

THE LANDINGS

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

November 2017

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



My first plane kit was a Kitfox. The kit was excellent with no experimenting. All the parts fit and it flew great. The engine kit however was bought from NSI, the engine worked great but I had problems with the gear reduction. Being ignorant about business I thought if they were selling a product they must have worked the bugs out of it. I guess I didn't understand what experimental means. My first indication they were experimenting too was when I asked them for a wiring diagram. They didn't have one. When I told them what I was doing they said "cool" and would I mind sending them a diagram for their other customers. Kitfox is still around but has been bought and sold several times. When I built the Lancair the kit was much more defined and there was less experimenting. But even Lancair has been having their turn to be in financial trouble. The new owners seem to be the right ones so things are looking good for Lancair long term.

So why am I telling you this? For the past year I've been waiting for Navworx to send me the ADS-B unit I bought from them last October. I spent the year thinking I just got screwed out of \$1700 as-

suming I was patiently waiting for the word they had closed. Then I would have confirmation I was screwed and I could move on. It's very annoying having one foot in the door and one foot out. In October I got word my unit was on its way. Wow, didn't expect to hear that, I dodged another bullet. I'm so lucky. I order the supplies I would need to install the unit. Excited I'm soon joining the early birds with ADS-B installed, cool. A week later I get the word the FAA has disallowed their new and improved GPS module and the unit doesn't meet the FAA rules. The next day I got word Navworx has closed their doors. What a joke this has turned out to be. I'm now waiting patiently to see what comes next, I have time by the way. I think what bothers me most is I'm not a very good shopper. Once I decide I'm going to buy something I do it and move on. Because of my ignorance of ADS-B I spent a lot of time researching then I sent in my money. I feel I did it right and it went so wrong.

I'm writing this not to complain about my situation but instead to reflect on the experimental industry. This is not the first time we've seen companies come and go in the experimental market place. We see whole airplane designs come and go. On one hand it looks like there must be a huge market out there to make a lot of money. More than likely these companies start up not with a business plan to make money, but instead the owners have the desire to make a living in the field they love. Those of us that have built planes work from the same perspective, except we have no illusions that we will make any money on this project. Instead we build planes to fly with the knowledge we may never make a dime on it when and if it's sold. I find it interesting aviation has so many dreamers and doers. We are lucky to live in a nation that allows us to do this. I for one tell my wife and friends airplanes make me money. Not money from buying or selling. I make

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Next Meeting - Saturday, November 11th, 7PM - John Riedel - Drones
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

November 11th Chapter Meeting

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

John Riedel will give a program on the Typhoon Hex Copter and commercial airspace waivers for drones. Will have other examples for those that have not touched one of them. Bring a friend, being a prospective member!!

October Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter President Jerry Coussens at 6:15pm.

MEMBERS PRESENT: Jerry Coussens, Ronald Franck, Nick Anagnos, Ron Ehrecke, John Riedel and David Jacobsen.

MEMBERS NOT PRESENT: Wayne Sapp, Ed Leahy.

TREASURERS REPORT: The Treasurers Report was read by Ron Ehrecke. A motion to accept the Treasurers Report was made by Jerry Coussens and seconded by John Riedel. Board approval was unanimous.

APPROVAL OF MEETING MINUTES: A motion to approve the minutes of the September meeting as published in the newsletter was made by David Jacobsen, seconded by Ron Ehrecke and passed by unanimous vote.

OLD BUSINESS: The prop balance had been returned to the chapter after warranty repairs were performed to correct moisture collecting under the display screen. Young Eagle coordinator Rob Thomas had to cancel the Young Eagle event of Oct. 14th due to rain but is developing a plan to fly the 20 or so kids that showed up for the rally at a date/place to be announced.

NEW BUSINESS: With the resignation of Mike Nightingale from the Board of Directors a vacancy has been created. Jerry Coussens will make an announcement during the regular meeting and Marty Santic will publish the vacancy via email. John Reidel gave special recognition to Adam Santic for his outstanding work as Social Media director and his efforts to get the word of EAA out to the public. Rob Thom-

as incurred some expenses related to the Young Eagle rally. A motion was made by Nick Anagnos for the chapter to cover the expenses, seconded by John Reidel with approval by the board following. After a short discussion Ronald Franck made a motion to approve funds for the upcoming December Christmas party, seconded by David Jacobsen and approved by vote by the board members. Deb and David Jacobsen volunteered to provide table decorations. Jim Smith approached the Board concerning disposal of surplus engines and parts currently stored in tool room. It was suggested the engines first be offered to any interested member and then listed on Craigslist if still available. No motion was made and discussion was tabled pending development of a plan to dispose of the items.

MOTION TO ADJOURN: A motion to adjourn was made by David Jacobsen and seconded by John Reidel. The motion was passed by the board and the meeting adjourned at 8:00 PM.

These minutes submitted by Ronald Franck for Wayne Sapp, Recording Secretary, EAA Chapter 75.

October General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 6:10 pm by President Jerry Coussens

VISITORS AND NEW MEMBERS: The Chapter welcomes new member Jim Skadal. Jim flies a 1946 Taylorcraft.

TREASURER'S REPORT: The treasurer's report was read by Ronald Ehrecke. A motion to approve was made during the Board of Director's meeting. Motion passed.

TOOL LIBRARY: John Bruesch is doing some comparative shopping to replace a defective Dewalt drill motor. He reminded the membership to relieve pressure on the brake bleeding equipment to prevent spills. Another tool list will be printed and added to the existing list available in the tool room.

TECH COUNSELOR REPORT: Jim Smith demonstrated his home-assembled endoscope with a brief discussion on the use and the components used in the construction.

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October General Meeting Minutes

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FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: EAR Chairman Tom Shelton reports he is coordinating repairs with EAA Headquarters for suitable repairs to the south side of the Repair Barn to correct dry rot present.

PROGRAM COORDINATOR: Nothing to report.

AIR ACADEMY ADVISOR: It was mentioned that it is time to reserve two spots for the 2018 Academy.

YOUNG EAGLES: Jim Smith, on behalf of Bob Thomas reports that the recent event was rained out and plans are being developed to invite smaller groups out to member hangars for a more personal Young Eagle experience, starting with the group that showed up for the recent rally.

MEMBERSHIP COORDINATOR: Nothing to report.

ACTIVITIES / FLY-IN/OUT COORDINATOR: Tom Shelton advised on Tuesday evening, October 17th at 7PM, Steve Boardman will be hosting a short seminar/get together in his home with Rich Stowell. Rich, a very well known aerobatic instructor is coming from Idaho to the Quad Cities to train Steve in his new Decathlon

NEWSLETTER EDITOR: Nothing to report

WEB EDITOR: Nothing to report.

IMC CLUB: The next meeting is November 4th, 18:00 hrs., at Lindquist Ford, Bettendorf, Ia.

OLD BUSINESS : No Old Business

NEW BUSINESS : With Mike Nightingale's resignation from the Board of Directors the Chapter is seeking an applicant to fill the position. Several members will gather at the Tool Storage Room to survey needed improvement to the second storage room and formulate a plan for additional materials and schedule work parties to bring the room up to standards. Surplus engines in storage seek disposal.

PROJECT REVIEW: Twenty members gave an update of their projects and/or recent trips abroad.

ADJOURNMENT: The meeting adjourned at 8:00pm to coffee and donuts. Thank you, Keith Williams and Nick Anagnos.

EVENING PROGRAM: IMC Coordinator Paul Fisher presented a scenario and led the following discussion on the effects of vertigo encountered during flight.

Respectfully submitted by Ron Franck on behalf of Wayne Sapp.

New Chapter Storage Area at the Davenport Airport (from Jim Smith & Tom Shelton)



On Saturday morning October 21, Jerry Coussens, Ed Leahy, Tom Shelton, Jim Skadal and Jim Smith installed sheet steel to the top portions of the north storage room in an effort to keep the birds out. Thanks to all who donated materials, use of tools and equipment along with installation skills.

After cleanup we all went to lunch!!

My Very Own B-25 (from John Bruesch)

It was good to see the EAA B-25 on display at AirVenture this summer (photo by Adam Santic). The restoration seems to be coming along nicely, but then I have a particular affinity to B-25's. Knowing that many were built by North American Aviation, ancestor of Rockwell International where I spent 25 years of my professional life, is part of it. But there's another reason I like the "Mitchells," and I'll get to that in a moment.



The EAA B-25 did not have any wartime role that I'm aware of, but that could be said of many of the "warbirds" still airborne today. EAA's goal is to restore the plane to its war surplus appearance in the 1970 film, *Catch-22* (as below), when it was temporarily re-painted to star as the Berlin Express. In that classic film, the ship served as Orson Welles' character's personal transport – a cool "brush with fame" for those who've been able to climb aboard – even belatedly.



Berlin Express had a life after the film, and others have tracked that history (see the story in the July issue of *Sport Aviation*). EAA acquired it in the 1970's and used it for various activities, deciding finally in recent years to restore it to its film-star appearance. Members may recall that back in Dec 2015, Chapter 75 had an opportunity to help with this monumental chore at the EAA hangar in Oshkosh. The Chapter 75 work party spent two days replacing fuselage skin sections. Here I am trimming sheet metal in preparation for a fuselage skin graft. Tom Shelton, Paul Fisher, Ron Franck, Kirk Foecking, Jim Smith and Wayne Sapp (and maybe others?) also participated in the work party.

Aircraft skin replacement is tedious work. Hundreds of little holes to be marked, drilled, dimpled, de-burred, aligned, bucked and riveted! Whenever tasked with chores like this my mind begins to wander. It got me thinking (as I do whenever I see a B-25) about the derelict we had at the West Bend (WI) airport during the 1960's. Whenever we could rouse my dad from his sacrosanct Sunday afternoon naps, my kid brothers and I would beg him to take us to the airport so we could get a chance to commune with this splendid wartime relic. Dad was not an aviation nut, but he had an "in" at the West Bend airport. After the War, he had a job hauling crop spraying chemicals for Cliff DuCharme, who operated a fleet of Stearman's out of ETB. So Dad knew the airport elite and had carte blanche to allow us kids visitation rights on any old hull as long as nothing got wrecked in the process. Lots of fun for (left to right) me, Dan and Jay in 1966. Our older brother Ted might be the one operating the camera. Or maybe it was Mom with her Brownie. In any case, though Jay occupied the left seat in this photo, I was oldest and hence, this was "my" ship!



My Very Own B-25 (from John Bruesch)

Thus properly introduced, on pleasant summer days we boys would pack a sandwich and some repurposed Trend detergent bottles filled with drinking water, and hike unsupervised the three miles out to the airport. There we would fly missions and save the western world from the Hun. Thanks to Dad's warnings, we always displayed a reverence to the ship, and though it had already been stripped of propellers and other various bits, we never removed or abused any parts or levers. Indeed, for all those years the rear entry hatch lay unmolested on the grass beneath the fuselage – no one ever walked off with it as a souvenir.

The aircraft left West Bend for parts unknown sometime in the late 1960s or early 1970s. I later learned the tarnishing airframe had belonged to a man in nearby Port Washington, which did not have its own airport. He eventually sold it to someone in Indiana, but I didn't know this until recently. As I transitioned into adulthood I moved out of state and became occupied with other things.

After joining EAA in the 1990's and gaining a renewed interest in warbirds, I often wondered whatever became of "my" old B-25. Out of curiosity I've searched for it from time to time, but never successfully because I thought its registration number was still N3481G (from this old photo I had):



Unbeknownst to me, the aircraft was sold to the Commemorative Air Force (CAF) in 1982, and re-registered as N345TH at that time. That's why I never could find it in FAA registration number look-ups.

After Chapter 75's Oshkosh work detail, I got interested again and finally found her in the Warbird Registry of Fly-able Aircraft. I learned it's now owned by the Missouri Wing of the Commemorative Air Force (CAF, formerly Confederate Air Force).

And here she is now, fully restored and aptly named Show Me (hey, where'd all those guns and fancy paint come from?)



Ironically, I've heard she has appeared several times in recent years at the Quad Cities Air Show (which I'd always watched from my house in Long Grove, so I never saw her up close). Here's an action link:

<https://www.youtube.com/watch?v=JyhVr1STZA>



And here's a close-up of the current nose art – That doesn't look like any of the West Bend girls I knew! Still, next time I'm in St. Louie I might look her up. I can even get a ride for about \$400, although I don't think the passenger experience would compare to 1966, when I was "actually" PIC! It's not too much of a stretch, though: In my correspondence with CAF I learned a fellow from Georgia once came to an air show to see their restored TBM Avenger, saying he had played in it as a child while the aircraft was derelict at his local airport. Sounds familiar, huh? He fulfilled his childhood experience then and there by purchasing a flight in "his" restored Avenger!

As a post-script, I corresponded with one of the current CAF pilots, who replied, "It's kind of a funny feeling to see old pictures (like mine) and then realize how good (condition) it is now - lots of money, paperwork, and LOVE" went into bringing this piece of flying history back to the skies.

I hope EAA has the same good fortune with Berlin Express!

Lavs.... (from Richard Lowe)

They tell the story of a guy sitting in a bar outside O'Hare and seeming to be down in the dumps. His buddy asked him what was wrong and he said that he had been an airline ramp agent for almost ten years and all they had him do was dump the lavs on the airliners. His buddy asked him why he did not just quit. He said, "And give up a career in aviation? No way!"

Ever since we started to carry passengers in planes, the problem of what to do when nature called had to be faced. Early airliners just had a bench in the back with a hole that led to the slip stream. Too bad if you lived under one of the early radio range airways. The chamber pot was tried, but in turbulence the result was still a mess to be cleaned up.

The modern airline lav as we know it, took some engineering. The problem of splash back, smell control, freezing at altitude and other issues had to be addressed. When I was on the ramp, we had a lav service cart. It had a tank to contain the stuff when we hooked up and dumped. It also had a gasoline driven engine pump which sent the blue water into the tank on the aircraft. Problems seemed to still be there in the sub-zero winter months when the blue water needed a deicer to keep it from freezing.

The Boeings were easier to dump than the Doug's. The Doug's had a "donut" which had to be inserted into the dump chute to hold back the contents. Some times it worked and some times it did not. You always stood well clear when you opened the lav service door before the hook up.

Sometime the rampers at St Louis left the donut out on purpose. Labor problems at the hub led to stuff like that. There is more than one news report of a blue popsicle dropping through someone's roof near an airport.

They used to call the B-707 a four-holer and a B-727 a three-holer, and a B-737 and DC-9 a two holer. Many thought it was due to the number of jet engines, but we on the ramp knew it also had to do with number of lavs that had to be dumped on each model. Captains never worried much about the weather with the strong cross winds, the icing conditions, and the contaminated runways in the winter, but they always seemed to have one thing in the back of their mind: "When was the last time my lavs were dumped?"

Many times, the first request when they blocked into the gate was..... "Can I get a dump?"

It's NOT too EARLY to Pay Your 2018 Chapter Dues!!

Young Eagles AirCam Build (from Kirk Foecking)



In celebration of the 25th Anniversary of the Young Eagles program, we are going to build an AirCam for flying Young Eagles at Pioneer Field. We are looking for volunteers to come to Oshkosh to help with the build.

I was part of the September crew. EAA needs volunteers for the build. I know 75 has lots of talented people that may be interested and have time to help. They are looking for experienced Rotax mechanics to work on the engines. There are 2 of them sitting there in crates.

More info here.... <https://www.eaa.org/en/eaaf>

From The Desk of the President (cont.)

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money in aviation because it's a motivator for me to make more money so I can enjoy my dream. We just need to beware not every company we do business with is going to be there when we need them. I think that last statement was directed to me more than you as I'm the guy who runs out and buys whatever trips my trigger.

All this ADS-B thinking has sidetracked me from what I really want. Let's go flying. Next month I'm taking an airplane trip somewhere cause I need it. All work and no play makes Jerry a very dull boy. --Jerry

Sportair TIG Workshop (from Galen Johnson)

To begin, what's TIG? TIG (tungsten inert gas) uses an electric arc torch that works similar to an oxy-acetylene torch in that heat is applied to the workpieces to create a puddle of molten metal and you need to coordinate both hands to advance the weld puddle and add filler rod. Differences: TIG requires good surface prep when welding with DC current on steel because there is little cleaning action, you start-stop and control the arc heat with a foot pedal and the amperage knob on welder and you need to be mindful of the invisible inert gas shield flowing from torch that protects the tungsten electrode and weld puddle from oxidation. The arc produced by a TIG torch electrode is a lot hotter and more concentrated. The TIG process can weld most steel compositions, weld-able aluminum alloys and magnesium, titanium and Inconel used in aerospace. The tungsten electrodes are made in various diameters and with traces of alloys of various elements for specific uses. Argon is the most commonly used shield gas, though some applications benefit from mixes of helium or other gases. I use 1/16" dia., 2% thoriated tungsten and argon gas at home and that's what we used in the class.

I learned to stick and gas weld in high school and have owned a Miller Stick/TIG welder for about 15 years. One small detail—I never had any actual TIG training. I read books, got advice and practiced, practiced, practiced. Eventually, I could make decent welds in steel-- most of time. What I didn't know was what I didn't know.

The late Ron Alexander started SportAir Workshops in Georgia in 1993 while he owned Alexander Aeroplane Company. He sold the parts and material business to Aircraft Spruce in 1996. EAA bought the SportAir business in 1999. While all other workshops were offered in Oshkosh and other locations, the TIG workshop remained in Georgia because of the logistics of moving the welding classroom. That was too far away for me to justify for a two-day event. Two months ago, EAA sent an email advertising SportAir Workshops at Oshkosh the weekend of Sept. 16-17 including TIG for the first time. I read the email at 6:00 am and was registered for the workshop and had a motel room reserved by 8:00 am.

The new TIG Workshop is located in Paul's former workshop, the Aeroplane Factory. It's in building between the Half-Price Store and the Fly-in Theater on Doolittle Drive in Camp Scholler. Registration began 7:30 on the Saturday morning. The nine of us attending were greeted by Mark Forss, EAA's SportAir workshop manager, and our instructor, Wyatt Swaim,

also known as "Mr. Tig." Here's a link to his bio: <https://tigdepot.net/meet-mr-tig>. Most of us were from the Midwest, one had flown his Bonanza to Oshkosh from Washington State and I think the guy from Texas flew commercial. At least half the class had never done any TIG welding before.

Class started at 8:00. Wyatt covered the basics of the process: history, equipment, applications, and techniques. On the first day, all classroom and practice was devoted to welding 4130 steel. After first class session, we were assigned a welding work station. This being the first workshop at Oshkosh, we were using all new equipment: hoods, jackets, gloves, benches and especially nice, the newest technology in welding machines from Lincoln Electric with inverter-based electronic power supply. (EAA gave all the old welders that came from Georgia to EAA Chapters that would use them to teach TIG. Lincoln Electric donated all new welders to EAA.) First things we were to practice: melting tack puddles and running beads without filler rod, progressing to tack puddles and beads with filler rod and then making butt welds with filler rod. I did the basics long enough to get used to the new machines. I really liked the torches we were using. A size smaller than the one I had at home, it had a flexible handle, a very light and flexible lead and had a gas lens-- a baffle that streamlines the flow of shield gas going out the nozzle. The gas flow regulator CFM setting was 15 to 20 CFM-- about 20% less than without it. (I own one just like it now.)

Once comfortable with the equipment, I moved on to doing butt, lap and fillet welds while the newbies were still burning holes. The instructor told us to practice using 40 amps and a dime thickness gap between work and tip of tungsten electrode. That amp setting will work just fine on thin steel if you maintain that gap. There's about 12 volts driving the current. As the distance increases, resistance drops the voltage. Not a lot of room for error at that distance. If the tungsten touches either workpiece or filler, it gets contaminated. The arc will be unstable or bloom larger and be unusable. You have to remove the tungsten and use a dedicated grinder to put a new point on it. (OK-- I made a few trips to the grinder as well.) The tungsten is technically a non-consumable item, but you buy them in packs of ten. Anyway, you shouldn't turn up amps to compensate for having the tungsten too far away. When the tungsten gets where it should be, the arc is way too hot and will make a hole in an instant.

Charlie Becker, EAA's Director of Chapters (and a bunch of other stuff) showed up during lunch break. Charlie has taken up TIG welding and has gotten pretty good at it. While we ate our box lunches, he

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SportAir TIG Workshop (cont.)

showed us his bag of trick he uses to weld in confined spaces and out of position. At the conclusion, we were invited to his home to look at his projects. Amazingly, I was to be the only one interested.

The whole afternoon of that first day was devoted to more 4130 welding practice and we were provided a box of short pieces of tubing to practice prepping and welding cluster joints. We stopped for the day at 5:00 pm.

My visit to Charlie Becker's shop that evening was pleasant and very interesting. He and John Egan, EAA Chapter Manager, are building Super Cub clones called Pirate Cubs. Charlie is building one with doors on both sides, John is going for LSA qualified and building his lighter.

The fuselage frames for both are well along. Charlie is also building an EMG-6 electric motor glider. It's has a pod and boom style fuselage. The vertical stab and rudder are Cub-size, so it must have an equal wing span. Charlie said the plans are drawn using Solid Works and the lengths and notching pattern for all the tubes is provided. Wish that was available for the Hatz.

Sunday session started at 8:00 am. We practiced on 4130 until 9:00 am break. Class time was then devoted to welding stainless steel. Anyone wanting to practice stainless welding could do so or continue to weld on 4130. I did stainless. It's very nice to work with and makes pretty welds. I did butt, lap and fillet weld joints until Noon. After lunch, class time was about welding aluminum—a big reason I was attending because the Hatz has a welded aluminum gas tank. We learned about which aluminum alloys were weldable and the types of aluminum filler rod. Lastly, machine settings were discussed. We learned the new inverter-based power supplies are especially good for aluminum welding. Aluminum is always welded with AC current. With the new machines, not only can amperage be adjusted, but the duration of the AC cycle that current is positive and negative can be adjusted as well as the frequency. The positive part of the AC cycle is important because that's when cleaning of aluminum oxide on surface occurs. That oxide is what makes aluminum interesting to weld. Bare aluminum melts at 1221 deg. F. Aluminum oxide melts at 3762 deg. We were told to set the machines to AC, 40 amps, 70 percent of cycle positive and 120 Hz frequency. Also, we should use a pointed tungsten. Old technology equipment specifies using a blunt or ball shaped tungsten. Once again, those who wanted to

keep welding 4130 could do so. I switched to aluminum and was doing it for the first time. Our work pieces were strips of aluminum (don't know the alloy) with protective film on one side and were welded with no surface prep other than peeling the film off. When I first struck the arc, the surface fizzed for a second or so as the oxide boiled off and a puddle of molten aluminum appeared as shiny as a mirror. It's so shiny, your depth perception is fooled and until you adjust, it's easy to dip the tungsten in it. The oxide and contamination removed by the positive current lays on the surface along the weld zone as a white-ish powder. A thing of beauty! I started running beads with filler rod and after an hour, was getting decent results. I spent the rest of the afternoon doing butt, lap and fillet welds and having a good old time. Now I need to get some weld-able aluminum at home and see what my old square-wave unit will do for me.

We cleaned up the shop and got our Certificates around 4:00 pm. I recommend any of the SportAir Workshops. I have attended the Fabric Covering workshop as well. The classes are excellent and you get to know some really nice people in the process.

Probably going too long, but let me finish with how awesome it was being in Paul's Aeroplane Factory. The first thing I noticed when I arrived was all the memorabilia. I spent break times looking at everything. Pictures of airplanes, plaques, group photos of Paul and famous aviators over the years and airplane parts—some reusable and a bunch that were "not." In the "not" group were parts from the tail of the B-25 Paul bellied-in when the gear wouldn't extend. Near the entrance, Paul's "hospitality" center and it's stools are still situated by the east wall. Hanging overhead is the bare frame of the upper right wing of a Curtiss JN-4 that belonged to Katherine Stinson. During a class session, the door to the center portion of the building swung open by itself. A few of us in the group had the same thought at the same time. In unison, we said "Hello Paul!"

I apologize for not taking pictures. I was busy and writing about class wasn't on my mind. Mark Fors took a bunch of pictures and they can be seen accompanying a nicely written article by fellow attendee, Gert van der Standen, published in the 9/28 EAA Hotline email. Here's the link: <http://inspire.eaa.org/2017/09/27/the-inaugural-oshkosh-tig-welding-class>

In the panorama pic at the top, I'm the one at the far left in the green jacket and you can see all the stuff on the walls.

Rich Stowell at Steve Boardman's Home

On Tuesday evening, October 17th at 7PM, Steve Boardman hosted a short seminar/get together in his home with Rich Stowell. Rich, a very well known aerobatic instructor came from Idaho to the Quad Cities to train Steve in his new Decathlon on October 16, 17 and 18th.

All of us will remember Rich's first question.... "What is the primary control surface you use when turning an airplane?" From many times asking this question, Rich said he has received the following answers:

- ! Elevator, 14 percent
- ! Rudder, 23 percent
- ! Ailerons, 63 percent

Eighty-six percent did not recognize "elevator" as the correct answer. Nearly 1-in-4 believed the rudder turned the airplane despite multiple warnings to the contrary in the Federal Aviation Administration's (FAA's) Airplane Flying Handbook.

After the seminar, Steve and his family provided coffee, a scrumptious cheese tray selection, and dessert.

If you missed this nice seminar, take a look at Rich's website.

Rich Stowell's website, many books and articles can be found here.....

<http://www.richstowell.com/>

Maybe Steve will send a summary of the training received that I can publish in the next newsletter. **Hint, hint!!!**

NavMonster Relaunches

[NavMonster](#), a free web-based application offering flight planning, weather, and airport airspace resources, has relaunched its website, along with a new, free app in the Apple store.

"As one of the early online general aviation weather and flight planning services, the NavMonster team is excited to restore this free service that lets pilots make the go/no-go decision due to weather quick and easy," said Manager Glenn Chiappe. "We had such an outpouring from previous users to bring back our product and we want to ensure we are consistently delivering better than ever."



Within the platform, all weather data is populated from FAA sources and is presented in a color-coded, tabular form in either the browser or IOS app. Flight conditions are presented in standard color-coding for straightforward identification, according to company officials. NavMonster encompasses meteorological terminal aviation routine weather reports (METAR), terminal aerodrome forecasts (TAF), winds aloft, pilot reports (PIREP), area forecasts, prognostic charting, and wind gust warnings.

Should you want to view a route, NavMonster returns weather for all reporting stations along the entered route. The returned information depicts not just endpoints or the midpoint, but an ellipse around the complete area route. Give it a try!!

Ron Plante's Travels - This Time to the Glen Curtiss Museum

This is rural Hammondsport in the Finger Lakes region, where Glen did his early flying. It's far from the interstates but the state highways are good and there's great scenery. There's a C-46 at the entrance, everything else is inside. Yes, there are some motorcycles and cars, but also lots of airplanes and engines. "Modern" planes are limited to a 3/4 scale flying reproduction P40E, and in the back they're restoring a P40N from a Perry (FL) AAF crash site. Among the engines was a P&W R4360 Wasp Major.

<http://glennhcurtissmuseum.org/>



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, NOVEMBER 4, 2017
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Jerry Coussens
Davenport Airport



DRIVE IN or FLY IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Jerry Coussens. Come for some good hangar talk. Plenty of room for all.

FLY IN: Davenport Airport (KDVN). We will be meeting at Jerry Coussens/Tom Shelton's T-Hangar, I2. These are the new hangars in the northeast corner of the hangar area. The gate should be open.

DRIVE IN: Just drive to the Davenport Airport. See you there!!!

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

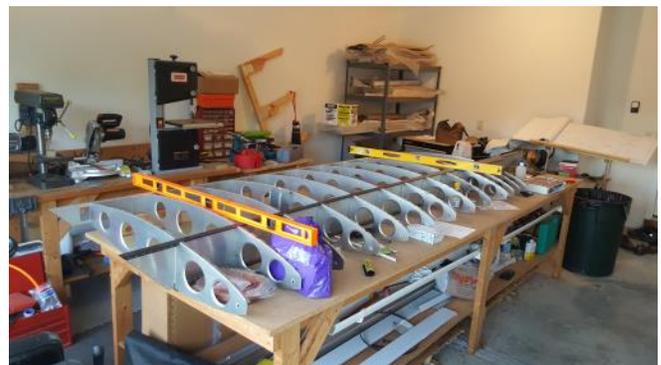
I have a hangar winch to pull an airplane in and out of the hangar.

\$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.

Doing GA Single-Pilot IFR Better - Mike Busch
Wednesday, November 1 - 8 p.m. CDT

Weather or Not - Prof. H. Paul Shuch
Wednesday, November 8 - 7 p.m. CST

Fly the Easy Way - Larry Bothe
Wednesday, November 15 - 7 p.m. CST

Add "Certified SOLIDWORKS Professional" to Your Resume - Mike Puckett
Wednesday, November 21 - 7 p.m. CST

Secondhand Homebuilt - Earl Downs
Wednesday, November 29 - 7 p.m. CST

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 309-752-3887, 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).

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

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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**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

<p>New Member <input type="checkbox"/></p> <p>Renewal <input type="checkbox"/></p> <p>Info Change <input type="checkbox"/></p> <p>Membership dues for EAA Quad Cities Chapter 75 are \$10/year.</p> <p>Make checks payable to EAA Chapter 75</p> <p>Mail application/renewal to: Ron Ehrecke - EAA Chapter 75 1597 Deer Wood Dr Bettendorf, IA 52722</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 http://www.eaa.org</p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 http://www.eaa.org/membership</p>	<p>Name: _____</p> <p>Copilot (spouse, friend, other): _____</p> <p>Address: _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone (Home): _____ (Work): _____ (Cell): _____</p> <p>Email Address: _____</p> <p>EAA#: _____ Exp Date: _____</p> <p>Pilot/A&P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with: _____</p> <p>_____</p> <p>_____</p> <p><input type="checkbox"/> Tool Committee <input type="checkbox"/> Tech Advisor <input type="checkbox"/> Flight Advisor</p> <p><input type="checkbox"/> Repair Barn <input type="checkbox"/> Young Eagles <input type="checkbox"/> Social/Flying</p> <p><input type="checkbox"/> Hospitality <input type="checkbox"/> Board Member <input type="checkbox"/> Newsletter</p> <p>What are You Building? _____</p> <p>What are You Flying? _____</p> <p>_____</p>
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