

THE LANDINGS

www.eaa75.com

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

May 2017

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



Summer is finally upon us, coarse as I write this the temperature outside is 45 degrees.

We are now three months from Oshkosh, how time flies. I'm starting to see more Fly-in breakfast posters. A sure indication summer is here.

Looking forward to an airplane trip in May to visit my son in Fort Worth. If things work out it will be an IFR flight. A few weeks ago I passed my oral test. The examiner and I went out to my plane to take the flight test when he noticed I don't have rudder pedals for the passenger. He told me the rules are specific, "must have dual controls". With that in mind he gave me 60 days to bring a plane with dual controls to finish the test.

With this in mind last week, I got checked out in Carver Aero's Warrior. It feels like reuniting with an old friend. Of course I need to fly another 5 hrs to prep for the IFR exam. Forty years ago I rented a Warrior from Straley's at Davenport Airport. I flew my friends to Indiana for the farm progress show. It amazes me the things I did with an airplane when I was only 20 yrs old. Don't know if I had big balls or

just ignorant to what could go wrong. On that flight, the attendant pointed out I only had a ½ hr of fuel left on landing. With that info in mind it looks like I'm moving from big Balls to dumb luck.

A few years later I gave my sister a ride in Otto Stenders Cherokee 140. Drove her and friend to Otto's air strip for a ride. Beautiful summer evening, air was hot, humid, and smooth. While flying the girls around, I got thinking, why land at Otto's then drive them home to turn around and go back to Davenport for my date with my future wife (Julie).

A week earlier we had baled hay in one of our fields, I'll just land, let them off and take plane back to Otto's. Worked great, perfect landing, let the girls off and taxied back to the other end of the field, pointed the plane into the wind which was a paltry 5 kts. Keep in mind pointing the plane into the wind points the plane to the narrowest direction in the field. Also keep in mind we baled hay a week ago with perfect growing conditions. The alfalfa was 12" high and it was hot and humid.

If you could do it wrong I did. I stood on the brakes gave it full power and headed toward the corn that was growing beyond the hay field. As I used up real estate my plan for lift off went to hope I'll lift off.

One hundred feet from the corn I cut the throttle and stood on brakes. The plane became a corn chopper as I came to a stop 50' or so in the corn. Now I know I'm in trouble, I've got to get this plane off the ground and back to the owner. I got a pickup truck, help, rope and pulled the plane out of corn. Ok, lets be smart about this (sorta)! I cleaned the stalks off wing and taxied to the back corner of field, pointed plane at the other corner of field stood on brakes, gave it full power released the brakes. I used soft field technique, holding stick back to get out of alfalfa. Fence is coming clear in the distance as I got closer the plane started to lift off, I'm thinking I have it made. But was not to be, I just ran out of room.

(Continued on page 2)

Next Meeting - Saturday, May 13th, 7PM - Bob Singer - Smith Mini
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

May 13th Chapter Meeting

The May Chapter meeting will be held on **Saturday, May 13th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

This month's program will be given by Bob Singer. He will describe the 1965 crash of his father's (Robert B. Singer) Smith Mini, N21Z. The program covers the early days of Chapter 75 and includes several current Ch. 75 members rebuilding and owning the crashed airplane. **Please ATTEND!!**

From The Desk of the President

(Continued from page 1)

As I was climbing out my right wing hit a fence post. It tore through the wing then broke off. The fuselage hit a post under me and broke it off. A fence post ripped through the left wing but didn't break off, this caused the plane to spin in a left spiral. I was airborne for at least 300' as I descended into the neighbor's corn field. I landed sideways nose down breaking off the nose wheel, slide sideways to a stop. Then the plane rolled forward into a ditch. All this time which was probably 10 seconds I was along for the ride. Now that I came to a stop I quickly shut off all the switches, pulled off my seat belt, exited the plane and ran back to the hay field. Why! I don't know maybe I realized I cheated death and wanted to make sure at the safety of home base.

When I got back to the house I called Otto and told him I landed in my hay field and what happened. His reply, "you know you're not supposed to do that". I said, "I know now".

The next day the FAA came out to check the accident site. I then rented a plane from Dan Congrave, flew it to Des Moines for an FAA check ride, which I passed cause I'm so experienced.

This story has a learning lesson, here is what should have happened. From Otto's wisdom to you. Besides the fact that I should not have landed in field in the first place.

This is what would have happened: I called Otto after hitting the corn. We would have cleaned off the plane and done nothing. That night a cold front came through, the morning's air was crisp and clear (the day after an accident). We would have mowed a path through the hay and Otto would have easily taken the

plane home by flight. A few weeks later we returned the plane on a flat bed, but that's another story. Finally I paid the deductible and Otto bought the plane from insurance and rebuilt it. We used to laugh that the wing had a ding every 30" where the corn rows hit.

See you at the next meeting, Jerry.

April Board of Directors Meeting Minutes

There was no board meeting at the April meeting as there was not a quorum of board members attending. Most were at Sun n' Fun in Florida.

April General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 6:10 pm by Vice President Ronald Franck.

VISITORS AND NEW MEMBERS: The Chapter welcomes Chuck Hiatt and Winston Rock. Chuck is interested in building a Bower's Fly-Baby. Winston flies a Quad Cities Challenger II and is currently building a Zenith 750 Cruzer LSA.

TREASURER'S REPORT: The treasurer's report was read by Ronald Franck. A motion to approve was made by Dave Jacobson, second by Tom Shelton, and passed by the membership.

TOOL LIBRARY: Tow bar added to the inventory, will remain at Oshkosh after the Convention.

TECH COUNSELOR REPORT: Nothing to report.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: EAR Chairman Tom Shelton reports the aircraft retrieval tow bar is now complete and ready for use at AirVenture. Jim Smith is coordinating the various aspects of celebrating our 55th year of operating the Emergency Aircraft Facility, Bernie Nitz is working on improvements to the Repair Barn telephone, incorporating a noise canceling headset. A taxi line will be installed assisting pilots bringing in their aircraft to the Repair Barn lot. The Repair Barn building is slated to have it's attic space insulated at a date yet to be determined. Tom has asked the co-chairs and the Chapter's Board of Directors to consider the suitability of introducing term limits to the various Repair Barn positions.

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April General Meeting Minutes

(Continued from page 2)

PROGRAM COORDINATOR: Nothing to report.

AIR ACADEMY ADVISOR: Nothing to report.

YOUNG EAGLES: Bob Thomas has been approached by a Cub Scout troop inquiring about taking part in Young Eagle flights. Bob is currently looking for volunteers, especially pilots interested in taking part in giving Young Eagle flights. Please contact Bob if you can help out.

MEMBERSHIP COORDINATOR: Nothing to report.

ACTIVITIES / FLY-IN/OUT COORDINATOR: Nothing to report.

NEWSLETTER EDITOR: Nothing to report

WEB EDITOR: Nothing to report.

IMC CLUB: The formal IMC/VMC Club meeting for May has been postponed in favor of a tower visit to the Quad Cities Tower. Paul Fisher has a sign-up sheet for the event, scheduled for May 2nd.

OLD BUSINESS : The membership was reminded that the Summer Pot Luck schedule has been firmed up with the June meeting slated to take place in Clinton, the July dinner will again be held in Davenport and the August dinner is slated to be held at Geneseo.

NEW BUSINESS : EAA has completed and released a DVD titled "AIRCRAFT OWNERSHIP: UNDERSTANDING OWNER PREVENTATIVE MAINTENANCE". A discussion was initiated by Ronald Franck as to the suitability of the DVD as an aid to the Repair Barn volunteers in assisting aircraft owners in determining what repairs they can conduct to their certificated aircraft and the documentation required to the logbooks. Cost of the DVD is \$29.95 with free shipping until the end of the month. The membership felt the DVD would be an asset to the Chapter and to the Repair Barn operations. Dave Jacobson made a motion that the Chapter purchase the DVD. It was seconded by Nick Anagnos and approved by the membership. Ton Shelton volunteered to place an order for the DVD.

It was discussed that the Chapter acquire a memento in commemoration of Repair Barn Chairman Emeritus Cy Galley's dedicated service to Chapter 75 and the Repair Barn operations at AirVenture. Discussion was tabled until more details can be developed con-

cerning what's available, cost and what inscription is to be included.

PROJECT REVIEW: Fourteen attendees (and Deb Nightingale) attended the meeting and gave an update of their projects and/or recent trips abroad.

ADJOURNMENT: The meeting adjourned at 7:55 to coffee and donuts. Thank you, Keith Williams and Nick Anagnos!

EVENING PROGRAM: Ron Franck presented a 30 minute video published by Jason Schappert of MzeroA.com. The video was a post-crash analysis of the 1999 aircraft accident that took the lives of John Kennedy Jr., his wife [Carolyn Bessette](#) and her sister Lauren while flying VFR into IMC.

Respectfully submitted by Ron Franck on behalf of Wayne Sapp.

Chapter 75 Member Loman O'Byrne Is Now Chairman of Irish Light Aviation Society

At the AGM of the Irish Light Aviation Society ("ILAS") in Weston on Sunday 29th January, Noel Maher stepped down as Chairman and was succeeded by former Membership Secretary Loman O'Byrne.

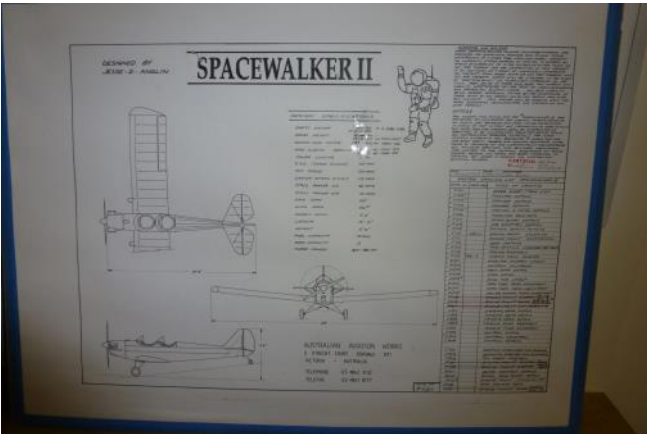
Noel Maher has served as Chairman for eight years since the foundation of ILAS and has been re-elected to serve as an ordinary member of the ILAS committee for a further year.

In paying tribute to the outgoing Chairman, Loman O'Byrne recalled that Noel had served as president of CACI prior to his key role in the merger with SAAC, thereby bringing together the homebuilt and classic/vintage sections of the permit aviation scene.

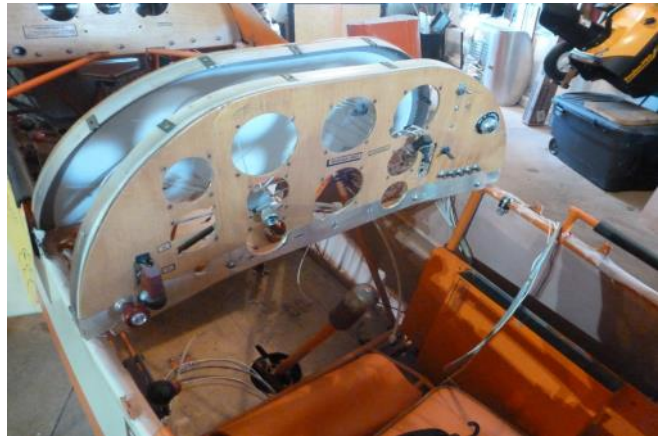
Loman O'Byrne said that ILAS's priority was to maintain and develop the freedoms provided by its permit-to-fly scheme but that it would also focus on its education and social roles while promoting low cost and safe flying.

ILAS has just over 300 members and a fleet of 102 aircraft operating under permit. It also supervises approximately 40 new-build and restoration projects at any one time. Membership and fleet numbers have both grown steadily over the years, particularly since ILAS took on additional responsibility for factory-built gyrocopters. Loman O'Byrne is a Vans RV-9 builder and a student pilot who is taking his training at Newcastle airfield.

From the April Edition of the 1st Saturday Coffee



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BasicMed is Here, But.....

April 24, 2017 - On April 24, the FAA released the final checklist for the physician visit required by BasicMed allowing pilots to visit their regular doctor in preparation for the program's official implementation on May 1.

To fly under BasicMed a pilot must have the checklist, called the [Comprehensive Medical Examination Checklist \(CMEC\)](#) by the FAA, signed by a state-licensed physician and kept in the pilot's personal records. [AOPA's online medical self-assessment course](#) approved for BasicMed is also now available. AOPA's course is one of two being offered to satisfy the BasicMed requirement, the other is provided by Mayo Clinic. Mayo Clinic has released a video that discusses some of the highlights of BasicMed and provides a [preview of its own medical self-assessment course](#).

As a reminder, **before** flying under BasicMed beginning May 1, one must:

- Have held a third-class medical certificate or special issuance at any point since July 15, 2006. New pilots and pilots who fall outside the above window must obtain a one-time third-class medical certificate or special issuance before flying under BasicMed.
- Visit any state-licensed doctor and have them review and sign the [CMEC](#) during the visit. Retain the CMEC records.
- Take one of the online medical self-assessment courses provided by [AOPA](#) or Mayo Clinic. Retain proof of completion.

There is much more to BasicMed than the above requirements. Pilots who wish to start flying under BasicMed on May 1 are strongly encouraged to read FAA [Advisory Circular 68-1](#) and EAA's BasicMed [FAQs](#), or visit [EAA's BasicMed Resource Center](#). If you have any questions, please call us at 800-564-6322.

[A lot of good information is also available via the AOPA website.](#)

BUT ONE must read the fine print.

A special issuance MAY STILL BE REQUIRED with BasicMed!

If you have had a special issuance medical within the 10-year lookback period and your medical status is unchanged, you should be able to fly under the exemption provided you meet all the other qualifica-



tions, including being under the treatment of a physician for your medical condition. **If you develop a new condition** that requires a special issuance medical certificate, **you are grounded and you will have to apply for a one-time special issuance for that condition.** The conditions are described in the legislation and are limited to an established medical history of the following:

- **Cardiovascular:** myocardial infarction (heart attack); coronary heart disease that has required treatment; cardiac valve replacement; and heart replacement.
- **Neurological Problems:** epilepsy, etc.
- **Mental Health Problems**

One needs a ONE TIME special issuance for cardiovascular, neurological or mental health problems even though one has never been denied. Does not matter if you fall within or outside of the 10 year lookback period.

The difference here between BasicMed and the 3rd class medical is a special issuance under BasicMed is a ONE TIME special issuance for the condition and you do not have to reapply for the special issuance during renewal. (Provided the condition has not changed). The 3rd class, would require another special issuance with every renewal.

Lindbergh (from Richard Lowe)

When I was stationed at Ft Snelling, MN, in 1977, we celebrated the 50th Anniversary of Charles Lindbergh's flight from NY to Paris. The trip was made during May, 1927.

This month, we will celebrate the 90th anniversary. He being a Minnesota boy by birth, they took a lot of pride in the event. At the time, a monthly magazine called the Minnesota Flyer was being published by a man named Sherman Boone. It covered all things aviation in Minnesota. Lots of news, interviews with aviation personalities, aviation events, etc. Sherm also had a 15 minute TV show on WCCO TV each Sunday morning called The World of Aviation.

Much of the film he showed was of fishing trips up "north" and into Canada. He also covered news events and fly-ins. In the spring of 1977, he found an elderly man who had been a aircraft mechanic at Roosevelt Field, Long Island, when Lindbergh made his trip to Paris. Sherm did a series of interviews with the man over three of his fifteen minute programs on successive Sundays. I don't recall the man's name, and I doubt if any tapes of the programs still exist, but I remember the interviews well. The old gentleman fit the role of a crusty aircraft mechanic right out of central casting. Not afraid to express his opinion, he was the genuine article.

Sherman asked him what it was like at the field at the time. He said there were a lot of "Kooks and screwballs" parading around in all sorts of military uniforms and get ups calling themselves captain, commander, etc, holding press conferences and announcing their intent to fly the Atlantic. He doubted if some of them even had airplanes.

The press was hungry for any stories and they hung on anything that was said. When asked if he remembered Lindbergh, the man said yes. Asked why, he said that he was the only one who paid us to work on his plane. They others treated us like it was an honor to work on their ships.

Sherm asked if he thought Lindbergh would make it and he said No! Asked why, and he said that the engines in those days required manual lubrication of the valve train. He estimated it would take 40 hours to fly the trip, and the chance of a bushing or bearing failing was pretty great. He thought Lindbergh was very lucky.

Asked what else he remembered about the flight, he said there is a photo of them putting oil in the Spirit

of St Louis from a can marked Mobil. He said that Kendall was the only company that made aviation oil at the time, and it was their oil in a Mobil can. Mobil paid for the publicity and Kendall did not.

Things were not checked to closely in those days. Only the mechanics knew and they thought it was funny.

I sure would like to have supper with the old gentleman sometime. I would just listen and let him talk. We have lost so much rich aviation history.

NEW Graphical Weather Forecast Now Available (from Keith Williams)

In April 2017, the National Weather Service transitioned the Graphical Forecast for Aviation (GFA) from experimental to a live, operational product.

The GFA should make interpreting the information easier, improving safety and efficiency, said John Kosak, weather project manager at the National Business Aviation Association's Air Traffic Services.

The expectation is that the GFA will replace the old text-based area forecast (FAs) product in the fall of 2017, but only for the continental U.S.

"The GFA makes it easier for users to see the actual areas impacted by the different products within the GFA, which were originally described by text in the old FA product," Kosak said. "While the old text-based FA required long paragraphs to describe the boundaries of weather impacts using distances from specific VORs in a specific direction, the GFA makes it easier to show the exact areas of coverage on a map, without having to depend on VORs for creating the boundaries."

The GFA also is interactive, allowing users to customize their experience, in addition to the ability to zoom in, as well as the ability to change the forecast times.

The GFA contains the same information as the FA, but in a visual format. This includes the terminal forecasts, ceilings and visibility, precipitation, thunderstorms, winds, turbulence and icing.

Data reaches six-hours into the past so users can see the trends, while the hourly model data reaches out to 15 hours in the future.

[CLICK Here to View the Current Graphical Weather Forecast](#)

Fly Safe: Prevent Loss of Control Accidents

The Federal Aviation Administration (FAA) and General Aviation (GA) community's national #FlySafe campaign aims to educate GA pilots on the best practices to calculate and predict aircraft performance and to operate within established aircraft limitations.

Message from FAA Administrator Michael P. Huerta:

The FAA and industry are working together to prevent Loss of Control (LOC) accidents and save lives. You can help make a difference by joining our #FlySafe campaign. Each month on FAA.gov, we provide pilots with a Loss of Control solution developed by a team of experts. They have studied the data and developed solutions – some of which are already reducing risk. We hope you will join us in this effort and spread the word. Follow #FlySafe on Twitter, Facebook and Instagram. I know that we can reduce these accidents by working together as a community.

What is Loss of Control?

An LOC accident involves an unintended departure of an aircraft from controlled flight. LOC can happen because the aircraft enters a flight regime that is outside its normal flight envelope and may quickly develop into a stall or spin. It can introduce an element of surprise for the pilot.

Maneuvering Flight: Low-Level Safety

This month we're focused on how to maintain safety during the maneuvering phase of flight: during take-off, landing, and while you are maneuvering in the traffic pattern. Other examples of maneuvering flight include aerobatics formation flight, turns around a point, and aerial application.

Did You Know:

- Maneuvering flight accidents can result in fatalities, serious injuries lost wages, severe damage to the aircraft, insurance claims, and lawsuits.
- More than 25 percent of general aviation fatal accidents occur during these flights below 1000 feet Above Ground Level (AGL).
- Most of these accidents involve stall/spin scenarios and buzzing attempts.
- Many occur before you've left the traffic pattern.

Relative Wind and Angle of Attack

- Pilots learn during flight training that the relative wind is opposite the direction of flight.
- Any discussion of relative wind should include Angle of Attack (AoA), the angle between the chord line of the wing and the relative wind.
- When the aircraft exceeds its critical angle of at-

tack, it will stall in nose-up and nose-down flight attitudes.

Training and technology are available to help pilots avoid exceeding the critical AoA. An AoA indicator warns when you are about to exceed a wing's lift capacity. Consider adding one to your safety toolkit!

Stalls/Spins

A pilot can stall at any flight attitude and airspeed. However, most fatal stall/spin accidents occur at low altitudes, when recovery is unlikely.

- Stay safe by practicing stalls, or approaches to stalls, at a safe altitude with an experienced instructor.
- Remember that turns, either vertical or horizontal, load the wings and increase the stall speed dramatically.
- Be aware of how stall/spins happen and how you can get out of them.

Traffic Pattern Rules

In the pattern, you're flying at low altitudes, low airspeeds and high angles of attack. Know your aircraft's limitations and remember these simple rules:

- Base to final: "Cheating" on the turn after overshooting final is very dangerous. Keep a normal turn going. If the approach is not salvageable once you roll out, go around!
- Stabilized approach: Airline crews stop maneuvering 1,000 feet above when on approach for landing. For lighter aircraft, 500 feet could be the maneuvering "hard deck." This means the flight is on airspeed, at the right altitude, with the appropriate descent rate and aligned with the runway. Not stable on approach? Go around!
- Before-landing checklist: Complete your checklist, with the possible exceptions of landing flaps and props full forward before turning base. If you are interrupted, run the checklist again. It's better to take your time than to miss an important item. Don't have time? Go around!

Target Fixation

Each pilot has practiced turns around a point to build skill in wind compensation, aircraft ground track control, orientation, and division of attention.

However, you will increase your risk for stalls if you do this maneuver while close to the ground. They are called "moose stalls" in Alaska and "coyote stalls" in Arizona because the pilot is focused more on the target point than flying the aircraft. Bottom line: focus on your flying, and not an object outside of the cockpit!

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Fly Safe: Prevent Loss of Control Accidents

Formation Flying

It's critical that you know the skills of the pilot next to you. A miscommunication or lack of skill can be deadly. Practice, practice, practice before attempting this type of maneuver.

Buzzing

Buzzing over your friend's house to show off your plane or flying skills is NEVER a good idea. It's reckless, and could lead to a violent AoA stall. Buzzing accidents account for many maneuvering accidents and are preventable. No amount of skill will allow recovery from a spin below 1000 feet. Be safe and don't do a buzzing stunt!

Canyon Flying

Experienced mountain pilots are trained to fly in canyon conditions, are familiar with the terrain, and make sure they always have an out. Following a river at low altitude, with terrain on either side, can turn into a dangerous situation. Surprises can be around the next bend including wires, hills, or another aircraft. If your aircraft is not capable of making a 180-degree turn in the confines of the canyon, don't go there. Do not fly below canyon rims!

More about Loss of Control

Contributing factors may include:

- Poor judgment or aeronautical decision making
- Failure to recognize an aerodynamic stall or spin and execute corrective action
- Intentional failure to comply with regulations
- Failure to maintain airspeed
- Failure to follow procedure
- Pilot inexperience and proficiency
- Use of prohibited or over-the-counter drugs, illegal drugs, or alcohol

Did you know?

- In 2015, 384 people died in 238 general aviation accidents.
- Loss of Control was the number one cause of these accidents.
- Loss of Control happens in all phases of flight. It can happen anywhere and at any time.
- There is one fatal accident involving Loss of Control every four days.

Learn more:

Take the FAASTeam Online Course, [Maneuvering: Approach and Landing](#).

Check out GA Safety Enhancements fact sheets on

the main FAA Safety Briefing website, including [Maneuvering Flight \(PDF\)](#).

Be sure to check out the AOPA Safety Advisor, [Maneuvering Flight-Hazardous to Your Health?](#)

The [FAASafety.gov](#) website has Notices, FAAST Blasts, online courses, webinars and more on key general aviation safety topics.

The WINGS Pilot Proficiency Program helps pilots build an educational curriculum suitable for their unique flight requirements. It is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience.

EAA - The Green Dot Podcast



EAA has [launched a new podcast for aviators](#) titled "The Green Dot." The title is a reference to the dots used at KOSH during the annual AirVenture event every July/August.

From the launch announcement:

The Green Dot features EAA news, general aviation topics, history, personal experiences from the hosts and a variety of guests, and anything fun, interesting, or cool in and around the world of flight.

With the explosion of podcast popularity in general, it can be hard to find content that's well-produced and easy to listen to.

The podcast is a good balance of stories and information.

Listen via your browser or on your iPhone, etc. via iTunes.

Chapter Name Tags Available

If you would like to order another name tag or one for your co-pilot you can place your order with the Treasurer, Ron Ehrecke. Name tags are \$5 each.

Don Grundstrom and Dean Maupin are Adding a Classic to Their Collection -- A P-51



1954 Piper Tri-Pacer For Sale

1954 Piper Tripacer PA22-150 \$25,000

3090 AFTT, 190 SMOH (Nov 2011). Aircraft flying frequently so times subject to change. Fuselage recovered in 1991 with Razorback fabric and Randolph's butyrate dope. Hangared since recover. (Exterior 8.5 of 10)

Original interior (interior 7 of 10) with Airtex carpeting new 2012, Airtex cowl pad and headliner & seats new 2013 . Steve's Gascolator New 2012, New lower cowl 2010, refinished nose bowl 2013, new windshield 2013, new flexible oil lines 2011, New Aero Classic oil cooler 2013, mags rebuilt 2011, Rebuilt Altimeter 2011, InterAv Alt. conversion 2013, Hawker lightweight battery conv. 2014, Carb rebuilt 2007, B&C oil filter conv. New 2013, Reif Heater 2010, Muffler shroud 2007. Cleveland Disc brakes, Narco Com810 digital flip flop, Narco AT-50 w/ Mode C encoder. PM1000 intercom (4 place). Univair sealed struts. Dual 18 gallon tanks with Peterson autofuel STC, Dakota Cub fuel valve new (2014) replaced wing fuel hoses (2014). Approx 740 Useful load. Gyro instruments with vacuum pump. (Six pack), EGT/CHT, June 2016 annual. LED strobe navigation lights 2013, * Right gear collapse in 62. no other known damage. Complete logbooks since new.

All AD's currently C/W. Very well cared for Tripacer with all the desired upgrades.

Reasonable offers considered. Email mkmreed@mchsi.com or call Matt Reed at (515) 306-6444 and I will do my best to answer any questions and can email additional pics.



A Few Interesting Links

Tom Henry - [This is the Way You Say GoodBye to an Icon - The 747](#)

Don Fey - [Building the Ford B-24's at Willow Run](#) Production began here 6 months BEFORE Pearl Harbor! This film will absolutely blow you away -- one B-24 every 55 minutes! -- and Ford had its own pilots to test them. And no recalls!

Mark Brault - [Blue Angels from Inside the Cockpit](#) - This footage is of the "slot man" in the Diamond formation...toughest flying due to wingtip vortices, etc... when he "smiles", he is pulling some serious positive/ negative "g" forces.



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

Chapter 75 Flight Instructors

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

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

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

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

SATURDAY, MAY 6, 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 the gate is not open and you do not know the Harrison Street gate code. 563-340-9919.

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.



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.

5/3/17 8 p.m. CDT Mike Busch
Buy...or Walk Away?

5/10/17 7 p.m. CDT Prof. H. Paul Shuch
I'M SAFE: Reviewing the Pilot's Preflight Inspection Checklist

5/11/17 7 p.m. CDT Gordon Penner, IAC
Avoiding the Base to Final Turn Accident

5/17/17 12 p.m. CDT Jeff Setzer
SOLIDWORKS: Training Pathways

5/24/17 7 p.m. CDT Dr. Greg Pinnell
BasicMed: Aeromedical Reform

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 \$2000 - Price REDUCED AGAIN.** 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).

Plenty of room for your ad. Send them to marty.santic@gmail.com Get rid of your stuff!

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

Chapter 75 Merchandise Now Available

(from Marty Santic)

As mentioned at the meetings, baseball caps are now available with the new Chapter 75 logo.

The caps are of nice quality and the logo is embroidered, not printed. The caps are available for \$10 and are available now! Let me know and I can bring a cap to the chapter meeting or coffee.

I will ship in a Priority Mail package for an additional \$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 \$15 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

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<http://www.eaa.org>

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 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? _____
