

THE LANDINGS

www.eaa75.com

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

May 2016

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

As I'm writing this the ceiling at Davenport is 400' with 4 miles visibility. The B-17 is patiently waiting for a 1500 'ceiling and good visibility. John and his team have done a great job of laying things out so things are going smoothly. Chapter 75 and other volunteers have stepped up to do the various jobs, despite cold wet weather. Hopefully the weather will start to cooperate so we and the Aluminum Overcast can make some money for other projects.

Yesterday I met a pilot that used to fly the B-17 in combat, he was 23 years old and flew 30 missions. Because of his physical condition he climbed up the stairs in the back and had a seat by the door. He said, "This is the first time I've been back here". I thought that was interesting, having been the pilot in command for 30 missions and never came to the rear of the plane. He said "my concern was from the engines forward". When he took command of his ship he had 300 hrs in his log book. That generation was amazing.

Speaking of IFR the newly enacted IMC club is meeting June 7th at 6:00 at Carvers conference room. This was set up by Paul Fisher, if you have any questions

give him a call. This club is open to all pilots interested in IFR, regardless if you have the certification or any desire to get the certificate. I went to classes 15 years ago not because I thought I would ever get my license, but because I like knowing how things work. IFR or not knowledge will make you a better pilot.

Jim Smith and I were talking about the Chapter 75 History and the documents supporting it. This history is spread all over in Repair barn, the tool shed, and members houses. We came to the conclusion we need an Archivist. Someone interested in accumulating all this info and write a history or at least categorizing this info. If anyone is interested in taking on this project come see me. There is no deadline on this so it can be a labor of love. If we don't do this the info will eventually be lost in time. For a long time we didn't know we had a charter, till Jim brought it out. Now it is in my hanger waiting for a new owner. Interesting the names on the charter, there are only a few men left alive.

This will be the last indoor meeting till after Oshkosh. Although it has been an easy winter I am ready for nice weather, tired of wind. See you at coffee and Doughnuts.

Your President, Jerry Coussens



More B-17 Photos Next Month!!

Next Meeting - Saturday, May 14th, 7 PM - Program: To Be Determined
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

May 14th Chapter Meeting

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

The program for the May 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!!

April Board of Directors Meeting Minutes

The meeting was called to order by President Jerry Coussens.

Board members present were: Ed Leahy, Ron Franck, Paul Fisher, John Riedel, Nick Anagnos, Wayne Sapp, and Dave Jacobsen.

Member absent: George Bedeian.

Guest present: Mike Nightingale.

Treasurers Report: The report was reviewed by Treasurer Paul Fisher. The motion to accept the report as published in the April Newsletter was made by Wayne Sapp and seconded by Nick Anagnos. Approval was unanimous.

Old Business: Young Eagles events will not be sponsored by the Chapter at this time. Jerry Coussens received an e-mail from EAA Headquarters that still left questions in the minds of the Board. Individual members are free to give rides as they have been in the past.

John Riedel gave an update on planning for the B-17 visit at the end of the month. The planning looks to be very complete and John reminded the Board that volunteers are still needed on all days.

New Business: Jerry announced that John Vahrenwald has resigned as Young Eagles Coordinator. The position will go unfilled for now.

Paul Fisher noted in his Treasurers Report that he had paid the required Illinois Registration fee of \$5.00

that was due before the April meeting. Since this is an annual, required by the State fee a motion was made by Dave Jacobsen and seconded by Wayne Sapp to give the treasurer permission to pay it when due without further Board action. Approval was unanimous.

Paul noted that he will miss the May meeting as it falls on his sons' wedding day.

Adjournment : At 6:48 pm a motion and second were made by Wayne Sapp and Nick Anagnos.

Submitted by: David L Jacobsen

April General Membership Meeting Minutes

The meeting was called to order at 7:02 pm by President Jerry Coussens.

There were 30 people present. New member Tom McClure was recognized as attending his first meeting.

Treasurers Report: Paul Fisher reviewed the published report for the members. There were no questions and the Chapter Board had approved the report at the April Board Meeting preceding the Membership Meeting.

Tool Library Report: John Bruesch has completed an extensive inventory that confirmed the inventory taken after Oshkosh last summer. John assumed the Librarians position in January and wanted to become familiar with what the Chapter has for tools. A few items were noted on a 'short list' to address at a tool committee meeting as to whether to replace these tools or not.

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

Young Eagles: The Chapter will not be sponsoring events at this time. Jerry Coussens received an e-mail from EAA Headquarters that still left questions in the minds of the Board. It was announced to the membership that John Vahrenwald has resigned as

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April General Membership Meeting Minutes

(Continued from page 2)

Coordinator. The position will go unfilled at this time.

Newsletter Editor: Marty Santic thanked everyone that have submitted articles and photos for the news letter. More are needed each month.

B 17 Visit Coordinator: John Riedel gave an update on the planning and urged all to volunteer to make the visit a success.

Adjournment: The meeting adjourned at 7:43 pm for coffee and a donut.

Evening Program: Ron Frank presented a video of an emergency suffered by the passengers of a Beechcraft King Air B200 in Florida that end with an ASEL pilot landing the aircraft at Ft. Myers Beach Airport. [Here is the link if you missed it.](#)

Submitted by: David L Jacobsen

Rusty Pilots presented by Carver Aviation and Civil Air Patrol

Date: Saturday May 07, 2016 | 08:30A - 11:30A

Website: [Click here to register now!](#)

Location: Carver Aviation, Davenport Municipal Airport (KDVN)

Cost: FREE

Life may have gotten in the way, but the dream of flight can be yours again. Returning to the skies is not as difficult as most rusty pilots think. We're inviting you back in the cockpit and will help you get there. Come and participate in a FREE Rusty Pilots program with fellow lapsed pilots. We will help you understand what's changed in aviation since you've last took the controls and brush up on your aviation knowledge. The Rusty Pilots program is developed by AOPA in partnership with local flight training providers in order to create the best environment for getting you back in the air and a part of the general aviation community.

- It is easier than most people think – no FAA checkride or test
- Might not even need a medical
- Plus, by attending, you'll be getting two to three

hours of free ground instruction towards your flight review!

Quad City Airport Forming New BSA Exploring Post (from Christine Visco)

The Quad-City International Airport and Illowa Council of the Boy Scouts of America are partnering on a new Exploring post for young men and women interested in aviation.

Exploring posts are open to all young men and women, age 14 and graduated eighth grade up to age 20. They do not need to already be involved in Boy Scouts.

Cathie Rochau, the airport's marketing representative, said the airport regularly hosts field trips for elementary students, but the new program will enable the airport to reach the high school and older age group. "This gives us an opportunity to potentially influence a career decision, and also, dive deeper into what these young men and women might really want to know about airports and aviation," she said.

The airport post will meet from 4:30-6 p.m. May 16 for registration and the first of a series of on-site tours at the airport. At registration, a \$10 fee will be collected from each participant. The airport is sponsoring the remaining costs in order to encourage participation.

The post's activities will include three subsequent events in June, July and August. Each meeting will focus on a different topic and include an on-airport tour. Tours will include the Civil Air Patrol, Public Safety Department and a discussion with general aviation pilots. Free parking will be provided for all who attend the registration and tour. The group will meet inside the west end lobby of the public terminal. It is not necessary to RSVP in advance.

The Illowa Boy Scout Council also offers Exploring posts at John Deere Davenport Works, Macomb Police Department, Galesburg Police Department, Bettendorf Fire Department, Wheatland Fire Department, All Veterans Memorial Association, Muscatine Police Department, City of Rock Island, Orion Fire Department, North Scott Fire Service, Capri College, Sherard Fire Department, Davenport Police Department, Bettendorf Police Department, Camanche Fire Department, Clinton Municipal Airport, Clinton Lumberkings, Animal Medical Center of Macomb, Quad-City Times, Muscatine Journal and Scott Community College (computer programming).

Contact Kenneth Brooks, Exploring Executive, at 563-388-7233 or kenneth.brooks@scouting.org.

1st Saturday Coffee and Donuts with Jerry Coussens and Tom Shelton



1st Saturday Coffee and Donuts with Jerry Coussens and Tom Shelton



AOPA-ASF Safety Seminar in Moline at John Deere Global Aviation

Another very good AOPA-Air Safety Foundation Seminar, "Emergency". Tom Emanuel from the University of IL was the speaker.



A Few Photos from Jim Smith Sun 'N Fun 2016



Maintaining a Production Airplane – Part One

by Ron Alexander, VAA 27150

What about those of us who own a production airplane with a standard airworthiness certificate? Can we legally maintain that airplane? If so, what does the FAA allow us to do? Can we document it in the aircraft logbook? Where can we find more information concerning what can be done and how to do it? These are all valid questions for an aircraft owner. I know that I can maintain an experimental airplane because FAR Part 43 that pertains to maintenance on a production airplane does not apply to aircraft operating with a special airworthiness certificate under the experimental category. I can even perform my own annual inspection (condition inspection) on my experimental and then sign it off in the logbook if I have a repairman's certificate.

Not so with an airplane certificated with a standard airworthiness certificate. A whole new set of rules applies and they are found under FAR Part 43. The maintenance performed on my production airplane must be done by a properly certified mechanic or under their supervision. Also, a certified mechanic holding an Inspectors Authorization must sign off the annual inspection.

It is reasonable to assume that a pilot of any aircraft is capable of a safer operation if they know the mechanical workings of their airplane. The more I know about the aircraft and its related systems the better. When mechanical problems arise I will be much more capable of safely handling the situation. An interesting regulation also exists in FAR part 91. It is FAR 91.403 (a) and it states "The owner or operator of an aircraft is primarily responsible for maintaining that aircraft in an airworthy condition, including compliance with Part 39 of this chapter." Part 39 pertains to AD (airworthiness directive) notes. I also know that it is expensive to hire a mechanic to do routine maintenance. The cost of owning an airplane is high enough without hiring someone to change oil in my flying machine. The enhanced safety of operation and the cost of maintenance are two factors that create an interest in doing my own preventive maintenance.

Often pilots are reluctant to do any preventive maintenance at all simply because of the complexity of an airplane along with potential problems with their local FAA inspector. Most do not understand that there are a number of maintenance items that can be legally performed by the pilot who owns or operates the airplane. There are regulations that specifically detail those items and who may perform them. These items are not difficult to do provided instructions found in

the aircraft service manual are closely followed. With these facts in mind, let's examine what the regulations really do say about pilot preventive maintenance and other types of maintenance that we can legally perform.

Before we consider preventive maintenance lets look at another common question. What if I want to restore an antique, classic, or warbird? What about doing the work myself—is it legal? We are always discussing the possibility of doing our own fabric covering, sheet metal work, etc., how do we do that without holding a valid mechanic's license? FAR Part 43.3 defines persons authorized to perform maintenance, preventive maintenance, rebuilding, and alteration. FAR 43.3 (d) reads "A person working under the supervision of a holder of a mechanic or repairman certificate may perform the maintenance, preventive maintenance, and alterations that his supervisor is authorized to perform, if the supervisor personally observes the work being done to the extent necessary to ensure that it is being done properly, and if the supervisor is readily available, in person, for consultation." It goes on to say that inspections are not included. So, this means that the FAA allows me to do work on my airplane without holding a mechanic's certificate. I simply must do it under the direct supervision of the holder of a mechanic's certificate. This is subject to a certain degree of interpretation, however, it is generally understood that the licensed mechanic does not have to be present during all of the work.

You can, as an example, place fabric on an aircraft wing as long as the mechanic has inspected the wing prior to covering and ensures that you are using proper covering techniques. Remember, the mechanic is going to make an entry in the aircraft logbook stating that the work in question has been done properly. You, as the restorer, do not make logbook entries without holding a mechanic's certificate.

Most aircraft mechanics will take the necessary steps to make sure you do the work properly because their ticket is on the line. They become the guest speaker at any hearing. So, in summary, I can restore my airplane if I do it under the supervision of a certificated mechanic.

Now lets return to the discussion on routine maintenance—the primary topic. FAR 43.3 (g) states "The holder of a pilot certificate issued under Part 61 may perform preventive maintenance on any aircraft owned or operated by that pilot which is not used under FAR Part 121, 127, 129, or 135." A pilot certificate means Private Pilot or higher. The next question—what is considered preventive maintenance? FAR Part 1 definition is "Preventive maintenance

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Maintaining a Production Airplane – Part One (cont.)

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means simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.” FAR Part 43 Appendix A goes even further to specifically list 32 items that may be performed by a certificated pilot. Of these 32 items, 29 actually pertain to standard aircraft. The remainder applies to balloons and primary category aircraft. I will discuss only the 29 pertinent to the majority of airplanes.

If during the performance of any of these 29 items further work is required meaning it becomes complex or requires a major operation or replacement of parts involving complex assembly operations, then the item becomes a “maintenance” function and must be performed by certificated maintenance personnel. In more simple terms, if you are performing a routine preventive maintenance item and discover a problem, you will have to have a certified mechanic either do the work or supervise the work.

FAR’s also prescribe two additional requirements for preventive maintenance. We must use proper practices and we must document the logbook. FAR 43.13 (a) states “Each person performing maintenance, alteration, or PREVENTIVE MAINTENANCE on aircraft, engine, propeller, or appliance shall use the methods, techniques, and practices prescribed in the current manufacturer’s maintenance manual.....He shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices.” Therefore, a copy of Advisory Circular 43.13-1A should be used as a guide for proper practices along with reference to the aircraft service manual. FAA Advisory Circular 43-12A pertains specifically to preventive maintenance. Obtaining and referring to a copy of this circular is also helpful. A note in 43-12A states “ It is absolutely essential to have the appropriate manuals and data when performing preventive maintenance.”

The second requirement is to correctly document the aircraft logbook. It is very important to maintain accurate records on your aircraft. FAR 43.9 (a) pertains to maintenance record entries. It states “ Except as provided in paragraphs (b) and (c) of this section, each person who maintains, performs PREVENTIVE MAINTENANCE, rebuilds, or alters an aircraft, airframe, aircraft engine, propeller, appliance, or component part shall make an entry in the maintenance record of that equipment containing the following information:

- A description of work performed.
- The date of completion of the work performed.
- The name of the person performing the work.
- If the work performed on the aircraft, airframe, aircraft engine, propeller, appliance, or component part has been performed satisfactorily, the signature, certificate number, and kind of certificate held by the person approving the work, the signature constitutes the approval for return to service only for the work performed.

SAMPLE PREVENTIVE MAINTENANCE ENTRY

(Date) Total Time _____ hours.

Left main gear tire removed in accordance with (manufacturers maintenance manual) and replaced with _____ type tire.

Pilot’s signature _____ and certificate number _____.

To summarize, as a pilot and aircraft owner of a production airplane, we are allowed to do certain preventive maintenance items as long as they are done properly and in accordance with accepted practices. They then must be properly documented in the logbook.

Prior to beginning our discussion of the specific items that are considered preventive maintenance, let talk about pre-flighting your airplane. All preventive maintenance begins with a good preflight inspection. A few suggestions on pre-flight inspections:

- Use your checklist and recommended pre-flight procedure as outlined in the aircraft manual.
- Use the same procedure each time.
- Do Not be in a hurry. This can be a major obstacle to a safe flight.
- Listen to your airplane. Write down maintenance items that need attention when you detect them.
- Always do a post-flight inspection.

In this and subsequent articles, I will present the 29 preventive maintenance items pertaining to the majority of production aircraft. I will discuss in detail the ones that you will more likely encounter on your airplane.

Prior to actually beginning the maintenance process on any of these items you should review the following steps:

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Tips from the Tool Room (from Ron Franck)

When it came time to up-drill the factory rivet holes in my project's wing spars I was faced with two options, use a bench style drill press or a cordless drill motor.

I anticipated that using the drill press on those long spars to be a cumbersome task at the very least, moving the press from hole to hole. Using the cordless drill seemed to be the better idea. But how to keep the drill perpendicular to the work?

What I needed was a drill motor with a level built into it's end. Not wanting to purchase another cordless drill, I picked up a pair of small bubble levels at the hardware store with the idea of hot gluing one onto the end of a cordless drill that I already own. Why two bubble levels? Wait and see!



I started with a square block of wood at the drill press, drilling a hole through the block. I then clamped that block of wood to my workbench, placing the second bubble level on the block. If the block is not level it needs to be shimmed to make it so.



Using the same drill bit, I chucked the bit into my cordless drill and then returned the bit into it's hole in the block of wood. The theory is that the cordless drill is now square with the block.

Using a hot melt glue gun I applied a generous amount of glue to the end of the cordless drill's body, adjusting the bubble level while

the glue is still pliable so that it reads level.

Allow the glue to cool and it is now ready to go to work. Place the second bubble level on the work piece to insure it is level. All that I need to do as I move

from hole to hole is to hold the motor firmly and keep the bubble centered. Presto, plumb holes!



Maintaining a Production Airplane – Part One (cont.)

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- Be physically and mentally alert
- Have the proper tools
- Work in a clean, well lit place
- Do your homework—have the parts you will need
- Use the aircraft service manual and AC43-13 as a reference
- Complete what you start
- Ask for assistance if you need it
- Do not fix things that don't need fixing
- Check your work, or better, have someone else check it
- Do an operational check
- Make the appropriate logbook entry

Ten Awesome Airports You Should Fly Into This Summer

Click here. [From www.boldmethod.com](http://www.boldmethod.com). You can subscribe to boldmethod.com and receive nice tips.

EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!

Chapter 75 Flight Instructors

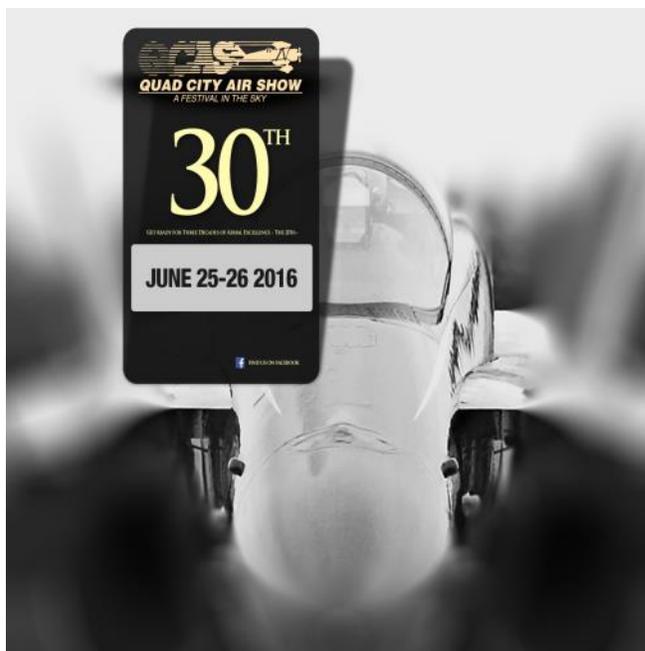
Per a member request, am including a listing of Chapter 75 members that are flight instructors and would be willing to help with primary flight instruction, your next BFR or other. *If you are a Chapter member and a flight instructor please let me know and will include your name in the listing. Additions/Corrections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

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



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 QUAD CITIES AIRPORT**

SATURDAY, MAY 7, 2016
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Tim Leinbach and the Flying
Country Club at the Quad
Cities Intl. Airport



DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by the Flying Country Club at KMLI. Come for some good hangar talk and see your fellow Chapter 75 members and the folks at KMLI. Plenty of room for all.

FLY IN: Of course! Fly to KMLI. Folks that fly in will be able to park their planes in the big area when entering the south tee's off taxiway Lima. Ask the tower for the south-T's.

DRIVE IN: Just drive to the Quad Cities Intl, Airport. We will be at Hangar E3 at the South Tee hangars. The entrance if driving will be Gate 34. Call Tim Leinbach at 309-781-9585 if there is no one at the gate near the south T-hangars to let you in.



Airplane Rides

- Approx. 30 Minute Flight
- 2 Person Minimum
- \$30 Per Person
- All Children Must Be Accompanied By An Adult
- Rides start at 7:30 AM and end at 12:00 PM
- All Rides are on a first come first serve basis.

All you can eat pancakes and sausage breakfast!!!

Quincy Regional Airport is 7 Miles East of Quincy, IL

Questions? Need Directions?

Please Contact Andy Dow at (515) 297-0924

Quincy University Aviation Club Is Hosting a.....

Fly-In / Drive-In Breakfast

Saturday May 7, 2016

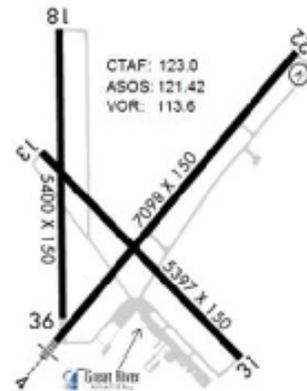
Quincy Regional Airport (KUIQ)

At the Great River Aviation Hangar

—Breakfast will be served from 7:30am to 11:00am

Adults \$6.00

Children (12 & Under)..... \$3.00



The 2016 Illinois Pilots Association Annual Meeting will be held at the Quincy Regional Airport at 11:00 AM.

- FAA Safety Seminar
- Guest Speakers

***** ATTENTION PILOTS *** Great River Aviation will offer a 50¢ fuel discount per gallon for all pilots who fly in to this event.**

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



Also For Sale - Lycoming O-360

For Sale: Lycoming A1A O-360 Narrow Body

I took it out of my Comanche. A/P took it apart, yet he said everything is there. Rear left cylinder failed on me. There was no compression so I took it to an A/P. The A/P took off the front left and rear left cylinders and showed me some cam wear. The A/P showed me the rear left cylinder had the valve seat coming away from the head. The log book has 1184 hours since complete overhaul on 2-1-93. You can



go to <http://www.sustainedflight.com> to pull the logs and pictures. \$4000. I can load it into the Comanche and deliver it to you. Is disassembled.
Mark Clark 563-508-6275
Mark.Clark@Continuoustouch.com

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 2016. Hangered at KMLI.

- 4,200 Hours Total Time
- 500 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 \$ 59,900

Contact Nathan 563-940-7293 anytime.
Skjerseth@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



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.

May 4 - 8 p.m. CDT
[The \(Lost\) Art of Repair](#)
FAA Wings & AMT Credit
 Presenter: Mike Busch

May 11 - 7 p.m. CDT
[Anatomy of a Near Midair Collision](#)
FAA Wings Credit
 Presenter: Prof. H. Paul Shuch

May 18 - 7 p.m. CDT
[Garmin G3X Touch Essentials](#)
FAA Wings Credit
 Presenter: Brian Hupe

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: Lycoming A1A O-360 Narrow Body
 I took it out of my Comanche. A/P took it apart, yet

he said everything is there. Rear left cylinder failed on me. There was no compression so I took it to an A/P. The A/P took off the front left and rear left cylinders and showed me some cam wear. The A/P showed me the rear left cylinder had the valve seat coming away from the head. The log book has 1184 hours since complete overhaul on 2-1-93. You can go to <http://www.sustainedflight.com> to pull the logs and pictures. \$4000. I can load it into the Comanche and deliver it to you.

Mark Clark **563-508-6275**
Mark.Clark@ContinuousTouch.com

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/eaachapter75



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

EAA CHAPTER 75 OFFICERS

(Effective January 2016)

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

Vice President
Ron Franck
 franck@geneseo.net 309-937-2751

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

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

Board of Directors
David Jacobsen
 davjacobsen@mchsi.com 563-243-5966

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

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

Nick Anagnos
 nickflays2@yahoo.com 563-650-5592

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

Jerry Coussens - President
Ron Franck - Vice President
Paul Fisher - Treasurer
V. George Bedeian - Secretary

Flight Advisors
Bernie Nitz
 bernien@visioncrest.com 309-787-0813

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

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

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

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

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

Repair Barn Chairman
Cy Galley
 cgalley@mchsi.com 309-788-3238

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

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

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

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

Cy Galley (Contact Info Above)
Terry Crouch (Contact Info Above)

Paul Fisher (Contact Info Above)
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Ed Leahy (See Above)
Paul Fisher (See Above)
Marty Santic (See Below)

Coordinators
OPEN POSITION (Young Eagles Coord.)
Spence Gray (Activity/Fly-Out Coord.)
 spence_g@hotmail.com 563-639-3105

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

OPEN POSITION - (Membership Coord.)
Ron Ehrecke (Program Coord.)
 ehrecke@sbcglocal.net 309-236-9785

Web Site Editor
Cy Galley
 cgalley@mchsi.com 309-788-3238

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

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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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 8428 114th Av West
 Taylor Ridge, IL 61284

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

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

What are You Building? _____

What are You Flying? _____
