

THE LANDINGS

www.eaa75.com

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

December 2017

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



Its Nov. 8th on a crystal clear 32 degree day. I'm pulling my plane out of my Davenport hanger. I taxi over to Carver's gas pumps to top off the tanks. I get into the pilot seat strap in and start the engine. I take my time taxiing to the runway 15. After doing my pre-flight checklist "CIGAR TIP", I call Quad Cities clearance delivery. With my clearance in hand I taxi onto the runway. Push the throttle ahead slowly to get past the landing lights. Once past, I push in full throttle, we accelerate quickly, gotta love this cold weather. As I climb out I turn on course (153 degrees). I level out at my requested altitude 9,000', ten minutes after engine startup. I have smooth air, cabin heat, plenty of fuel, 10 kt tailwind and a beautiful view, what a way to travel. Soon, QC approach tells me to switch to Chicago and says, "have a good day and go Bucks". I thought what a nice handoff. I don't watch sports, but I heard the talk that Iowa kicked their ass last weekend. I wanted to say something back, but, Confucius say, "better to be quiet and be thought a fool then to speak and erase all doubt".

As I approach OSU, the clouds are closing in below me. When I was VFR I would now be contemplating whether I should drop below now, while I can, so I

won't have to reverse course to get below. Being IFR I don't really care if its closing in, a lot less stress. I'm handed off to Columbus approach, 125.95, same as QC approach (I feel like I'm home). The controller asked me which approach I wanted and I said ILS-9R having listened to the ATIS. I've been an IFR pilot for 6 months now and have yet to do a published approach. I may have departed IFR in the past, but my destinations were all VFR. Time to exercise my abilities. The controller tells me to descend to 5,000' then 3,000' feet and turn to 170 degrees to intercept the localizer. He then tells me I'm cleared for ILS 9R, and to maintain 3,000' until established. I leave the autopilot on to see if it will track the procedure. The plane turns inbound to follow the localizer, then my glide slope indicator starts to descend. I cross my final approach fix and set the AP to descend at 600'. I'm tracking perfectly. The controller tells me to switch to tower. I do and the tower clears me to land on 9R. When everything works this stuff is too cool. I love it! I'm in Columbus 1 hrs and 40 minutes flight time.

I spent the day visiting my friends remodel business and learning some good pointers. That night we had dinner and a cigar bar. I don't smoke but when in Rome. Next day we had breakfast with his friends at the airport, when done we walked to the plane. I showed his friends the plane, answered questions and then it was time to go. The winds had shifted last night so the favored runway was 27 L. Perfect layout to make a nice departure. I received my clearance before I taxied so I was ready to depart. At the end of the runway I had to wait for two incoming airplanes. After they turned off the runway I was cleared to takeoff. I pushed in full throttle and lifted off at 70kts. I climbed to 30', leveled off, retraced gear and trimmed up plane for cruise. I kept the plane at this level to the end of the runway and slowly pulled back the stick to gracefully climb out. You thought I was going to do something dramatic didn't you. Actually I love the look of a fast airplane gently climbing into

(Continued on page 2)

Next Meeting - Saturday, December 9th, 6PM - CHRISTMAS PARTY!!
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

December 9th Christmas Party

The December Chapter meeting will be held on **Saturday, December 9th at 6PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

This is the Chapter's annual Christmas potluck. The weather has been poor the past couple of years and the turnout has been poor. **Hoping this year will be different.** Be there!! **Bring the ENTIRE family. Bring the grandkids!** The turkey, ham and drinks will be supplied. Bring a dish or dessert to pass and your eating utensils.

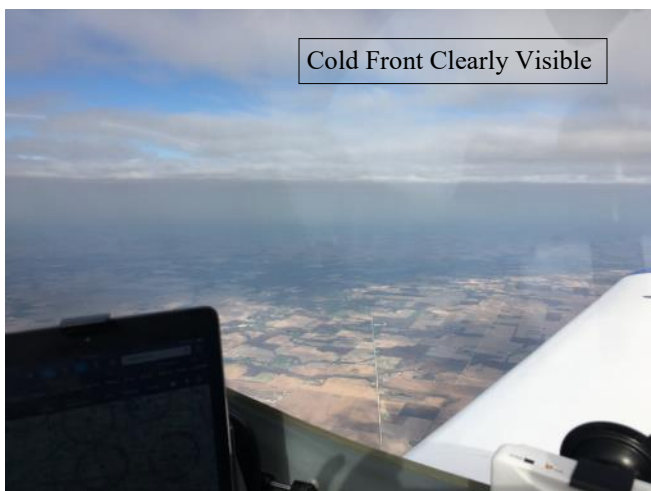
Santa will make an appearance. Bring a gift for the kids that Santa will pass out (young and old)!

Note that dinner begins at 6 PM.

More From The Desk of the President

(Continued from page 1)
the heavens.

I climbed to my requested altitude of 8,000', once again the weather was smooth and clear. I had



checked the weather earlier and knew there was a cold front passing over the Quad Cities heading my way. Checking winds aloft I was going to be bucking a headwind, didn't matter what altitude. I may get a chance to do an approach into Davenport. Although the air is smooth I'm showing 150 kts ground speed with a 46 kts headwind. As I was entering Illinois I could see a cloud bank ahead of me. When I reached it, my altitude put me right between layers. It was a textbook front. It was a line from the southwest to the northeast. I tightened my belt and expected to get bumped around. As I passed into the front I was sur-



prised to find the air smooth. Might have took 15-30 minutes to pass through, but soon there was a reverse line on the back side. This is cool stuff. Upon reaching Davenport I canceled IFR and landed VFR at Davenport. I'm home.... 2 hrs and 17 minutes flight time.

See you at the Xmas party!! Jerry

November Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter President Jerry Coussens at 6:06pm.

MEMBERS PRESENT: Jerry Coussens, Ronald Franck, Ed Leahy, Ron Ehrecke, John Riedel and David Jacobsen. Others present: Tom Shelton, Marty Santic.

MEMBERS NOT PRESENT: Wayne Sapp, Nick Anagnos

TREASURERS REPORT: The Treasurers Report

November Board of Directors Meeting Minutes

(Continued from page 2)

was read by Ron Ehrecke. A motion to accept the Treasurers Report was made by Ed Leahy 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 Ron Ehrecke, seconded by Ed Leahy and passed by unanimous vote.

OLD BUSINESS: Ron Ehrecke reports the surplus engines and engine parts once stored in the tool room annex have been sold and the funds deposited into the chapter's bank account.

Mr. Larry Johnson is still developing a plan of action with Pleasant Valley Schools for a student build project and inquired if the chapter would still provide mentors for student guidance.

NEW BUSINESS: President Jerry Coussens and Vice President Ronald Franck were re-elected to their respective positions for another 2 year term. The Board of directors accepted the resignation of Dave Jacobsen from his seat on the Board of Directors. The chapter thanks Dave for his service to the chapter. The chapter currently operates with three Class Two board members and seeks two additional members.

Tom Shelton advised EAA has asked for budget submission from the Repair Barn Committee for needed items. Tom sought input from the board and several items were reviewed for consideration. A motion was made by John Reidel for Tom Shelton to submit a budget to EAA, seconded by Ron Ehrecke and passed by the Board.

Christmas Party 2017: Saturday, December 9th. Doors open at 5:00 pm for set-up, dinner slated to start at 6:00pm with Santa arriving after dinner. Mindy Leahy will coordinate the meat dish, Jerry Coussens the potatoes and Cy Galley and Jim Smith beverages. Doors close at 9:00pm.

MOTION TO ADJOURN: A motion to adjourn was made by Ed Leahy and seconded by John Reidel. The motion was passed by the board and the meeting adjourned at 6:57 PM.

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

Are you
ready for
Oshkosh
2018?



November General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:05 pm by President Jerry Coussens.

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 It was approved by the Board to spend up to \$250.00 on tool replacement per the list John Bruesch, chapter tool librarian, provided.

TECH COUNSELOR REPORT: No report

FLIGHT ADVISOR REPORT: No report.

REPAIR BARN: EAR Chairman Tom Shelton reports EAA is making repairs to the Repair Barn, at no expense to the chapter. Tom will also submit a budget request for new signage.

PROGRAM COORDINATOR: We still need a volunteer to fill this position. Ron Franck suggested evening programs include more hands-on demonstrations and will work on developing a series of programs.

AIR ACADEMY ADVISOR: No report

YOUNG EAGLES: Weather disrupted the planned event – again. Bob Thomas discussed the possibility of having one-on-one Young Eagle flights and developing a queue of those waiting to fly and getting them connected to YE qualified pilots.

MEMBERSHIP COORDINATOR: No report.

ACTIVITIES / FLY-IN/OUT COORDINATOR: No Report

NEWSLETTER EDITOR: Nothing to report

WEB EDITOR: Nothing to report.

IMC CLUB: The next meeting is November 7th, 18:00 hrs., at Lindquist Ford, Bettendorf, IA.

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November General Meeting Minutes

(Continued from page 3)

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PROJECT REVIEW: Seventeen members gave an update on their projects and recent trips.

ADJOURNMENT: The meeting adjourned at 7:53pm to coffee and donuts.

EVENING PROGRAM: John Reidel presented a program on commercial drone operations and some video footage of demonstrating what a unique and stable platform high-end multi-copter drones can provide. He also had several drones for the membership to view.

Respectfully submitted by **Ron Franck on behalf of Wayne Sapp.**

Narco Repair (from Richard Lowe)

I was listening to Glenn Beck this morning and he was having small businesses call in with the story about how they got started. One call in was from New Cumberland, PA, He said they are a father and son business (nine years in business) that does all kinds of avionics work but he also mentioned that they are the only shop left that will still repair Narco

equipment. I know there is a lot of orphan Narco equipment items out there, which are probably still with life if someone can fix them. A lot of the old Piper stuff was Narco. The website for this place is www.aircraftandavionics.com. Maybe some of our readers can use this information. --Richard Lowe

Chapter 75's Ireland Member Loman O'Bryne Receives His Pilot License

(from Mike Nightingale)

Heartly Congratulations are in order for Loman O'Bryne on getting his pilot's license in Ireland earlier in November.



Feedback from Bill Stout on the November Issue of the Newsletter

Interesting article about the B-25 "Show Me" from the CAF St. Louis in the last newsletter. It has indeed been at most of the airshows that the Quad City Airshow put on. However, even before that, it was here several times at the CAF WWII aircraft display at the Moline airport. That's back when we had a local CAF Wing (1980's). The St Louis CAF guys were great participants, they always showed up and usually had a T-6 with them as well. My job was to get the airplanes lined up to come, and we made an effort to get different participants to come: not have the same stuff, over and over. That B-25 was an exception to that rule as everyone in the crowd liked it and we were great friends with the crew by that time.

For two years we had the display at Dixon Illinois as we were requested to be part of the Petunia Festival there. We had more fun there as we were operating from an uncontrolled airport. We had a Hawker Sea Fury, a P-51, a P-38, a P-40, a different B-25, a T-6, a T-28 and several other trainer types, PT-17 etc. Our biggest accomplishment was getting the CAF B-29 FiFi to Moline. We also had a B-24, not sure if that was CAF or the Collings Foundation's airplane We also had the B-17 "909" here and many more. All of us that organized the show and participated in the work managed to get rides in some interesting planes.

Need An Airplane? Give Us a Week One Week Wonder Project Returns for EAA AirVenture Oshkosh 2018

The hugely popular One Week Wonder project, where a complete airplane is built over a seven-day period, is returning to EAA AirVenture Oshkosh in 2018.

This time, the airplane will be a Van's RV-12iS, a member of the family of kit aircraft that are the most popular kits in the world. Van's Aircraft will be celebrating the 10,000th RV flying during AirVenture 2018.

"The tremendous response to our 2014 One Week Wonder build led us to bring back the project in 2018," said Charlie Becker, EAA's director of chapters and communities and homebuilt community manager. "Thousands of people became part of the builders' logbook in 2014 by pulling a rivet or assisting in another stage of construction. In addition, thousands more discovered the methods and skills that go into building a safe, fun personal airplane. We know that experience will be even better at Oshkosh next year."

More than 2,500 people participated in the 2014 project, which culminated in the successful taxiing of a Zenith CH 750 on the event's final afternoon. That airplane continues to fly today, visiting EAA chapters and other aviation events throughout the country. It is a testament to the accessibility and possibilities available through the homebuilt aircraft community.

The RV-12iS aircraft was chosen for the 2018 project because of its popularity, ease of construction, and smooth flying characteristics. Construction will begin at 8 a.m. on Monday, July 23 — AirVenture's opening day — with a goal for completion by the end of the afternoon air show on Sunday, July 29.

"I developed the RV series of aircraft 40 years ago to give people a pathway to safe, enjoyable flying in an economical way," said Van's Aircraft founder Richard VanGrunsvan, EAA Lifetime 3204. "To showcase the possibilities of the RV-12iS in such a public way as at Oshkosh is extremely exciting. I'm definitely looking forward to watching this building project's success."

It's NOT too EARLY to Pay Your 2018 Chapter Dues!! Bring that CRISP \$10 Bill to the Coffee or Christmas Party and See Ron Ehrecke



It's Just a Cessna 150! (from Richard Lowe)

It's just a Cessna 150. How many times have you heard that statement while hanger flying at the local patch? My feeling is that you can learn a lot about flying in a Cessna 150. I think most anyone can fly one, but not everyone flies them well. I, like many of my generation, learned to fly in one. In those days (late 1960's) just about everyone started out in a 150 or a Piper Cherokee 140). The planes probably had one nav-com, (Still had some tubes in them.) no transponder, and if a later model, an engine-driven vacuum system. The panel was simple six-pack. The older ones had vacuum instruments driven by the venturi mounted on the outside. Forget intercom, autopilot and rudder trim.



Our Army flying club at Aberdeen Proving Grounds, MD, had five of them: two 1959 models, two from 1967 and one from 1968. It seems that every airport had a Cessna dealer and each year they got their new models. Last year's demos and trainers were put up for sale with about 300 hours on the Hobbs. We

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It's Just a Cessna 150! (cont.)

(Continued from page 5)

bought them for about \$5000 each. The wet rate for club members was \$6.50 per hour for the old ones and \$7.00 per hour for the newer ones. The commercial airports in the area rented them for about \$10-12 wet. Our CFI's got \$5 per hour when they flew with you. My private check ride was \$20 and the examiner refunded the money if he failed you. I drove to the Baltimore FSS to take my written one Saturday morning. I don't think there was a fee to take the test. I suppose my private ticket cost about \$600.

My CFI was a woman who was recently certified and the club was her first flying job. She drove up from Baltimore every day to fly with students. Some days, due to weather, she never got paid a nickel. She had two little kids and an ex who was a worthless airport bum. How she made it, I don't know, but I hope she eventually got a good job in the world of aviation. She sure paid her dues. She was a master of the Cessna 150 but claimed to know little about the big iron. One morning, while in the pattern, we were told to land and hold short for crossing traffic landing on another runway. Out of the fog came a C-124 Globe Master from a reserve unit on a training flight. She was amazed at the size having never seen one. But, she taught us airspeed control, heading and altitude control, the simple airmanship skills that are the foundation of all flying. I can still hear her yelling in my ear, "Watch your airspeed" and "Step on the right rudder." I almost put us in a spin after a deep stall. Her response, "Weeeeeeeeeee!, This is fun".

God must have loved the Cessna 150; he made so many of them. If there was a vintage year, it was probably 1967. I soloed in one, got my private ticket in another one, and when we lived in California ten years later, I bought one. All 1967 models. Cessna did such a good job in the design, they had a hard time to come up with improvements for the next year's model. From 67-68, they moved the flap indicator from over the pilot's door to the door post so the pilot did not have to turn his or her head to see it. Big deal. A swept tail (no change in performance) and a rear window were added in the early 1960's and the spring steel leaf went to a tubular main landing gear. About '78 as I recall, the engine went from the Continental O-200 to the Lyc O-235. That made it a Cessna 152. A beefed up wing allowed them to call one model an Aerobat and it was used for training by some entry level aerobatic schools.

I got orders for overseas in 1981, and I delivered our 150 to a new owner in Medford, OR. His plan was to get an instrument rating in it, then take it to Alaska



and sell it. He must have followed through, because over the years I tracked the tail number on line. It was in Moose Pass for a while, then Kodiak and now is registered to someone in Anchorage. I like to go up to Clinton, IA, each summer and visit the Cessna 150/152 club as they gather at that airport. It sure brings back a lot of memories. "Just a Cessna 150"? That goes with the statement, "A Cub can just barely kill you". It gives you a lot to talk about.

--- Richard Lowe

Applicants Sought for the 2018 EAA Air Academy (from Tim Toal)

Chapter 75 is supporting two candidates for next summer Air Academy but we don't have any applications yet. Please post the following in December's Newsletter.

Chapter 75 will sponsor two students at summer 2018 Air Academy at EAA headquarters Oshkosh. Students provide their own transportation to and from Oshkosh. The Chapter covers the full program costs which include lodging and meals. Please have interested candidates fill out the application on the Chapter 75 website:

<http://www.eaa75.com/Air%20Academy%20Scholarship%20Application%202015.pdf>

Or, contact Tim Toal with questions at 309-235-0087 or timotoal@mchsi.com

Detailed information on Air Academy is available at: <https://www.eaa.org/en/eaaviation-education-and-resources/eaayouth-education/eaaviation-and-flight-summer-camps/eaair-academy>

The schedule and options are as follows:

Advanced - 16-18 years old - \$1528 (Paid by Chapter 75)

Session 1 - Jul. 17-25 Full

Session 2 - Jul. 27-Aug. 4

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November 1st Saturday Coffee and Donuts - A Fantastic Turnout!



November 1st Saturday Coffee and Donuts

Don't miss the December edition hosted by Craig Olson at the Davenport airport on December 2nd!!



Applicants Sought for the 2018 EAA Air Academy (cont.)

(Continued from page 6)

Basic - 14-15 years old - \$1218 (Paid by Chapter 75)

Session 1 - Jun. 28-Jul. 3

Session 2 - Jul. 8-13

Young Eagle - 12-13 years old - \$914 (Paid by Chapter 75)

Session 1 - Jun. 16-20

Session 2 - Jun. 22-26

Tim Toal - timtoal@mchsi.com

Cell: 309-235-0087

How a Hangar or Tie-Down Lease Could Impact Your Insurance (from the AOPA)

Since many insurance policies specifically restrict the insured's ability to agree to additional risks or waive rights of the insurance company, agreeing to hold harmless, indemnification, or subrogation clauses in a lease could jeopardize the policy's effectiveness and even result in the denial of a claim.

If an airport operator, fixed based operator (FBO), or other landlord has asked you to execute a hangar or tie-down lease agreement, be aware that certain provisions could impact your insurance coverage or require modification of an existing policy.

Many aircraft owners may be familiar with hangar or tie-down leases that require aircraft and general premises liability insurance, as well as automobile insur-

ance for any vehicles operated on the airport. These provisions often specify minimum limits of liability, require the landlord to be named as an additional insured, and require proof of insurance to be provided upon request.

Less familiar, however, may be inconspicuous provisions requiring the renter to hold harmless or indemnify the landlord and their employees from any liability, damages, or legal fees concerning the leased premises. Other obscure terms may mandate that any insurers waive all rights of subrogation against the landlord, preventing the insurer from recovering the costs of a claim caused by the landlord.

Since many insurance policies specifically restrict the insured's ability to agree to additional risks or waive rights of the insurance company, agreeing to hold harmless, indemnification, or subrogation clauses in a lease could jeopardize the policy's effectiveness and even result in the denial of a claim.

For these reasons and many others, it is important to review any proposed lease along with your insurance policy and coordinate appropriate coverage with your insurance company. While insurers can typically amend policies to accommodate the terms of a lease, it may increase premiums in certain circumstances. In some cases, the lease terms may need to be negotiated. Before signing a hangar or tie-down lease, have it reviewed by an experienced attorney.



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 - ronalffranck1@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, December 2, 2017
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Craig Olson at the
Davenport Airport



FLY IN or DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Craig Olson at the Davenport Airport. Come for some good hangar talk and meet your fellow chapter members. Craig's Hangar is G4.

FLY IN: Davenport Airport (KDVN). Flying in, just taxi to the T-Hangars at the northeast end of the airport. You will see us.

DRIVE IN: Come to the North side of the airport at the T-Hangars. Call Craig Olson (563-549-0855 if you do not know the gate code.

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.

Grand Theft Propeller?
Wednesday, December 6 - 8 p.m. CST
Presenter: Mike Busch

3-D Scanning and SOLIDWORKS Modeling
Wednesday, December 13 - 7 p.m. CST
Presenter: Stefan Hokuf

The Experimental Experience: Building, Flying, and Maintaining
Wednesday, December 20 - 7 p.m. CST
Presenter: Dick Socash

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



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

EAA CHAPTER 75 OFFICERS

(Effective January 2017)

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