take off.

(Continued on page 2)

Next Meeting - Saturday, April 9th, 7 PM - Program: To Be Determined
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

April 9th Chapter Meeting

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

The program for the April meeting is still to be determined. If you have a good idea call Ron Ehrecke or e-mail him. ehrecke@sbcglobal.net

Will send an e-mail prior to the meeting with the details. Bring a future chapter member!!

From The Desk of the President (cont.)

(Continued from page 1)

I'm hoping to receive the letter explaining insurance coverage before our April meeting. Then as a Chapter we can feel more comfortable with the insurance coverage we have and we can get back to flying Young Eagles.

With that in mind I'm looking for a new Young Eagle Coordinator as John Vahrenwald has resigned because of health reasons. We wish him well!

I hope to see you at the Coffee and Donuts and monthly meeting. Keep the BLUE side up!!

Jerry Coussens

March Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter President Jerry Coussens at 6:00pm.

MEMBERS PRESENT: Jerry Coussens, Ronald Franck, Paul Fisher, Nick Anagnos, Wayne Sapp, John Riedel and Ed Leahy.

MEMBERS NOT PRESENT: V. George Bedeian, David Jacobsen.

TREASURERS REPORT: The Treasurers Report was read by Paul Fisher. A motion to accept the Treasurers Report was made by Wayne Sapp and seconded by John Riedel. Board approval was unanimous.

OLD BUSINESS: The current status of the chapter's participation in the Young Eagle program was

discussed at length but no action was voted upon. The Board will review and discuss the matter during the April meeting. Discussion of the upcoming B-17 tour was deferred as it will be the program for the general membership meeting.

NEW BUSINESS: Paul Fisher advised the board that effective November 02, 2015, IMC programming is being produced and distributed by EAA IMC LLC, a subsidiary of the Experimental Aircraft Association. The IMC Club's purpose is to promote instrument flying, proficiency and safety. More information is available at EAA.org.

MOTION TO ADJOURN: A motion to adjourn was made by Ronald Franck and seconded by Nick Anagnos. The motion was passed by the board and the meeting adjourned at 6:50pm

These minutes respectfully submitted by Ronald Franck, filling in for V. George Bedeian, Recording Secretary, EAA Chapter 75.

March General Membership Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:01 pm by chapter President Jerry Coussens.

MEMBERSHIP PRESENT: Jerry Coussens, Ronald Franck, Paul Fisher, Nick Anagnos, Wayne Sapp, John Riedel, Ed Leahy, Marty Santic, Richard Morrow, Jim Smith, Bernie and Chris Nitz, Keith Williams, Henry Rahlf, Steve Rahlf, Mike Nightingale, Ralph Stephenson, Doug Voltz, Clay Hollen-

(Continued on page 3)

PLEASE RENEW - 2016 Member Roster Will be Finalized in April!!

IF YOU DO NOT RENEW, your name and e-mail will be REMOVED from the roster, you WILL NOT receive future chapter newsletters or chapter e-mail notices.

WE DO NOT WANT TO LOSE YOU AS A CHAPTER MEMBER!!

Paul Fisher has sent you a special e-mail if you are one that has not renewed.

The Chapter 75 dues remain a BARGAIN. The dues are still \$10 per year. **Your \$10 supports all we do.**

March General Membership Meeting Minutes

(Continued from page 2)

back, Ron Ehrecke, Rodger and Deb Nightingale, Casey Jones and new member Peter Shaff. There were no guests were in attendance.

TREASURERS REPORT: The Treasurers Report was read by Paul Fisher.

TOOL LIBRARY: No report

TECH COUNSELOR: No report

FLIGHT ADVISOR: As reported last month, we have added Kyle Voltz as a second flight advisor. Kyle was attending a wedding and unable to make this month's meeting.

REPAIR BARN: Jim Smith reporting for Cy Galley. The paperwork for the 2016 AirVenture Convention is on track.

PROGRAM COORDINATOR: No report

YOUNG EAGLES: No report

MEMBERSHIP COORDINATOR: This is currently an open position.

ACTIVITIES/FLY-IN – FLY-OUT COORDINATOR: John Bender, a member of the Waterloo EAA Chapter maintains an e-mail list and sends out notification of fly-outs that he coordinates. Most are the "\$100.00 Hamburger" type. John provides a destination, date and time and distributes the information to all on his mailing list. If you desire to have your name added to the list contact Marty Santic for more information. They are a very active group of flyers.

AIR ACADEMY: Three candidates are sponsored. No other report given.

OLD BUSINESS: The current status of the chapter's participation in the Young Eagle program will be reviewed during the April meeting. Discussion of the upcoming B-17 tour was differed as it will be the program for the general membership meeting.

NEWSLETTER EDITOR: Marty Santic is soliciting more material for the newsletter. Please submit to him your biography as he will be publishing one biography every other month. Articles, tips, stories and photos are always welcome and needed.

WEB EDITOR: No report

OLD BUSINESS: The B-17 Tour is on track. An in-depth report is the subject of the meeting's monthly program, presented by John Riedel, B-17 Coordinator. The chapter's participation is currently "on hold". Members who have concerns and questions are encouraged to log on to the upcoming EAA Webinar on the Child Protection Policy.

NEW BUSINESS: Paul Fisher spoke briefly about EAA bring the IMC Club under it's wings. It's purpose is to promote instrument flying, proficiency and safety. A show of hands indicated there is enough interest by the general membership to start an IMC Club group within our chapter. More information is available at EAA.org.

MOTION TO ADJOURN: A motion to adjourn was made by Marty Santic and seconded by John Riedel. The motion was passed by the membership and the meeting adjourned at 7:40pm.

COFFEE AND DONUTS: Thanks extended to Keith Williams for the coffee and Nick Anagnos for the donuts.

EVENING PROGRAM: John Riedel presented the evening program on the B-17 tour, lead the discussion on the tour details and fielded questions from the membership. Ralph Stephenson provided details on media expenditures, followed by Richard Lowe discussing manpower and security concerns. Ed Leahy discussed the food and beverage aspects of the tour. John added that EAA feels we are ahead of the curve on the tour stop and impressed with our efforts.

These minutes respectfully submitted by Ronald Franck, filling in for V. George Bedeian, Recording Secretary, EAA Chapter 75.

Oshkosh 2016 - Coming Soon!!



The B-17 is Coming to Davenport - Schedule and Needs

(From the flight deck of Chapter 75 Tour Stop
Coordinator John Riedel)

*Important: Please come to our Saturday April 9
chapter meeting and pick up your B17 yard signs
and advertising posters.*

**To volunteer at the B17 event please contact one of
the following (or just show up!!!).**

Key Positions Filled to Date

Richard Lowe, Ground Support, 563-355-3424
VicRicLowe@aol.com

John Riedel, Tour Stop Coordinator, 563-209-6005
johnriedel57@gmail.com

Ed & Mindy Leahy, Refreshments, 563-275-8935
me24nas@mchsi.com

Merchandise Sales - POSITION OPEN

Note: Richard Lowe will be coordinating the
crowd control, security and general work flow of our
event. Below is a rough outline of what needs to be
accomplished by end of Wednesday 4-27. Richard
will modify this list based on his experience.

Wednesday 4-27 will be our day to transform the
Carver Aero hanger into our event hangar.

Wednesday 4-27 Chapter Setup Day (6+ persons volunteers)

8:00 AM – 5:00 Hangar open for Setup

1. Haul and set up guest tables and chairs from
Ch.75 members hangers and homes.
2. Create event gate entrance and exit routing.
3. Accommodate handicapped accessibility.
4. Work with CAP personnel to use the CAP office
for the B-17 event office.
5. Designate color guard area inside hangar.
6. If someone has spare wheel chairs please bring.
(3 - 5 desired on hand)
7. B17 arrives from Oshkosh mid-day (between 10-
2)
8. Assist EAA two trailers placement when they
arrive.
9. Assist Jason's Box table location and vehicle dis-
play.
10. Locate refreshment table and coolers.
11. Locate stations for Port-o-lets and electric carts
when they arrive.
12. WW-II vehicles display area designations.

Volunteer positions to fill by Chapter 75. (Positions per day)

- 6 merchandise/sales trailers (3 per 1/2 day shift)
- 3 ground tour guidance
- 3 flight preparation / crowd security
- 4 refreshment table
- 4 electric cart drivers for parking
- 4 parking lot assistance (Main and Handicap
parking)
- 2 floaters / drivers for misc.
- 2 CAP office to answer event questions.
28 total positions per day (14 per half day shift)

Food and hospitality for B-17 crew and Chapter 75 volunteers

- Ed & Mindy Leahy (coordinating and providing)
- See meal plan sign-up sheet (attached)

Clean up grounds, Carver hangar and CAP office.

- Daily
- May 1, Sunday night and Monday morning if
required.

Schedule of Events

- Hangar open at 7 AM to 6 PM for B17 crew and
Chapter 75 volunteers - All Days

Thursday, April 28:

(Media Flights and Veterans Special Event)

- 2 media flights - 11 AM and 2 PM
- Veterans invited from 12:30 – 4:00
- 1:00P Presentation of Colors by Vietnam Veter-
ans and Patriot Guard Riders.
- 2:00P Media and selected WW- II veteran's
flight.
- Free ground tours for all veterans and family/
escorts after 2:00 media flight.
- Free refreshments this day only for all attending

Friday through Sunday, April 29 – May 1

(General public)

Flight Schedule:

- 10:00/11:00/12:00/1:00
- Additional flights will be scheduled by the lead
TC as required.

Ground Tour Schedule:

- Friday through Sunday, April 29 – May 1.
- 2-5 PM, Following the last flight of the day

**Aircraft departs Davenport on Monday morning
May 2nd.**

March Coffee at Davenport - Hosts - Don Grundstrom, Dean Maupin & John Biondo



The Caribou (from Richard Lowe)

When I entered active duty at Ft Benning in the summer of 1964, I noticed some large, twin-engine cargo planes at Lawson Army Airfield. I found out they were De Haviland Caribou's.

The Army bought 173 of them in 1961. They were recip transports, high wing, with STOL capability. The Army called them the CV-2. They had PW R2000 twin wasp engines, 14 cyl, that developed 1450 HP. They could fly 216 MPH but the cruise was listed as 181 MPH. They were able to carry 8,000 lbs. You could plan 32 troops or 24 fully equipped paratroops. Also, you could plan 14 stretchers when used in med-evac roles. Many of the planes were in use by foreign military units. Some oil companies used them in their remote sites and Air America used some of them.

In 1967, the planes were transferred to the USAF who flew them in RVN as the C-7. I worked with a TC major who earlier had flown one from Ft Benning to RVN by way of the North Atlantic, across the med, middle east, India, then across Thailand into RVN. I remember one of them was lost on the way back to the states at the end of our part of the RVN war when they lost an engine, had to run the other engine at high power setting and ran out of fuel about 30 miles west of San Francisco. The crew was picked up by the 41st Aero Space Rescue and Recovery Squadron out of Hamilton AFB where we lived at the time. The plane is still in the ocean as far as I know.

The Caribou was used as a support for the remote fire bases, hauling just about everything you can imagine. The special forces depended on them for food, ammo, fuel, construction materials, etc., for their remote sites. The crews were aware of this mission and made every effort to complete the flights regardless of weather and tactical situation.

In the late 1970's, Bill, one of the CID agents who worked for me in San Francisco told me a story about the Caribou. In the early years of the RVN war, he trained as an MP and was sent to RVN. When he got there, his group was taken to a room where they were briefed by an Army Aviator. He said that he realized they were all MP's but he needed personnel for his aviation company. He said the Caribou crew chiefs had to fly all day and then maintain their planes all night. He was looking for volunteers to train as assistant crew chiefs, to fly during the day on the missions so the assigned crew chiefs could sleep. Bill jumped at the chance and he spent the rest of the tour as the third man on the Caribou.

One day, they were scheduled to fly a load of supplies to a SF base and they were pulled aside by a senior officer who told them he had cargo that had to go to the delta. The aircraft commander, a short, stocky, cigar chomping first lieutenant told him they had a mission to an SF camp. He was told to unload and load the cargo. They found the cargo was pallets of propaganda leaflets. The Lt protested but was told in no uncertain terms the leaflets had to go that day.

The airfield in the delta was unlighted and they would arrive after dark. Made no difference; they had to go. They took off and as they climbed out over the South China Sea, the 1st Lt came on the intercom and told Bill to open the backdoor. He said he thought they were about to lose an engine. When the ramp door was open, the a/c suddenly got quiet on one side. The pilot told Bill they just lost an engine and to cut the load loose. Bill cut the retaining strap and the leaflets all headed for the South China Sea.

They returned to the airfield on one engine, and for some reason, the bad engine ran perfectly on the ground. They reloaded the cargo for the SF camp and headed west.

Richard Lowe

Should We Privatize the ATC System? - How is It Working in Canada? (from Cy Galley)

The EAA is working for you and helped cancel the bill to privatize of control of the our air control system (ATC) in the present Congress. But if you fly North to Canada, you will find a privatized ATC. Nav Canada, a private owned corporation system owns the air control system, facilities, weather, and hires the controllers.

They bought the entire Canadian system, buildings, and facilities for 1.5 Billion CND. Nav Canada is now responsible for running the system and upgrading as well.

How does it work? By user fees instead of taxes.

Here is a simple explanation of the Nav Canada system. The fees are based on weight, not equipment. One can have the latest and greatest glass panel and you pay the same as a compass only airplane.

No fee is assessed on planes below 1320 pounds. Sounds like LSA here in our country however one cannot fly one of our true LSAs into Canada. Has to be a certificated aircraft such as an Aeronca, Cub, Taylorcraft; that meets our LSA regulation to

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Should We Privatize the ATC System - How is It Working in Canada?

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even fly into Canada.

A Skyhawk for example, has an annual fee of 68 CND or if foreign registered, 17 CND paid quarterly. The Skyhawk falls into planes with a gross weight of less than 2 metric tonnes (about 4,400 lbs). Planes up to 3 Metric tonnes pay 227 CND or 56.75 CND quarterly. Planes with higher gross weights are assessed even more on a sliding scale. Canadian planes are billed annually but foreign are billed quarterly.

If you use a major airport, the each takeoff is \$10 CND Nav Canada seems to have developed automatic payment for services. (ATM). However this is probably just for commercial service and not general aviation.

When you fly an American registered plane into Canada, they will mail you a very nominal bill to your home if you ask for services like landing at a controlled airport or filing IFR.

They have the FAA registration data base so they have a current address to mail you the bill. This is aided and abetted by our own FAA re-registration every 3 years.

From my sources say no reduction in other taxes was noted when they started Nav Canada and the fee system.

Member Photos



From Wayne Sapp - 1:30AM in Anchorage, Alaska . A fantastic photo. YES, An hour past midnight!!



From Tim Leinbach - An IFR Training flight from MLI-CWI-DVN-MLI in the Flying Country Club's Archer. We did an ILS 3 at CWI, an RNAV 15 at DVN, then back to MLI for the RNAV 9. Peter Britt was at the helm with me in the right seat. Ceilings were around 500' overcast, visibilities around 1 1/4 mile. Temps in the clouds hovering around 50 degrees. We actually picked up some carb ice twice as conditions must have been perfect.



Tim Leinbach - IFR to VRF on TOP training flight.

EAA Chapter 227 Fly-outs - Join Them

John Bender arranges flyouts (sometimes two per week) for the Waterloo chapter and will send you an e-mail each time one is scheduled. Chapter 75 member, Warren Brecheisen is the president of the Waterloo chapter. Send John an e-mail and ask him to add your e-mail to his list. E-Mail John at jabgood@aol.com. Anyone is welcome!!



Monticello, IA



Washington, IA



Monticello, IA



Washington, IA



Washington, IA



Knoxville, IA



Knoxville, IA

Antennas and Your Homebuilt

Information provided by Panther builder Tony Spicer

When I built my RV-3 all the antennas came from Don Panser. Ditto my Panther. Don is a nice guy and very easy to work with. I was clueless as to antenna location with 3 antennas. What follows below was provided by Don.

I suggest the following general locations for the antenna placement but keep in mind I'm not familiar with the Panther interior construction:

If possible the Transponder antenna can be mounted near the firewall, off to one side about 4" back from firewall and side. Both the Transponder and ADS-B / UAT will perform well with at least a 8" dia ground plane, so 4" back and 4" in from the side.

Depending the ADS-B / UAT device the Transponder antenna and the ADS-B antenna must have separation. For example, Dynon requires at least 24" spacing, Garmin requires at least 1 meter, and Navworx requires 60" or more.

The spacing prevents the powerful Transponder RF output from overloading the UAT receiver. Many in the RV world mount the ADS-B / UAT antenna behind the rear baggage bulkhead, this position allows plenty of spacing for most devices.

The VHF com antenna(s) can be mounted just ahead or just behind the main spar, if you go with two antennas try to maintain at least 24" spacing between the two. One antenna can be centered on the fuselage.

VHF and Transponder / UAT antennas can be placed as close as 8" to each other without performance re-

Skywarn Spotter Training (from Christine Visco)

I attended the weather spotter class yesterday evening (3/23/2016). I'll share this information for you. Do not call weather in as a weather spotter unless you have been trained and registered with the national weather service. I think over 100 people attended the class as well as local radio operators.

The following courses can be taken online. This web site has other online classes as well if you have an interest in learning more about meteorology (weather). You might find the spotter training class interesting even if you don't want to volunteer as a spotter. They showed us how to look at the clouds

ductions.

Try to get at least 8" or more from gear legs with the Transponder / UAT antennas. 24" spacing or more is optimum for the VHF to gear legs. The antennas will perform with closer spacing if needed. Insure the antenna mounting studs make good electrical contact with the fuselage interior, many use star washers under the nuts so it bites into the aluminum interior structure.

Please let me know if I can provide any additional information. Don Panser

<http://www.deltapopaviation.com/Home.html>

and determine if a tornado is forming.

SKYWARN Spotter Training

https://www.meted.ucar.edu/training_course.php?id=23

Weather Radar Fundamentals

https://www.meted.ucar.edu/training_module.php?id=960

Other weather classes are available related to aviation.

<https://www.meted.ucar.edu/index.php>

Field Guide

<http://www.nws.noaa.gov/om/brochures/SGJune6-11.pdf>

Weather Spotters in the Quad Cities

<http://www.weather.gov/dvn/spotters>

Lesson plan about the Jetstream

<http://www.srh.noaa.gov/jetstream/>

The training was hosted by the Scott County Emergency Management Agency

<http://www.scottcountyiowa.com/ema>

If you have an interest in meteorology as a career, here is a site to review.

Atmospheric and Space Scientists

<https://www.onetonline.org/link/summary/19-2021.00>

Videos of Iowa tornados can be viewed on Youtube. Search "youtube Iowa tornados".

This one might change your mind about moving immediately to a storm shelter.

<https://www.youtube.com/watch?v=3fwCalMzxmo>
(Aug 2, 2015, Lenox, IA)

Weekend Work Parties - Oshkosh

Editors Note: The following work parties are being arranged by the EAA in Oshkosh, NOT Chapter 75.

We're looking for people who would love the insider's perspective as we prepare for EAA AirVenture Oshkosh 2016.

Spend a weekend day or two with us out and about on the grounds and you'll not only get that insider's view; you'll get to know members from other EAA chapters and be part of the set up for AirVenture! Duties vary but can include carpentry, grass cutting, painting, gardening, general maintenance, and things we probably haven't thought of yet. We have lots of projects and tasks to help prepare the grounds for AirVenture. All individuals and skill sets are welcomed.

Lodging, food and programming are provided to those that volunteer their time to help out. Last year some of the programs that we had were B-17 *Aluminum Overcast* Final Mission Presentation, Apollo 13 Presentation and the One Week Wonder presentation. We are still confirming programming for this year. If you are interested or have additional questions, please contact me at mfarr@eaa.org / 920-426-4863 or Theresa Meixensperger at tmeixensperger@eaa.org at 800-236-4800, ext. 4819.

The weekends for Weekend Work Parties are:
 May 14-15 May 21-22 June 4-5
 June 25-26 July 9-10 July 16-17

If none of those dates work for you, contact John Hopkins at EAA's Kermit Weeks Hangar for further Weekend Work Party opportunities. Call 800-236-4800, ext. 4875, or [e-mail John](mailto:john.hopkins@eaa.org).

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

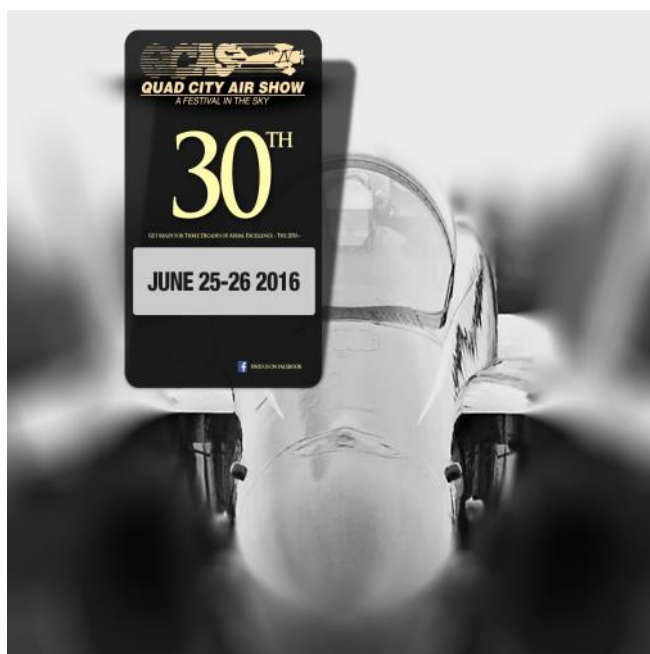
Upcoming Events - Next AOPA Safety Seminar and the Quad City Airshow

Fellow Pilots, Save the date. Our next AOPA Safety Event will be **Wednesday, April 13th**, at 6:00 pm, at the John Deere Aviation hangar. The topic will be..... **"EMERGENCY, Getting it right when things go wrong."**

Tim would also like your suggestions for future seminars. E-Mail him at: tleinbach@gmail.com

Stay tuned for more information as I get it. Tim Leinbach CFII

And Ken Hopper wants all to know and save the new dates for the Quad City Airshow.





JOIN THE FLIGHT!



Climb aboard EAA's B-17G *Aluminum Overcast* for a once-in-a-lifetime opportunity to fly in one of World War II's most vital aircraft.

Davenport, IA
Davenport Municipal Airport
April 29-May 1

Sponsored By:
Quad-City Times
 qctimes.com

FLIGHT EXPERIENCE PRICING AND TIMES

Flights available 10 a.m. to 1 p.m.

EAA MEMBERS
\$435

NONMEMBERS
\$475

Includes a FREE one-year EAA membership



GROUND TOURS PRICING AND TIMES

Ground tours available 2 to 5 p.m.

INDIVIDUALS
\$10

8 & under w/paid adult are FREE

FAMILIES
\$20

Adults and children up to age 17

VETERAN/ACTIVE MILITARY
FREE

Visit **B17.org** or call **800-359-6217**.



"Keep 'Em Flying" – Revenue from the B-17 tour helps cover maintenance and operations costs for *Aluminum Overcast*.

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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, APRIL 2, 2016
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Tom Shelton and 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. Hangar I2. Come for some good hangar talk and meet your fellow chapter members.

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

DRIVE IN: Come to the North side of the airport near the NEW T-Hangars. The gate should be open on Harrison Street. Call Marty Santic if you do not know the Harrison Street gate code. 563-340-9919.

AOPA AIR SAFETY INSTITUTE SEMINAR SERIES

Emergency! *Getting it Right when Things Go Wrong*

We spend time training for them, but real-world emergencies are rare enough that it's easy to get complacent. They don't always happen to "other pilots," though, and preparation can make a big difference when things don't go as planned:

What if you lose 500 rpm during takeoff, but the engine is running smoothly?

What if the ammeter drops to zero during a flight in IMC?

What if your left aileron develops a strong vibration in flight?

Our new seminar is full of expert tips on handling those "up here, but wishing you were down there" scenarios. We focus on how to keep abnormal situations from becoming full-blown emergencies, offer advice on keeping critical problems under control, and give our best advice on off-airport landings.

Emergency! *Getting it Right when Things Go Wrong*



Wednesday, April 13, 2016

6:00 - 8:00 pm

John Deere Global Aviation Services

5600 69th Avenue

Milan, IL 61264

Special Thanks:

John Deere

Global Aviation

Services

SPECIAL THANKS TO:



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.

April 6 - 8 p.m. CDT
Watch Your Language - Presenter: Mike Busch

April 12 - 6 p.m. CDT
EAA's Collegiate Volunteer Program Overview
Presenter: Katie Meyer

April 20 - 7 p.m. CDT
So You Want to Build a Van's RV? - Ken Scott

April 27 - 7 p.m. CDT
The "B's" Are Coming! An Evolution of the Sonex Design Philosophy
Presenter: John Monnett

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: Flying Country Club Shares
Flying Country Club shares for sale, \$30 per share. Call Ray Holland at [563-359-0450](tel:563-359-0450).

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



Send your Classified Ads 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

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(Effective January 2016)

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

Chapter Website
www.eaa75.com

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

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

Mail application/renewal to:
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Tool Committee Tech Advisor Flight Advisor
 Repair Barn Young Eagles Social/Flying
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What are You Building? _____

What are You Flying? _____

