

THE LANDINGS

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

March 2020

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

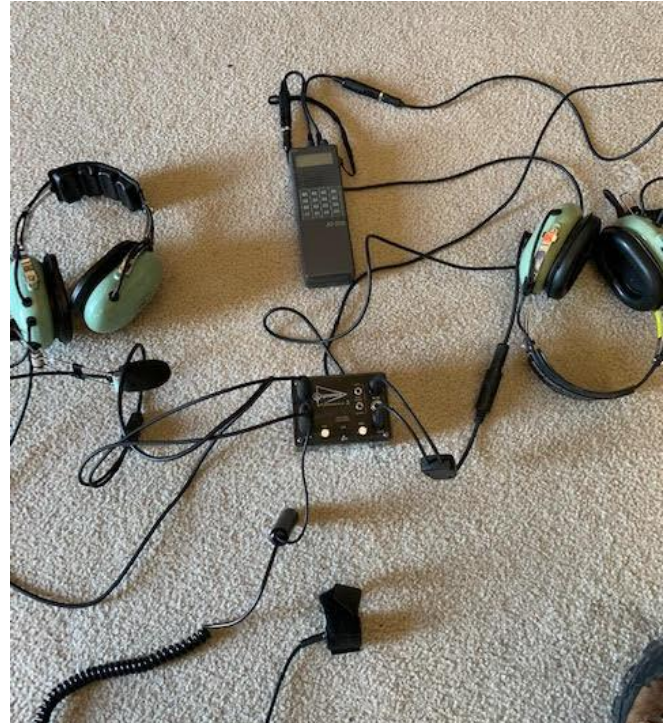
From the Desk of the President



This month I am writing to you from the aspects of a Vintage Pilot.

I hope your February has been as good to you as it has been to me. I actually got a total of three hours flying during the month of February. It all started out with a call from a friend of mine. He asked me what kind of intercom system I use in my Taylorcraft. I told Paul K that I would go down to the hanger and take some pictures and send him exactly what I have. You see the Taylorcraft doesn't have any electrical system, no generator, 12 volt battery or starter. Note, this makes it ADSB exempt. More on that subject of ADSB in another post. This also requires the use of small battery powered devices, for the intercom, radio and iPad.

The next day I went down to the airport, now realized I had taken the intercom and the radio and the push to talk mic switch out of the Taylorcraft because a young couple had used the Taylorcraft to take some wedding photos a couple of weeks ago. I proceeded to place the Sigtronics intercom out on the floor to take some good pictures. Noticing I left the ON switch in the ON position. The intercom has an internal 9 volt



battery and it is now dead. This also leads me to think at this time of winter the batteries are probably weak in the handheld radio, my Sporty's 200. I decided to take the whole system home and swap out all the batteries. Preparing the intercom and radio for spring flying. The point is that preparation was/is a good thing!

BECAUSE!!

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Next Meeting - March 14th 7PM - John Bruesch—Painting
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

March 14th Chapter Meeting

WE are at Deere-Wiman in March!!

The March Chapter Meeting will be held on **Saturday, March 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 March meeting, held on 14 March, will be a presentation by our Tool Guy, John Bruesch. He built a portable spray paint booth which he uses in his garage to paint stuff for his Airplane project as well as other parts, components and sub-assemblies of his other projects such as old motorcycles and furniture. I am sure we will all get some good ideas from this presentation. They say the devil is in the details and if past performance is any indication of John's program, there will plenty of details. See you there.

From The Desk of the President

(Continued from page 1)

The very next Sunday in the middle of February the outside temperature was approaching 42 degrees, winds were calm and the sky was clear blue. I opened the door to the hanger let the sunshine in and "Mother Nature's heat warmed up the aircraft", hanger and the cockpit.

Quote from Ed L. who hangers next to me. Yes, our hangers face straight south. I rolled the aircraft out, after installing my radio and doing a full Preflight, set the brakes, (a lot of the time I will even chock the front tires), tie the tail to a buried steel stake on the side of the cement pad. I preloaded the engine with the mags turned "OFF", double checking the mag switch, with two good shots of prime. By hand turning the prop two blades this charges a couple of the cylinders with a fresh charge of gas/air mixture. Usually on the second hand prop the engine takes right off. I let the engine warm up. Yes, that is how you start a lot of vintage aircraft. Hand propping is a technique anybody can learn. Now following my own preflight checklist, Taylorcraft did not print that I know about, set the altimeter, set my 8-day clock, check for good oil pressure, check primer is locked, released my parking brake, check flight controls are free and clear, check radio set to 123.00. Now if we don't follow the checklist, we forget items, yes I have forgotten to release the parking brakes. OOPS!!!

I untied the tail first then after climbing into the cockpit I proceeded with my Preflight checklist ,setting



the altimeter today it was set to 30.08, High pressure zone in the area, just an amazing beautiful Sunday afternoon for flying. Made a radio call, "Departing T hangers for runway 21". Today asking Carver if they could hear my radio transmission, didn't get a reply?

Taxied out to runway 21, did my run up everything sounded, and looked great. Another good indication was a red tail hawk sitting on a landing runway light. Note: if he is around there most likely no Canadian geese or ducks in the pattern area, which is a very good thing. He sat there until I proceeded to taxi by, course he was just out hunting for mice. When you have an owl or a hawk, eagle crosses your path on any endeavor, flying, hunting or fishing it is usually a good thing. Also usually indicates the weather is good.

My mission today was just to complete three touch and goes and go out to the practice area. I flew up to the Wapsi river area, also known as the practice area, North Northwest of KDVN. On the way there I flew over the top of my son's acreage. As I was climbing out, lo and behold in front of me was a very large AMERICAN Bald Eagle. I've encountered them before. Making sure that I don't enter his airspace and he doesn't enter mine. He did a complete dive bomber maneuver to exit from our close proximity airspace. Now out over to the practice area enjoying the afternoon the internal temperature of the cockpit was now up to 52 degrees the winds were light and variable proceeded out over the Wapsi river. Out over Kenny Conrad's grass air strip. Another reason to be out there. Kenny's strip makes for a great emergency strip if needed while practicing. Kenny's strip is just north of the Long Grove Pumpkin patch and about 3 miles west of Hwy 61, just along the Wapsi River. Decided after I did some maneuvers that I would head over towards Lost Grove Lake to see if there was anybody out ice fishing. Reaching highway 61 I encountered another bald eagle. He was farther out away

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From The Desk of the President

(Continued from page 2)

from me when he realized I was entering his airspace. He also did a nice exit maneuver.

Realizing I had the sun was to my back which would make a good photo op of the ice and the water flowing down the Wapsi. I took a couple of pictures and took a short video with my iPhone. I like to share a few photos on the Facebook Taylorcraft group page. Oh yeah Facebook most likely has a group you can join that covers your aircraft or your type of flying for sharing new information. Now making sure that I don't drop my iPhone into the floor of the cockpit could be (fun), yes dangerous!

Returning to KDVN to use runway 21 out over to the east, using normal pattern basic procedure. I go out over the Mount Joy John Deere facility. There I make a radio call at that location, 45 into the pattern and proceed to go downwind, radio announcement down wind, crosswind and enter the pattern, radio call "Davenport Traffic 95909 Taylorcraft on final, runway 21, Davenport", for a nice final landing of the day. Another piece of info for us flying in and out of KDVN on calm air days the normal runway to use is 33/15. This is fine but it is more taxing for me rather than using runway 21 going to and from the T hangers. It was a very nice flight on a very nice Sunday afternoon. The winds light and variable and warm for the middle of February. I hope your February was as nice to you and I hope March turns out to be just as good. Oh by the way the very next Saturday and Sunday was two more very nice days for flying, I got another 1.7 hours of flying in also!!

We are proceeding with EAA chapter 75 goals as can be expected. Our website is 99% complete, Adam Santic is doing a great job! We're waiting for the computer software to be implemented to redirect the old website to the new website. Other projects are on schedule and we're hoping that our spring and summer activities jell up. Have a good March/Spring, and do some preparation to have a good next flight! See you at the Saturday's coffee and the next Saturday's meeting. IMC CLUB is the 1st Tuesday of the month. See website for detailed information and location.

We should think and plan to have a 16 May2020 "Flying Start Program". We would receive 2 free tickets to Oshkosh Air Adventure if we do! This can be accomplished any day in May. These tickets we can use as we see fit. And maybe get some new members and help start someone flying.

An Update from Chapter 75's 2nd Ray Scholar—Addison Slavish



This month didn't start out great due to weather, as we had a few lessons get canceled, but by the end of the month, we were getting lessons in 2-3 times per week. Total for the month, my instructor Alex and I were able to get 9 lessons in, totaling 9.5 hours.

Towards the beginning, I was just trying to get comfortable in the 172, as I was previously flying our Cherokee 140s. I'm feeling more and more comfortable with each lesson, and I'm seeing lots of improvement in maneuvers and pattern work. I'm not completely confident in the pattern, as I'm finding it difficult to get a feel for things (same goes for ground reference maneuvers), but since I was able to get the Sporty's Private Pilot course under the scholarship, I use it to review between lessons and I've found it helps a lot to watch the videos and review before I go up again.

I think February was a great start for my first month of training, and I can't wait to see what March brings (hopefully some nicer weather)!

New EAA Chapter in Galesburg (from Dave Wilson)

A new EAA chapter will officially begin this Saturday, Feb 29th at the Galesburg Airport with its first meeting at 3:00 PM. It's about time. I'll share my RV-8 experiences with them at some point. <http://davidwilson-usaf-rv8.blogspot.com/>

David L. Wilson (309) 368-9993



February Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter President Jim Skadal at 6:00 pm.

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

THOSE NOT PRESENT: None.

OTHERS PRESENT: Rich Lowe, Tom Shelton

TREASURERS REPORT: The treasurer's report was read by Ron Ehrecke. A motion to accept the treasurer's report was made by Nick Anagnos and was seconded by Carl Brown. Approval by the board was unanimous.

APPROVAL OF MEETING MINUTES:

There was no January meeting due to weather, and the December meeting was replaced by our Christmas party. A motion to approve the November minutes as published in the December newsletter was made by Carl Brown and was seconded by Nick Anagnos. Approval of the board was unanimous.

OLD BUSINESS:

Jim Skadal read a list of committee chairs, tech counselors and other volunteers for 2020, as approved by the incoming board. They are:

Tool Library:	John Bruesch
Flight Advisor:	Bernie Nitz
Repair Barn:	Bernie Nitz
Young Eagles:	Bob Thomas
Program Coordinator:	Rich Lowe
Air Academy Advisor:	Jim Skadal
Newsletter Editor:	Marty Santic
Web Editor:	Adam Santic
IMC/VMC Club:	Paul Fisher, Bernie Nitz, Ron Franck
Scholarship Coordinator:	Keith Williams
Tech Counselors:	Jim Smith, Terry Crouch, Paul Kirik, Cy Galley
1500 Club:	Rich Lowe
Project Manager:	Tom Shelton, Aviation Nation Project

NEW BUSINESS:

A Gold Banner award from EAA for Chapter 75 activities in 2019 was presented by Jim Skadal.

Adam Santic has been working on our new web site on EAA.org. Cy Galley has been asked to redirect

the "old" Chapter 75 site/URL to point to the new presence on the EAA site. EAA asks us to send (to Adam) pictures of ourselves, projects and/or aircraft for inclusion.

Ron Franck suggested that we remove our names and addresses from our old flying magazines, maps, etc., and replace them with a Chapter 75 reference, and leave them at barber shops, doctors' offices, libraries.

Jim Skadal reported that at a recent IMC club meeting the topic of flying into known ice vs. forecasted was discussed, and that it would be a good topic for a general meeting.

Bernie Nitz on EAR: Reminded all that, beginning next month, "anyone" can volunteer for any "job" that interests them at AirVenture, via the EAA website.

A U-Haul trailer is on reserve for transport to/from EAR activities. Nick Anagnos volunteered to pull the trailer up and back.

Jim Skadal will ask Marty to poll the membership to see there is enough interest for Chapter 75 to "host" a pancake breakfast at AirVenture. Twelve people are required to operate this activity.

Ron Franck reported that, like other precision equipment, our compression tester(s) should be calibrated. After some discussion, John Bruesch said he's check with the folks who calibrate our other equipment.

Tom Shelton forwarded Jim Smith's recommendation that we purchase a long "grabber," for jobs like retrieving a dropped valve without removing a calendar. Moved by Don Fey, seconded by John Riedel that John Bruesch purchase one for EAR, up to \$100. Motion carried.

Rich Lowe on program schedule: March coffee at Johnson's in Geneseo, March program – how to set up a spray painting area in your hangar/garage by John Bruesch.

April coffee open, April program – landing a Bonanza in a corn field with engine out.

A motion to adjourn the meeting was made by Carl Brown and was seconded by John Riedel. The meeting was adjourned at 6:50 pm.

These minutes respectfully submitted by Don Fey, Secretary.

February General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:00 pm by Chapter President, Jim Skadal.

VISITORS AND NEW MEMBERS: Jim Sweeney, program presenter; Addison Slavish, 2020 Ray's Scholarship selectee; Paul Slavish, Addison's father; New members Alma Mariano and Daniel Wolford.

TREASURERS REPORT: The treasurer's report was read by Ron Ehrecke. The treasurer's report was approved at the Board of Director's meeting.

APPROVAL OF MEETING MINUTES: The minutes of the last meeting as published in the December newsletter were approved at the Board of Directors meeting.

TOOL LIBRARY: John Bruesch displayed the replacement mallet for the one that was "broken" at AirVenture. Reported that there are new, reorganized, clipboards in the tool room. Reported that he'll be purchasing the extraction tool as directed by the board, and will have the compression tester calibrated.

TECH COUNSELOR REPORT: Jim Smith did a full exam of the left wing Ron Franck's Panther.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Invitations to returning EAR volunteers will be delivered shortly. "New volunteers" should contact Bernie. Additionally, in March, the EAA web site will post signup opportunities for all AirVenture activities.

YOUNG EAGLES: Anticipate six or seven events in 2020, starting in May.

PROGRAM COORDINATOR: Look for schedule in the newsletter.

AIR ACADEMY ADVISOR: Jim Skadal reported two Academy attendees for 2020: We're sending Sam Bivens, a 14-15 year old, and Laura Azuela, a 12-13 year old.

NEWSLETTER EDITOR: Nothing to report.

WEB EDITOR: Adam Santic has built a new web site on EAA.ORG. We've asked Cy to have our "old" web site redirect users to the new site, and list the new URL on the front page of the old site. Chapter membership roster will appear on the new site, and members are asked to send their pictures to Adam, as well as pictures of their aircraft, projects, adventures.

VMC/IMC CLUB: Nothing to report.

SCHOLARSHIP COORDINATOR: Recognized Nick Hayes, our 2019 participant, who passed his private pilot flight test in December. Keith presented Nick with an EAA shirt and a set of EAA "wings." Introduced Addison Slavish, our 2020 participant. Addison works at Carver as does Nick. We encouraged Addison to contact chapter members to be included in chapter activities, to meet her "twice monthly" requirement of chapter involvement.

OLD BUSINESS: For all motions, need names of both chapter members and whether the motion passed or not passed.

NEW BUSINESS: A Gold Banner award from EAA for Chapter 75 activities in 2019 was presented to the Chapter by Jim Skadal, along with thanks to the 2019 Chapter leadership and members.

Tom Shelton spoke about the Aviation Nation "build an aircraft" project. We've received preliminary information to build an RV-12 with grants for tools, kits, etc. Estimated cost is \$113,000. Scott County School District is excited to participate.

PROGRESS REPORTS / GENERAL DISCUSSION: A motion to adjourn the meeting was made by Nick Anagnos and was seconded by Nick Hayes. The meeting was adjourned at 7:52 pm.

THE EVENING PROGRAM: Multi-function Display – on your cell phone and iPad by Jim Sweeney.

These minutes respectfully submitted by: Don Fey, Secretary

March Coffee Info - Sat March 7th

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Bob Johnson & Shellie Darr at his "airplane factory" in Geneseo. The place is heated!! Come for some good hangar talk and meet your fellow chapter members. **DRIVE IN:** Interstate 80 to the Geneseo Exit. The address is 19102 E. 1600th St. Geneseo, IL From the exit ramp of I-80 in Geneseo, turn north and go .8 miles to Rt. 6 East. Turn right and go 1.6 miles to 1600 E. Turn right and go 0.3 miles, shop is the grey barn on the left.

Bob Johnson is building a Rans S-20 Raven. The Geneseo Gen-Air Park - 3G8 address is 20035 E 1700th St, Geneseo, IL 61254 and is a 3 minute drive from his location. You can fly in and arrange for pickup via Bob or Shellie. Bob's Cell is 309-489-6572

February Coffee at Clinton, February Meeting Photos



Jerry's Blog—February 2020 (from Jerry Coussens)

It's January the 26th, and I'm taking my annual airplane trip to Fort Meyers and Key Largo. I'm usually glad to get where its warm for a few days, but this year the weather has been so warm (sorta) I could have forgone this trip. It's a busy year with many things to do for business and the home show is coming in a week. I also have been making progress on my Lancair 4 and am into the building process. Having said all that I was ready for an airplane trip south, I like long distance personal airplane travel.

The weather in Davenport, ceilings at 800' and 28 degrees. Like many trips this time of year my concern is ice in the clouds. All indications said it was a thin layer so the trip is on. I departed at 9:30 Central time from Davenport airport. I received my clearance and departed on 21. The layer was 1,000' thick and I didn't attract any ice. I climbed to 7,000' in clear air heading south to KTHA for fuel. I could have traveled further south for fuel, but like to get fuel before or after Atlanta. Atlanta is busy airspace so I would rather travel through and not stop. As I approached Nashville I am in and out of clouds and as usual I was told to deviate for traffic. I have ordered a new auto pilot but it hasn't come yet so anytime I'm not following the GPS I need to hand fly the plane to stay on course and altitude.

This is no problem but my airplane needs constant attention while hand flying (on the instruments). Another problem with the AP is there is an oscillation problem it seems to sensitive in pitch so it goes up and down a few feet. Not enough to cause navigation problems but it does make me sea sick (nauseous).

After Nashville I was handed to Memphis ATC to let down to THA. Once I was clear of clouds I canceled IFR and landed in partly cloudy skies. Full of fuel I headed for FMY, (Fort Meyers Paige Field) I filed for 9,000' as it worked so good to be at 7,000' on the way down lets go higher for less fuel consumption. I assumed I left the cold air in QC so we are good with ice. As I approached Atlanta I entered clouds and started to get rime ice so I asked for 7,000' again. As

I passed 8,000' the ice started to detach in the slip stream. As usual ATC had me deviate to Lagrange VOR to take me around their traffic. I'm now flying over a cloud base which remains till I see the Gulf. It's 3:00pm, the sun is going down and it is reflecting off the water (a photo opportunity). As I pass Tampa the controller says he is losing my transponder. With this in mind I report my altitude each time they give me a new altitude. I have no idea what that is all about, is my transponder going bad? As I'm passed to



Miami they seem to read it fine. My goal is to get home and check it there. I'm vectored around Fort Meyers Int. airport to land at Paige field. As I turn on base approach tells me I'm cleared to land on 5 which is weird since that is towers job (at least that is what I thought I heard). As I switch to tower I say I'm cleared for runway 5 and the tower comes back with your not cleared unless I clear you. This was no surprise that's why I checked.

On the ground in Paige I park at Base Ops, this was going to be a fuel top off as my friend (who lives in Cape Coral) and I were heading to X51 "Homestead General" to stay in Key Largo. Instead of going IFR I decided to use flight following over the Everglades at 5,000' as I was ready to relax after 6 hours of travel. The flight to X51 is 37 min. long. As we approach Homestead the sun is setting. We land on 36 and taxi to a parking place. Everyone is gone and we were lucky to get an Uber to key Largo.

I'll report on the return trip on the next blog. Jerry

Jerry's Blog—March 2020 (from Jerry Coussens)

It's January 29th Thursday morning and I'm in Florida at the Fort Meyers, KFMV, planning to head home. The weather is a balmy 70 degrees and sunny, thunder storms had moved through last night. More storms are coming in tomorrow, thus the reason to head home a day early. While prepping the plane I took a napkin and cleaned the oil off the transponder antenna hoping this will solve the lost transponder signal Tampa had complained about. I get my clearance to THA for fuel stop. Tallahoma, TN is my stop because it is easy, fuel is cheap and it is right on my way.

My friend Rob dropped me off at Paige field around 8:30 then left for his appointment. With no company I could relax as I do my preflight. Everything checks out so I get myself strapped in for the long trip home. I call ground for my clearance (same freq). I'm cleared as filed which is direct to Lakeland VOR then direct to THA at 8,000'.

I taxi to the end of runway 5 and wait for landing traffic, there is a P51 flying around to promote the war birds at the FBO raising money with tours. The P51 fly's overhead then turns downwind for 5. I didn't mind staying till he lands, after he turns on the Taxiway I'm cleared to leave. As I'm climbing to my altitude I'm vectored to keep me clear of traffic. Before I get to my altitude I'm passing in and out of cumulus clouds, not many bumps. I'm cleared on course and am handed off to Miami approach. Throughout the entire trip home no one lost my transponder so cleaning off the antenna did the trick.

I've got a 5 kts headwind as I pass into Georgia with mostly clear skies. Plane is working great with the exception the autopilot is doing that purposing again. I make the decision I'm no longer going cross country till I get that fixed. ATC calls and ask if I want to go over the coming MOA or around, I opt to cross over which is 10,000'. About 100 mi from ATL I'm given a new course. I'm sent to LaGrange VOR which takes me to the west of ATL and keeps me clear of their airspace and traffic. After passing La-grange ATC continues to vector me to avoid traffic.

That ADS-B is sure nice, I can see the traffic he is moving me around. Having said that I never saw any of them with my own eyes. I'm watching my gas gauge as I get close to THA. I like landing with one hour left in tanks and I'm down to 45 minutes. I console myself with the fact that 45 minutes is 150 miles but I still like to have more cushion. As I approach THA I cancel IFR and descend for an easy landing on 18. Taxi up to the pumps and shut down. Three and



one half hrs. down and two to go. I have the tanks topped off and find I have 3 more gallons on board then I thought so I did have my hour.

After a break I depart and climb to 8,000' in broken clouds. I contact Memphis approach and get my IFR clearance. I'm then told to contact Nashville who

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Jerry's Blog—March 2020 (cont.)

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vectors me to the west to avoid traffic, I'm still traveling 10 degrees west when I'm handed to Fort Campbell approach. I ask if I can turn direct home and he clears me to do so. A layer of clouds has formed under me perhaps 2,000' below and now clouds are building in front of me. I watch for ice and after a bit I see rime ice forming on the wings and windshield. As I look up I see what looks like a tint of blue so I ask for higher and am cleared for 10,000' shortly I breakout at 8,500' in clear blue skies. Soon the clouds right below me breakup and I'm left with a layer at 7,000' as far as the eye can see.

This is the layer that has hovered over the Quad Cities for the past week making for bleak weather. I check the weather at DVN, it's 1,400' with 10 miles vis. It's VFR but I need to come down through the cloud deck to get there. Outside temp is -1 C. Odds are good I might run into ice. As I contact MLI I ask if there has been any reports of ice, he says there have been. I tell him I want DVN ILS-15 and he says we'll keep you up above as long as we can. True to his word he vectors me north of DVN then tells me to descend pilot discretion to 3,000' while he vectors me to the ILS. He then turns me to 180 and clears me to intercept ILS 15.

I'm on my own following the needles "poorly" I might add. Although there is wind it is only 13 kts I should be doing better, the controller ask me how I'm doing as he sees I'm not on target. I'm coming into VFR conditions so I cancel VFR, I look at the wings and report there is light icing. Upon landing and taxiing to my hanger I'm wondering why I did such a poor approach, was I fatigued as I had no AP and was hand flying?

After I put the plane away I notice there is about 3/16" glare ice on the wings more than I thought, good to be home. I have been thinking about my poor approach and think I have come to a conclusion. I was focusing on hand flying the airplane and worked at doing it perfectly as I was vectored down though the cloud deck. I believe I did a good job keeping plane controlled and on the coarse given to me.

So far so good, but when I was cleared to the ILS approach it was now time to pick headings as were appropriate to me. This added duty was my breaking point which is why I flew such a poor approach. At least that is my hypotheses. The lesson I'm taking away from this is "I'm done flying approaches without a working AP" it's just too much work load for



me as I just don't fly enough approaches to be proficient hand flying them.

As I write this, my new Trutrak AP is on my bench at home. The wrong controller came and I'm working on that, but I got the rest of it. I'm building one aircraft and maintaining another. Although I don't like the burden it's still like Christmas when the UPS man comes. My brake calipers have been leaking all summer, I've fixed them three times, now that I'm back from trip I see they are leaking again. I'm done with that I ordered new brakes from Matco. Still waiting for that to come, plane is grounded till I have brakes I can count on. 2019 will go down in my life as the year everything broke on my Lancair 235/360 perhaps it is just mad because I'm building a replacement.

I plan to work on the wings of the 4 this week end as I think I can finish them and move them out of my shop (pretty tired of walking around them crew hasn't complained, just me).

See you at the airport, Jerry

Check Rides (from Richard Lowe)

When I took my check ride for my private certificate in May 1969, there was actually two check rides going on at once: Mine and that of the Designated Pilot Examiner. Our Army Flying Club at Phillips Army Airfield on Aberdeen Proving Ground, MD, was fortunate to have access to a Designated Pilot Examiner only ten miles away. He was the manager of a small airport. He had given a lot of check rides to club members over the years. This was before the days of the Practical Test Standards and the DPE had a lot of latitude in how he or she ran the test. We will call the DPE Fred.

Then, along came a club member, student pilot who was an engineer at an Army weapon facility near the Proving Ground. He was taking instruction from the same CFI that was training me. He was a rather strange duck. Our club maintenance officer said he reminded him of a "little kid about to wet his pants". He was always talking when he might have been listening. The day came for him to take his check ride and he returned from the test and told the CFI that he had failed. She asked what went wrong and he told her that he lost 100 feet in a 720 degree turn and Fred failed him.

Without checking the story, the word went out that you did not want to use "mean old Fred" for a DPE. The search went out by the students for an alternative and some one came up with a guy in central Delaware. Word on the street was that if you could not fly when you got there, this guy would teach you during the test. He never failed anyone. The story went on that if the student was the standard FAA 170 pounder, the student, the DPE and full fuel would put a Cessna 150 grossly over weight, but the test went on anyway. One of the students went down for his private check ride and could not find the little airport this guy operated. He came home still a student pilot.

Even though I was a student pilot, I was appointed as club operations officer. I said we had to do something about the DPE situation. When my time came, I scheduled with Fred. The test was not that bad. Landing at the same airport we left, some hood work and several questions on navigation. He asked me to demonstrate the VOR and asked me several times to show him on the chart our location. One landing and we were done. After the test I told Fred he was taking a check ride also. I told him about the guy he failed. Fred said he wondered why he was not getting any students from our club. He said the 720 is not part of the private ride. What really happened to the guy who failed was he could not navigate. Fred said he told him to plan a flight to York, PA and he head-

ed north to the Susquehanna River. I asked him where he was going and he said he planned to follow the river to York. Fred told him the river does not go to York. He said he still wanted to follow the river. Fred said I can't give a license to someone who can't navigate. He will get lost and run out of gas. Fred told him to have his CFI call him to discuss additional training needed. He never got a call from the CFI. (By the way, if Fred failed a student, he gave him or her his money back.)

I went back and reported the details to my CFI. The guy eventually got his ticket and we had a few more incidents with him. He left the proving ground for New York one day and turned south. Lucky for him, another pilot was with him and got him headed north. His wife as I recall, refused to get in a plane with the guy. I guess the teaching point of all this is don't believe all the stuff you hear in aviation, especially when you are new to the game.

World War II Trivia - Aviation Gasoline (from Bob Weil)

It has always puzzled me as to why the German Luftwaffe kept on using 87 Octane Aviation Gasoline while the Americans and British used 100 Octane Gasoline in their Spitfire Fighters and Americans used 130 Octane in our P-51 and other fighters. This morning I discovered the reason!

This is a declassified article by the British Society of Chemists (Declassified in 2014)

It seems that the German and British aircraft both used 87 Octane Gasoline in the first two years of the war. While that was fairly satisfactory in the German Daimler-Benz V-12 engine, It was marginal in the British Rolls-Royce Merlin XX engine in British aircraft. It fouled the spark-plugs, caused valves to stick, And made frequent engine repair problems.

Then came lend- lease and American aircraft began to enter British service in great numbers. If British engines hated 87 Octane Gasoline, American, General Motors Built, Allison 1710 engines loathed and despised it.

Something had to be done!

Along came an American named Tim Palucka, a chemist for Sun Oil in their Southeast Texas Refinery. Never heard of him? Small wonder, very few people have. He took a French formula for enhancing

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World War II Trivia - Aviation Gas

(Continued from page 10)

the octane of Gasoline, and invented the "Cracking Tower" and produced 100 Octane Aviation Gasoline. This discovery led to great joy among our English Cousins and great distress among the Germans.

A Spitfire fueled with 100 Octane Gasoline was 34 miles per hour faster at 10,000 feet. The need to replace engines went from every 500 hours of operation to every 1,000 hours. Which reduced the cost of British aircraft by 300 Pounds Sterling. Even more, when used in 4 engine bombers. The Germans couldn't believe it when Spitfires that couldn't catch them a year ago started shooting their ME-109 E and G models right out of the sky.

Of course, the matter had to be kept secret. If the Germans found out that it was a French Invention, They'd simply copy the original French patents. If any of you have ever wondered what they were doing in that 3 story white brick building in front of the Sun Oil Refinery on Old Texas Highway 90, that was it. They were re-inventing gasoline.

The American Allison engines improved remarkably with 100 Octane Gasoline, but did much better when 130 Octane Gasoline came along in 1944. The 130 Octane Gasoline also improved the Radial Engine Bombers we produced.

The Germans and Japanese never snapped to the fact that we had re-invented gasoline. Neither did our "Friends" the Russians. 100,000 Americans died in the skies over Europe. Lord only knows what that number would have been without "Super-Gasoline".

And it all was invented just a few miles west of Beaumont, Texas and we never knew a thing about it.

Navy LST Coming to Iowa this Summer

(from John Mitchell)

This is very cool, I think I will plan on getting over to Dubuque to see it.

This ship actually operated in North Africa and Salerno supporting landings there and participated in D day at Normandy making like 40 crossings of the channel... And, it's privately owned by a group now and operated regularly...

<https://kdat.com/world-war-ii-ship-to-be-in-quad-cities-this-summer/>

EAA Chapter 75 GOLD AWARD BANNER 2019



EAA Chapter 75 is featured in EAA article. Congratulations to the following EAA chapters that have received the 2019 Gold Level Award. <https://www.eaa.org/ea-news-and-publications/ea-news-and-aviation-news/news/02-13-2020-Congratulations-to-Our-New-Gold-Level-Chapters>

EAA Chapter 75 Gets A New Website

Our chapter transitioned in January 2020 to SiteCore. SiteCore is the same webhost that EAA.org uses. The benefits of SiteCore is that it is 100 percent FREE, has UNLIMITED space, the templates are simple and it is mobile friendly. The website is LIVE NOW at <https://chapters.eaa.org/ea75>. Add it to your bookmarks/favorites tab on your browser. By doing that, you will have easy access in accessing the content that is featured on the website. In the process with the NEW website, we have a NEW web editor. Adam Santic is the NEW Web Editor for the chapter. Our chapter would like to thank Cy Galley in being our only web editor up to this point. He had been doing the website from 1995-2020. So, check it out and spread the word!

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to April 5

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The
**IOWA AVIATION
MUSEUM**



will be holding its

23rd Annual "Chili Fly-In/Drive-In"

**Saturday, April 4th 2020,
11:00 am to 2:00 pm**

At the Iowa Aviation Museum
2251 Airport Road
Greenfield, Iowa (GFZ)
PHONE: 641-343-7184

Hosted by the Museum's Board of Directors
Serving "Buffalo & Chicken" Chili,
Homemade bars, hot cider & coffee



Adults ~ \$7.50
Children Under 12 ~ \$4.00

Also available "Chili-to-go!"

***Please join us for a day of good food
and good fun!***

Ron Franck's Project - It's Got Legs!



Applications for EAA's 2020 Sport Pilot Academy Now Open

[Click here for More Info](#)

Spectacular Oshkosh Highlights - EAA AirVenture Oshkosh 2019

A great video.

In a joint venture with our friends at This Is Flight, we bring you some of the best highlights of EAA AirVenture 2019 in Oshkosh, WI! This was published February 29, 2020 by AirShowStuffVideos

<https://youtu.be/InPefjpEUbE>

Chapter 75 Flight Instructors

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

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

From Our Chapter Member in Ireland

Loman O'Byrne wanted Chapter 75 to meet his new grandchild. Meet Finn Patrick O'Bryne, son of Conor and Clair O'Byrne. Born 19 February at 02:54. Finn (way cool name) was 7lbs 6 oz on arrival. Everyone is doing fine. From Mike Nightingale.



EAA Chapter 75 IMC Club

"To promote instrument flying, proficiency, and safety"

<http://eaa.org/imcclub>

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

For more information contact:

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

Bernie Nitz - bernien@visioncrest.com

Ron Franck - ronaldfranck1@gmail.com

Local Calendar of Events

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

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

Upcoming EAA Webinars

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

Bolted Joints in Shear
Wednesday, March 4 at 7 p.m. Presenter: Mike Busch

Stabilized Approaches and Go-Arounds
Wednesday, March 11 at 7 p.m. Presenter: Prof. H. Paul Shuch

How to Read and Call an Aerobatic Sequence
Tuesday, March 17 at 7 p.m. Presenter: Jim Bourke

ATC and You: Communicating With Confidence and Clarity
Wednesday, March 18 at 7 p.m. Presenters: Richard Kennington and Bob Obama

Chapter Chat: Donations and Contributions to Chapters
Tuesday, March 24 at 7 p.m. Presenter: Patti Arthur

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. Dan Murphy 309-752-3887, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

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

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

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



For Sale: Central Pneumatic (Harbor Freight) air compressor model 67847, 2.5 HP, 21 Gallon tank, 125 PSI with regulator. Delivers 4.7 CFM at 90 PSI, 5.8 CFM at 40 PSI. Excellent condition and perfect for HVLP spraying (but decided to get something quieter). Portable on wheels, Owner's Manual included. (~ 5 years old). \$95 John Bruesch 708-341-7083



Have Anything to Sell? Will be more than Happy to List It Here!!

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

Chapter 75 Merchandise Now Available

(from Marty Santic)

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

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

I will ship in a Priority Mail package for an additional \$7.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$17. I ordered 30 and received a discount.

If you would like a cap, please send me an e-mail. marty.santic@gmail.com If you would like me to ship, send a \$17 check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807. A new order has arrived. We have about 30 caps now.



Baseball Cap in Light Khaki

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

EAA CHAPTER 75 OFFICERS

(Effective January 2020)

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

Paul Fisher (IMC Club Coordinator)
 rv7a.n18pf@gmail.com 309-230-8719

Fly-Out Coordinator - ??

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

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Newsletter Editor

Marty Santic
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Social Media Editor

Adam Santic (See Above)

We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 75, regardless of the form, format, and/or media used, which includes, but is not limited to, "The Landings" and audio/ video recordings is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. Therefore, no responsibility or liability is expressed, or implied, and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.



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

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

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
 Renewal
 Info Change

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

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

National EAA Membership:
 1-800-JOIN-EAA (564-6322)
 Phone (920) 426-4800
 Fax: (920) 426-6761
<https://www.eaa.org/ea75/ea75-membership>

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

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

I am interested in helping with: _____

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

What are You Building? _____

What are You Flying? _____
