

THE LANDINGS

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

January 2019

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



Editor's Note: This is Part 2 of Jerry's 2nd trip to the Grand Canyon a few years back. Was before he had the IFR rating.

Day 3, August 17th

Up early as usual we had breakfast at the hotel, then tried to get on the hotel computer to look at the weather, but the computer was down. We called for a cab and then I called for a weather briefing. I told him we were planning to stop at Bryce Canyon and see what all the talk is about. He said "I was just there yesterday, interesting place". This made me wonder what he meant. The briefing confirmed the weather was good for our flight. The taxi came and took us back to the airport.

During the preflight I saw a note and envelope on the window, "landing fee \$10. An ambulance helicopter pilot came over to talk to us, he said, "I saw you come in last night, did you guys come thru that storm?" We told him the storm was the reason we came to Kingman for the night because we couldn't go north. He informed us the storm had dropped about 8" of rain and broke a dam in the canyon, stranding campers (it was on the news). This reminded me of the phrase



"He who fights and runs away lives to fight another day". After visiting with the helicopter pilot we loaded into the airplane and taxied to runway 14. There was a kit fox practicing landings, which reminded me of the first plane I built. After he took off again I called my intentions and started down the runway. As we sped up I noticed the plane wanted to leave the ground early, I had to keep forward pressure on the stick to keep it down. I looked out the window thinking I forgot to lower the flaps, flaps were down. As we lifted off I had to keep the plane from climbing too fast. I asked David where his bag was and he said the back of the luggage area. I told him to pull it forward and then that old familiar feel came back to the stick. This episode was a great opportunity to discuss the center of gravity envelope on an airplane. David's always interested in learning new things.

I set the plane for climbing cruise and headed north-east. The plan, level off at 9600', which was above the Grand Canyon National Park no fly zone. Flying over the park you could see the expanse of the Grand Canyon, pretty amazing. The plateaus were covered in a carpet of green, I assume cedar trees or junipers, the beautiful reds and tans covered by dark green made for a beautiful view.

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Next Meeting-Saturday, January 12th 7PM - "What is the VMC Club?"
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

January 12th Chapter Meeting

The January Chapter meeting will be held on **Saturday, January 12th at 7PM**. It will be held at the **Deere-Wiman Carriage House**, located at 817 11th Avenue in Moline, IL.

Ron Franck will be providing the program at the meeting. Per Ron... As requested by some of the membership I'll be presenting a couple of VMC club scenarios. The first VMC scenario is titled "A Short Final", the second scenario is titled "Smoking Is Not Good For You."

I'll finish up with Air Safety Institute video with time allotted for follow-up discussion by the membership.

If found desirable, we will make this a monthly club meeting much like the IMC club.

Hope to see all at the meeting! Bring a friend!!

From The Desk of the President

(Continued from page 1)

Leaving the canyon behind us we could see some of the beautiful colors of Zion National Park to my left. Up ahead we saw some high mountains, I assumed it was Bryce Canyon. I had no idea what to expect at the canyon, I was expecting a canyon like the Grand. As we crested the mountain I was surprised to find the beauty of the canyon was from the top of the mountain to almost the bottom. The colored limestone mountains had been eroded by water, so they almost looked like spires, pretty cool.

After a couple of circles we headed for the airport which is located out in the open away from town. We landed on the blacktop runway and coasted to a stop. Bryce airport is at 7590' above sea level. It has a 7300' runway built in the 30's as an emergency landing strip for passenger aircrafts in trouble. This answers my question, who would build an airport way up here. The only hangar on the field was built from logs and the main terminal is a new building built like a hunting lodge. The hangar was at least 80 years old because they had a picture of a new DC 3 parked in front of it.

While my navigator spread the maps on the floor searching for where we were I had a soda, checked the weather and visited with a Belgium family on a 25 day trip traveling the western US in an SUV. After looking around I sat on the floor with David and planned our flight path. Our old friend, the low pressure area over Denver, was still there which closed



our route to the east. We would fly north northeast to the west side of Canyon Lands National Park and land at Price Airport for fuel.

With plan in hand we loaded up and taxied out, I didn't need nor did I want fuel as the density altitude was 9700' and we were going to use enough runway the way it was. For you non-flyers my planes ceiling is 14,000' to 15,000', you find your airplanes ceiling by climbing until any move you make makes the airplane go down, not up that's your max ceiling. A 9700' density altitude is getting close to that number. I was concerned, but not afraid as we had more than a mile of runway with no obstacles at the end. We lined up at the end of the runway and I locked the brakes to run up the engine before release. We started down the runway at an anemic pace, the engine producing 50% power. Since the airplane only registers air speed its unknown what our ground speed was, I would guess in the 100 mph range. What I do know is it's hard to keep it centered as every flaw in the runway has the goal of diverting us. I pull the airplane off prematurely and let her settle above the runway, retract the gear and slowly gain speed. Our speed is 87 kts and our climb rate is 100 fpm, then we get to 90kts and we are climbing 200 fpm. When we are 200' or more I quit looking at it and set the plane up for climb cruise of 140 kts and 300 fpm. I do this to keep the engine cool as my CHT red line is 500 degrees F and my temp is 475.

Up ahead we have a mountain range to contend with, this was the range we were supposed to be on the right side of or was it the range to the west? Using the GPS to name the town under us we decide to turn direct east thru a gap to get on the right side of the range. I tell ya, you have to pay attention when flying in the mountains because many of these ranges and passes look alike. GPS makes it easy to find references, without it we would have to be much more vigilant. After passing thru the gap we head north to

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From The Desk of the President

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Price. David's itching to fly again, so I relinquish controls and let him hand fly us to Price and I just look around, can't beat this for a front row seat.

Price airport is backed up against an east west range with a definite slant, we're old pros at this now, so we make a circle around the airport and come in up-hill, coast to a stop and taxi to the gas pumps. There's no one around. We get out to stretch, then walk to the FBO where we find a young girl at the desk. She offers to fill us up and I take her up on it.

We take a break and my navigator opens up the maps to plan our next move. Soon the owner of the FBO comes to find us and says, "I need to show you something". He leads us to his office to show us a picture on the wall of an aircraft he built that was the same model as mine with a larger engine. I asked him if he still had it. He tells me no, he needed the money to start his aviation business, but wishes he still did. After talking to him about the larger engine I started to dream of more power. After three days of low power I was really interested in a larger engine. By the time I got home cooler heads will prevail and the larger engine will go to the new airplane.

The weather was clearing over Laramie, so that is our next way point. Takeoff is to the south, downhill and with the ground falling away as we climb out. We slowly turn to the left as we climb to give us time to out climb the mountains to the north. Clearing that range we head for Laramie, WY crossing over Dinosaur National Park. David asked me what I thought those dots were that covered the brown landscape. I told him I read an article about all the natural gas in Wyoming and how it was being mined. After an hour or so the land below us has turned to larger mountains covered with trees. To the south in the distance it looked like the ski slopes of Steam Boat Springs, ahead of us was the Medicine Bow Mountains and Laramie.

Laramie passes on the left; soon we saw I-80 below us heading for Cheyenne. It's always good to see I-80, as it's a ribbon that's attached to home.

I like flying the mountains, but 3 days of contending with high density and I was ready to get back to the flat lands of Iowa. I was glad to see the last of the foot hills pass under my wing.

It was 4:00 mountain time and I calculated we would arrive at my home about 9:00 tonight. David could stay with us and I would take him back home on



Monday morning, a great ending to a great trip.

As we pass over Cheyenne, WY a warning beeper goes off in my head sets. I look down to see the alternator is no longer producing amps. In less than a moment I think I know what is wrong. The last annual I noticed the belt (car fan belt) was damaged and was probably broken. David wanted to stop in Cheyenne, but I was reluctant because I had accrued get home-itis. I just wanted to get a little further down the road before stopping.

After a moment I knew he was right and we radioed Cheyenne tower that we had a problem and needed to land. They cleared us to land and asked if we needed emergency vehicles. I said no we were fine just to direct us to the FBO.

We shut down in front of Sky Harbor Service, which turned out to be a god send. I elected to pay for the hangar since we had to work on the plane. They informed us that only a few hours earlier we couldn't have landed because of fog and rain. They called a hotel and got us a room and then a car came to get us.

The hotel turned out to be the Plains Hotel, a renovated fancy hotel from cattle town days. Across the street was a great old train station that was renovated into a restaurant bar, so we ate there and walked around before turning in for the night.

Day 4 August 18th

Up at 7:00 am, we had a leisure breakfast as the mechanic wouldn't be in too soon anyway. Replacing the belt on an airplane is the same as a car except you have to take the propeller off to get the belt on. I have the expertise to do the job, but not the tools. That is why I decided to pay a mechanic for help. We caught the shuttle back to the airport and took measurements for the new belt. The FBO lent us their courtesy car so

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From The Desk of the President

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we could go to NAPA for the belt. I also bought some hand wrenches to remove the prop. We were almost done when the wrench broke and the belt was too small, so back to NAPA we go. We got a new belt and they took back the wrench. After the third time we got a belt that worked.

Serendipity of the unscheduled stop was a Lancair IV (the airplane I'm building) stopped at Cheyenne for repairs to his rudder trim, David and I had plenty of time to drool over it, cool. After we put the airplane back together I asked the mechanic what I owed him, he said, "Just make a check out to my favorite charity". So, Jerry's Kids (MDA) got a boost from the mechanic. It was 2:00 pm; we had a full tank of gas and were ready to go home. I paid my bill and the owner of the hangar gave us water for the trip.

We taxied to the runway and did our run up. The tower cleared us to take off, so I pulled on the runway and gave it full power. We accelerated down the runway at a sluggish pace, which concerned me. Half way down the runway we lifted off and started to climb, but oh so slowly. I checked the engine gauges to make sure everything was alright, and it was. Now that we were out of the mountains I expected the plane to perform like the flat plains, why so sluggish. We cleared the houses at the end of the runway by 100', but it just felt low.

The tower said we could turn on course, I told him we would continue straight to get more altitude before turning on course, they said ok. At 500' AGL we turned on course and set for cruise climb, which gave me time to think about the sluggish performance. After a bit it hit me, Cheyenne's altitude is 6,160', only 1,500' below Bryce Canyon. No wonder the plane flew so poorly. Since Cheyenne wasn't our planned stop I hadn't read up on the stats, in my mind we were out of the mountains. Before we took off I had set the altimeter, so I knew the altitude, it just didn't register. Just goes to show when you get something in your head the facts don't win out.

After lift off we were communicating with Cheyenne approach which handed us off to Denver center for flight following. The air over the plains was clear with cumulus broken clouds, at our altitude we would have to climb or lower to avoid them. So, I got thinking, David wants to fly, so I told him he could take over the controls. I told him to stay at this altitude and stay out of the clouds. So, he weaved his way home for the next 2 hours while I did the navigating. Pretty tough as the GPS was set, I tracked our progress on



the map and changed the frequency when center told me to. I also did a lot of looking around.

I saw Missouri go under the wing and knew we were in Iowa. The water I drank was catching up with me, so I was ready to stop. Wanting to get past Des Moines I elected to stop in Newton, Iowa. Newton's airport is clean and new with a NASCAR track next to it, I'm not a race fan, but it's still cool. We take off and head east towards Chicago. As we pass Cedar Rapids I decide to show David the family farm where I grew up.

Eastern Iowa and Illinois were extremely hazy and you couldn't see much. We got to Palwaukee and it was getting dark. I dropped David off at Atlantic, shook hands and left to avoid paying the landing fee. On the way back I climbed to 4,500' to get above the haze, 40 minutes later I put the airplane back in the hangar and headed for home.

It was a great trip, but it's good to be home.

TOTAL 3,658 miles

What's In a Name? (from Richard Lowe)

I noted during my first Army assignments in Germany during the mid 1960's, Army Aviation was limited to one battalion at the division level and some units above at Corps level. Sorting out who was who on the radio was not much of a problem. Aircraft call signs usually used the word Army followed by the numbers painted on the tail. Example: "Army 16802 is ready for take off". Inbound, the pilot may identify the type plane to the tower: "Army 16802, a Uniform Hotel 1 Bravo, is five east for landing". Flight plans were filed for all flights, so the ATC, manned by Army or Air Force personnel had additional data on the flight on a strip they got through ground communication channels.

When I got to Vietnam in the late 60's, Army Aviation had so dominated the scene that a different system was used to identify and sort out the flying stuff that was in the air 24/7. The bulk of the aviation units were rotary wing units, flying either the venerable Huey or the big twin rotor Chinook. During my tour, we saw our first AH-1 Cobra gunships in my area.

They had been assigned call signs when they were deployed in country. Many of the call signs were picked by the unit members I am sure. Often they were related to the number of the unit. For example, the 176th Assault Helicopter Company, based in Chu Lai when I was there used the call sign "Minuteman". That probably related to the 76 in their unit number.

On the nose of their Huey helicopters was the symbol of a colonial soldier holding a musket and power horn. On the same air field was the 171st AHC which called themselves the "Rattlers" and they had a drawing of a coiled Diamond Back on the nose. A radio call to us may sound like, "Greyhound operations, Rattler 562 inbound for cargo pick up for Hill 63". We also had two CH-47 Chinook companies at the Chu Lai east field. Their call signs reflected their size. One was the "Boxcars" and on the nose of their birds was painted a pair of dice reflecting double sixes. The other unit called themselves the "Pachyderms". (For those of you from Rio Linda, a Pachyderm is an elephant). It reflected the size, and probably the agility, of their aircraft and it's performance. I also remember the 213th AHC which had a large yellow moon on the nose. Centered on the moon was a black cat with hump back and tail in the air. No superstitious crews in that unit. They called themselves the "Blackcats"

That unit showed up in Korea after Vietnam wound down and I rode with them over there. Some of the units had a mix of airlift platoons and gunship pla-



toons. One I recall down at Duc Pho called the lift units the Dolphins and had a symbol of the fish on the nose of their "slicks" (Helicopters used in airlift) and their gunships called themselves the "Sharks" with the same nose art as the old Flying Tigers, the shark mouth with all the teeth, painted on the nose.

There seemed to be no end to aviation units and call signs that were deployed by 1968 when we had over a half million personnel deployed to that country. Ground units changed their call signs from time to time for security reasons, but it seems the aviation units stuck with theirs at least for the year I was deployed. A pilot would not say he was with the 171st, Rather, he said he flew with the Rattlers. Other units with aircraft had similar systems. Our attached aircraft maintenance unit, the 335th Transportation Aircraft Maintenance Company, called themselves "Naughty".

The air ambulance units all used the call sign "Dustoff" except in the 1st Cavalry Division where their medical flight were referred to as "Medivac". It brings back a lot of memories.

Do you remember any aviation units and their call signs?

Paul Kirik and His Yak-52 - The Yakoview

(By and from Dan Murphy)

Pictured is Paul Kirik pilot and owner of N829YK a YAK 52 aircraft built in Romania. Paul is one of only a few people to hold both the Wright Brothers Master Pilot Award as well as the Charles Taylor Master Mechanic Award.

The Yakoview Yak-52 is a soviet primary trainer aircraft. This variant first flew in 1976 and was produced in Romania during the years 1977 - 1998. Built as an aerobatic trainer for students in the Soviet DOSAAF it is used to train civilian sport pilots and military pilots alike. Currently there is a (Fédération Aéronautique Internationale (FAI); English: The World Air Sports Federation) competitive Aerobatic Yak 52 Competition. The Yak 52 shown here has a 360 HP Vedeneyev M14P nine-cylinder radial engine. It cruises at 137 MPH and has a range of 341 miles with a service ceiling of 13,000 feet. Paul shared that this plane was designed to support a 1 hour training mission and holds 32 gallons of fuel. This gives N829YK a comfortable 2 hour flight time. The N829YK has a wooden prop and landing gear designed to be landed gear up by students with minimal damage to the airframe. This also allows the wooden prop to be replaced by Soviet and Romanian operators without an engine overhaul.

Paul purchased the Yak in 2005 from a retired flight surgeon in Marion, IL. Prior to being exported to the U.S. it was used as an officer liaison transport by the Ukrainian Air Force. Currently N829YK serves as a retirement gift to Paul after retiring as General Manager from John Deere Aviation. Paul reports that his Yak is a dream to fly because of its balanced controls and relatively forgiving g-force capability +7 GS through -5 GS. Yak training aircraft are also designed to have 100% overload factors making them excellent aerobatic training platforms. Paul had looked at a number of Warbirds such as the T-34 and settled on the Yak because of its high value to lower cost ratio.

Pictured is the N829YK panel and aerobatic instruments. When I asked Paul what he does with the Yak he said: "it's to have fun". Paul uses it to fly to breakfast and air shows in the Mid-West. This includes formation flying as part of airshows, some aerobatics and photo opportunities for people to have their pictures taken sitting in the airplane. Paul has flown N829YK to Oshkosh a number of times as well as to most of the airshows in the Mid-West participating in the show or as a static display. Paul also built a Thorp T-18 home built which won Best of Type in



1985 at Oshkosh, WI and the Wright Brothers Award presented by Wilkinson "Wick" Wright at Dayton Airshow in 1989. Paul learned to fly in 1960 then earning his commercial, multi-engine and instrument ratings. Paul earned his A&P license in 1964 and his inspection authorization in 1968.

Paul is extremely generous - sharing his skill set with other pilots and people of all ages interested in aviation. We know Paul by the nick name Cookie. I will leave it to you to ask him about that.

Young Eagle to TPS Graduate (from Paul Fisher)

Many of you may remember my son Roy - the young kid hanging around the repair barn and juggling tools. Well that little kid is still a member of chapter 75, but is now a Captain in the US Air Force. And as of the 7th of December (Pearl Harbor day) he is also a Distinguished Graduate of the US Air Force Test Pilot School (TPS) as a flight test engineer.

Tama and I were able to go to Edwards AFB to attend the formal graduation ceremony. They even let me sit in one of their T-38s! Roy has joined a pretty elite group and we couldn't be prouder of him!!



cold ride. We had a generator in the gator powering most of the lights. The prop was windmilling and had a red battery operated rope light on it. Attached is a photo of the SFT as we were putting it all together in Bob's shop before the parade.

Geneseo Christmas Walk Parade (from Dion Carr)

Sorry we did not make the Christmas party. Bob Johnson and I were doing the parade thing with the SFT about that same time of day in the Geneseo Christmas Walk parade.

Bob drove the gator during the parade and one his grandsons (Reed) was sitting in the cockpit wearing a leather helmet, goggles, and white scarf. Two more grandsons were riding with Bob in the gator. It was a



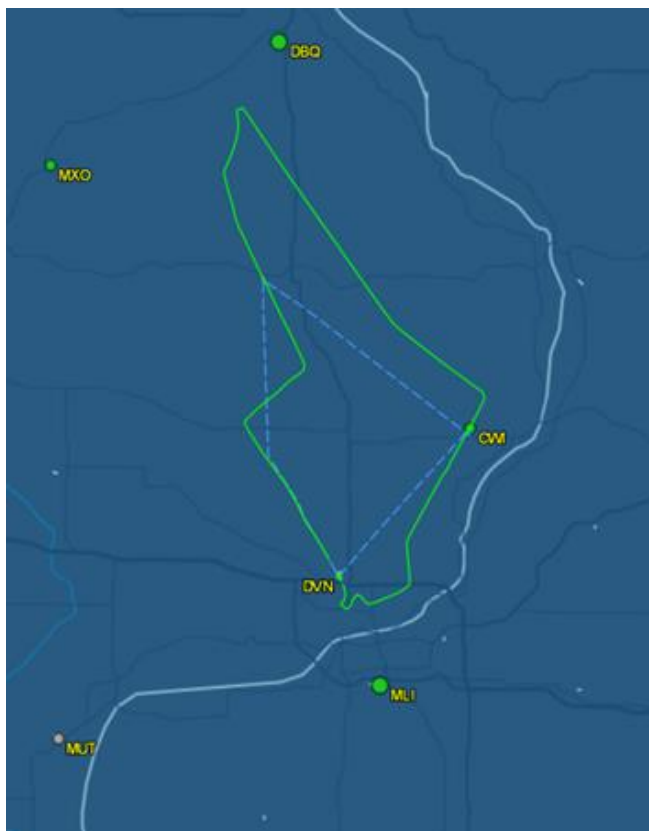
A CAUTIONARY TALE FOR AMATEUR AIRPLANE DRIVERS (from Mikel Van Dyke)

I was planning some hood work some time back, but when I checked the weather an hour before takeoff, it was 300 & $\frac{3}{4}$ - I don't have personal minimums (Richard Collins: "You can set personal minimums if you wish, but be aware you'll wind up in situations where you might have to handle conditions outside those minimums"), but this was definitely below my comfort zone. So I texted (thoroughly modern me) Paul, my safety pilot, and cancelled.

I *really* wanted to fly, and conditions were forecast to improve to VFR; an hour later, looking out my office window I could see the water tower- my 3 mile vis guide- through the haze. I called the KDVN AWOS- it was reporting 400 & 3, so I decided to get in some *real IFR work*. I would have 4 hours of gas, so I reasoned that if conditions weren't amenable, I could fly around until the weather cleared up. The plan was DVN/CWI/OQW/DVN. I filed and headed to the aerodrome.

I had watched a couple of videos on how to program the 430 to fly approaches to intermediate airports (the Garmin always displays approaches to the destination airport), so wanted to try this out. First mistake- should have checked this out on the sim before using it in actual IMC. Second mistake- should have done all the button pushing before takeoff.

Launching, it was necessary to get on the gauges almost immediately. I got the post takeoff items done, satisfied myself I was climbing satisfactorily on heading (150°, straight out to 2,400'), so got busy programming the 430. I did the button pushing, and indeed I could call up the RNAV 03 CWI approach, but what happened to the rest of my flight plan? After puzzling this for a bit (!?), I looked at the DG which was passing through a 220 heading- and increasing. I'm a little fuzzy on the next sequence, but obviously I threw the plane into a steep left bank (without looking at the instruments) in an effort to get back on course. Looking at the AI I saw I was in a nose down attitude, so pulled back on the yoke. This of course only caused the nose to pitch down further, and I was on my way into a graveyard spiral, the airplane out of control. Almost without thinking, I leveled the wings. Next I noticed a decrease in wind noise, and glancing at the airspeed saw I was at 80 knots (ok, no imminent danger, but...) and decreasing. The AI was showing a steep nose up attitude, so- after taking a deep breath- I pushed the nose over to the AI's horizon. Did I mention that the whole time this was going on, ATC was asking over and over if I needed



assistance? My thought was "Not unless you can get up here and help me fly this thing". I will never know how close I came to the Bettendorf tower, laterally or vertically- don't want to.

At last things were pretty well under control- flying straight and level, albeit flying away from the approach course- so I called Moline, told them so. They wanted to know "What were my intentions"? Well, I thought about it, decided to continue with the plan.

I turned to intercept the approach course, did a reasonably good job of flying the approach. I did see the lights at 400' AGL, thought "Ok, I'm good with this, I could land if need be", then went missed and on my way to OQW. I got handed off to Chicago, who asked if I had the weather (there is none @ OQW) and if I had the NOTAMS. Well, I did before I launched- did something come up afterwards? (I checked with MLI on this later, was told "It's just standard phraseology", so doesn't mean anything, really. Seems like a flaw in the system to me.)

The Chicago guys are being super friendly and helpful these days (a welcome change), and I was asked several times if I didn't want to do the full RNAV15 approach into OQW- no, I'll take vectors, thank you. Post flight, I saw that the full approach would have

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A CAUTIONARY TALE FOR AMATEUR AIRPLANE DRIVERS

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been more convenient/shorter for me. The vector angle was rather steep, and I had a little difficulty lining up, and of course that's when ATC started rapid firing instructions, followed by the "Are you established on the approach course?" query- which is really telling you you're not- so I replied "correcting" and did so. I was instructed that on the missed I was to fly "as published", and then at that time to contact QC ATC- and then they said goodbye.

I'm really not sure if the approach was a "+V" type- need to go back some day and try it again (update: I did, it's not). Regardless, I did a nice stabilized, on course descent to MDA (500'- oops, no, it's 600' with the DBQ altimeter), and could *just* see the runway and PAPI at the MAP (1 nm). It did occur to me that landing from that point on a 3,300' runway would be iffy. Also, looking at the approach profile view, I saw no "stipple"; and just in case I didn't know what that implied, they've kindly told me "Visual segment-Obstacles". This was definitely not a situation where I'd want to be avoiding obstacles visually- it was murky, to put it mildly. I realize now that I did a poor job of briefing and planning for this approach; and that could kill a person. So lesson learned.

Climbing out I called Quad Cities, but got no answer-

2018 Archie League Awards: Northwest Mountain Region, Bancroft & Maillou

(from Mikel Van Dyke)

Click on this link.....

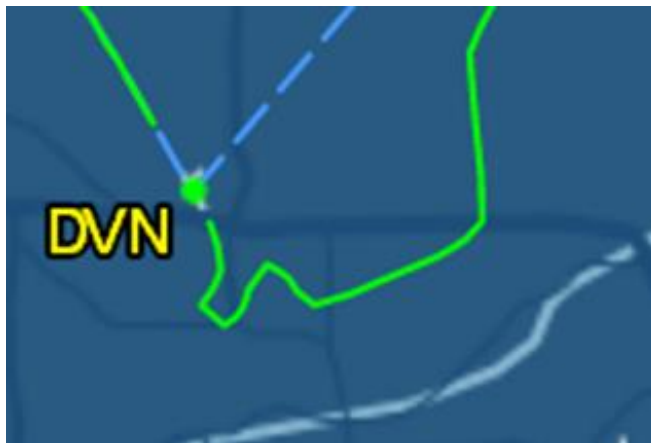
<https://www.youtube.com/watch?v=t35TegTVchU>

The Boxcar - A Barn (Hangar) Find from Jim Smith

Found in a hangar at Clinton, one of our members projects for a later date, has owned this Jaguar for 45 years+. Good place to store boxes!!

Three others in various states of rebuild. It is nice to see members with no shortage of projects to work on.

Can any one tell us the year? Maybe the American Pickers would pay big \$\$\$?



too low? At 3,000' I still had no reply, and was beginning to wonder if I would have to enter the hold and call back to Chi. But just before I got there, MLI answered, and I was cleared on my way to DVN. Conditions had improved as predicted, but still solid IMC. By this time my rust had been shaken off; I did a decent job of the 15 RNAV approach, really don't have any self-criticisms, but maybe somebody riding along would have?

Reading accident reports, I used to wonder "How could they let that happen?" (think JFK, Jr.). Well, now I know. Things can go south, get out of control in the blink of an eye. I managed to survive- and that's not an exaggeration, not said lightly; it's a reality I think about a lot. So I have put that in my "lessons learned, won't do that again" file, and will go out and do better the next time.



December Coffee - Hosted by Jerry Coussens in his Shop - His Lancair IV



Chapter 75 Christmas Party at Deere-Wiman



Chapter 75 Christmas Party at Deere-Wiman



Chapter 75 Christmas Party at Deere-Wiman



Chapter 75 Christmas Party at Deere-Wiman



Christmas Lunch at Clinton (from Tom Shelton)



An Update from Member Christine Visco

I made it to Ridgecrest, CA and started work at China Lake last week. My co-worker is working on the cockpit displays for the new Blue Angels aircraft.

The weather is nice. The temps range from the 30s to the 60s right now. This is high desert with an elevation of 2200 ft. The Sierra Nevada Mountains are west of the area. The nearest rental aircraft are 90 minutes away.

I wish you all the best and hope you have a happy new year!

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
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
eMail - Marty Santic to add your Name to the list							

SOLD: Surplus Items from the Chapter's Tool Crib - The Results!

The following items were offered for sale and here are the auction winners!!

Tool boxes; \$76.00 Jim Smith
 Hacksaw; \$137.50 Craig Olson
 Rivet dimpler; \$76.00 Ron Franck
 Prop spinner; \$26.00 Jim Skadal

PLEASE Take a Moment and Pay Your 2019 Chapter Dues!

Still \$10 - Pay at the Chapter Coffee, at the Next Chapter Meeting or Mail to Ron Ehrecke - See the Final Page of this Newsletter for Ron's Address

We Still Have 9 EAA 2019 Calendars That We MUST Sell

See Ron Ehrecke at the Next Chapter Meeting or Coffee - \$8



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

Rick and Shari Meyer EAA Chapter 75 January 5th, Coffee & Brunch

The fascination of flight can't be expressed with words. But it really lies beyond the capabilities of human endeavor. Once you've experienced it, you'll never be able to forget it.

— Friedrich Oblessor, 127 victories WWII.

We are looking forward to hosting the EAA Chapter 75 January coffee and brunch. It's always fun to gather in friendship and discuss the thrill of aviation. We would like to encourage spouses to attend if you so wish. Here are the details for the morning.

Our cabin is nestled on the east side of Camp Liberty, formerly Camp Conestoga, The Girl Scout camp, by Dixon, Iowa. Deer make a daily morning visit across the dam of our pond and Bald Eagles soar over the tree line of our pond.

We want to share this wilderness experience with all of you for coffee and brunch. If you are an adventurous winter outdoors person, please feel free to bring your attire and enjoy the outdoors for a walk, hike, or cross country skiing. If you'd rather view the wilderness from the indoors, we have binoculars to view from the fireside inside our cabin. Photography is always welcomed. The coffee will be on at 8:30 am and brunch will be ready around 9 till noon and the day will continue on till, well whenever the last Pilot leaves!

Rick & Shari Meyer's cabin (driving directions below)

Please feel free to contact Rick with questions or better directions. 563-370-3377

Directions to the Meyer Cabin from Interstate 80 from Davenport, Iowa on the next page. Coming from Davenport take the Big I-80 truck stop exit, exit #284 turn right and head north on 60th Avenue

Go about 4 to 5 miles till you get to Hwy 130 (Plainview) (STOP SIGN) Go straight, continue onto Hwy 40 or 60th avenue do not turn onto Hwy 130 You are heading towards Dixon, IA go about 4 miles turn left onto Hwy F31 or 295th Street (there is a sign that says Camp Liberty a bit before the turn) If you go into Dixon you've gone too far. Go over the bridge and you will see some farm houses and a hog barn to the right turn left onto the gravel, 50th Avenue If you go by Camp Liberty you've gone too far. Go onto the gravel, two hills and turn right at the top of the hill (I will try to have a marker of sorts sitting at the turn) Don't turn left onto a gravel road. You are looking for a lane to the right at the top of the hill! Follow the lane down and you will see the cabin!!! IF you go around a curve you've gone too far.

Enjoy the Drive and watch for DEER!!!

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.

Just Inspect It, Please
January 2 – 8 p.m. Presenter: Mike Busch

Less Than Ideal: Short Field, Soft Field, and Obstacle Operations
January 9 – 7 p.m. Presenter: Prof. H. Paul Shuch

An IMC Icing Accident - Why?
January 16 – 7 p.m. Presenter: Andy Miller

Introducing the EAA Flight Test Manual
January 23 – 7 p.m. Presenter: Tom Charpentier, Vic Syracuse

History of the B-17 Memphis Belle
January 30 – 7 p.m. Presenter: Chris Henry

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.

Want to RENT - Safety minded, conscientious, courteous, congenial 500 hour IFR and complex rated pilot is looking to rent a plane 20-30 hours a year; no weekends, only on weekdays. Would prefer an Arrow or similar type (all my hours are in Pipers), but

would be amenable to discussing other options. Mike Van Dyke 563-209-7752 mikel@cmeflow.com

WANTED: LongEze or Varieze project that needs a new home. Derelicts are also welcomed. Thanks in advance for your kind gesture. Contact Sam Ajayi at the North Little Rock Airport at soajay@hotmail.com

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. Club house privileges included, Fridge, refreshments, coffee, microwave, shower, and rest room. 89 fuel on site. Call Jim Robinson, at Erie Airpark. 3H5. 309 230 0944.

NEW For Sale: Bose A20 headset with Bluetooth \$750.00, One Telex ANR headset \$150.00, One Bendix KX99 handheld \$75.00, One Sporty's SP-200 handheld \$75.00 Offers considered. Call Rich Qualmann 309-235-9545

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 \$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
 Facebook: <https://www.facebook.com/EAA75/>

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(Effective January 2019)

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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
 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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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? _____
