

THE LANDINGS

chapters.eaa.org/EAA75/ (NEW!!)
www.facebook.com/EAA75/

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

April 2020

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From the Desk of the President



This month has been very disjointed and convoluted and I will not sugar coat it. It has been very trying and very frustrating for me as a new president of this chapter. This is not the way I wanted to start my tenure! I'm not going to go into all the details about the coronavirus and all of the cancellations that it has caused. You know that already! This is just a very small sacrifice for what this country is going through.

However, I did want to cover from a vintage aircraft pilot the rest of last month's continuing story. I'll call it the rest of the story as we used to hear from Paul Harvey about flying a vintage aircraft. If you remember from last month, I had a couple of good flights and I was talking about flying out near Kenny Conrad's airstrip. The next weekend I flew out over the same area with the same details and I went ahead and landed at Kenny's strip just to check it out.

There are a couple of anomalies that you should be aware of. There is a tree at the east end on the southside of his 27/9 strip. The grass is well-kept and mowed. Also there is a barn and silo off set to the south side and about 300 yards from the end of the runway on the west end. I had no problems getting in



and out of Kenny's strip with the Taylorcraft. My next goal was to fly farther west over, by New Liberty, Iowa one mile north of the town and land at Rick and Sheri Meyers grass farm strip. It is a very wide well-maintained all though there with a medium size tree, off set to the south side on the East End of the 9/27 strip. As I approached Mr. Myers farm and strip I noticed there was a person walking on the runway. I also noticed there was a dog with that person. I thought to myself, NO WAY, can I land here today with a four-legged animal running around on the grass strip. As I circled the runway, mid field, not knowing who the person was for sure I noticed they grabbed the dog by the collar and walked off of the strip and over into the last falls picked corn field. This

(Continued on page 2)

ALL EAA Chapter 75 Activities Have Been Cancelled Until Further Notice
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

From The Desk of the President

(Continued from page 1)

cleared the runway and I proceeded to do a complete go around of the strip and checked everything out. I proceeded to enter the pattern on a 45 from the south side of the 9/27 strip and made a normal approach to land. I taxied up to the west end where Rick's and Sheri's buildings/house are.

I didn't see anybody so I turned around and taxied halfway back down and Sheri, Rick's wife still holding onto the dog came over and said to me that Rick was in the hangar working on his new RV 14 project. Realizing that she was still hanging on to the dog I turned back around and taxied up the runway near the house. By the time I got there Rick was standing there with a big grin smiling. I taxied and turned the aircraft into the wind a little bit and pulled the fuel shut off letting the engine pull the fuel out of the carburetor hoping that it will help start. We went up to Rick's facility to look at a question that he had about the plans and the riveting of the rudder on his tail assembly. Being that I'm not an RV guy I didn't have an answer to his question but told him I guess he would just have to call 1 800 RV Monday morning. He had talked to a few folk in the club but still wanted a direct answer as to why there were two holes and only one rivet called out for that location? Rick got the answer.

Now comes the rest of the story (PAUL Harvey) version, after about 45 minutes I decided it was time to head back to Davenport. We both walked out to the Taylorcraft. I did all of my normal PreFlight procedures and proceeded to hand prop the 65 A continental engine. It wouldn't start. I told Rick that I'd had this situation a couple of times before it just refuses to start when it's hot.

I proceeded to do every trick that I had learned, read and talked to others concerning this hot start problem. Rick now realizes that I was proceeding to get a little, NO a lot tired and really getting embarrassed. He said, "Hey let's just jump in my truck and we'll drive down to the cabin and check for some deer and let this thing cool off". Going down to the cabin checking for deer was a fun adventure of itself. We had both felt the mags before we left and when we got back from the deer expedition realized that the mags had cooled off. I had opened the cowl hood and left it open to allow more air to flow in and around the engine. Now what I think happens is that while the engine is running there's enough air, the big fan up front keeps the mags cool and I never have any trouble

while it's running/flying. Apparently when you shut the engine off the mags pull the heat from the back of the crankcase and the mags because they are old they apparently put out a weaker spark when they are hot. At this attempt I went through my normal procedures. Rick was standing at the tail holding it just as a safety precaution. This time it almost started on the second flip. I primed the engine a second time and on the second flip the engine took right off. The moral of the story is this.

I apparently did not realize that this was a true problem until this trip. Because normally I take the aircraft out of the hangar engines cold mags are cold. I flip the prop the second time it starts right up and I go fly. Go do my practice flight. Come back to Davenport, land the aircraft and put it away of course no issues.

Conclusion: we are now in the process of putting rebuilt Eisemann mags that have shielded wiring. Old mags did not have shield wiring and interfered with radio reception. I've talked to a few guys that have 65 A Continentals and it seems like this is one of the anomalies of this particular age and style of engine. I'm hoping the new mags cure my hot start problem.

Note: Eisemann mags have only one or no ADs against them that I am aware of, that is why I went back with Eisemann mags.

On to chapter information. Last month's Saturday coffee, we had a great time over at the Bob Johnson's hanger/ aircraft build shop. We were surprised, by a fly over and more from another Beautifully RV 8. Charlie Hammes is in the process of building another one by the way. Note; That was the last event we were allowed to have this month, because of the pandemic!

Please check the web site for EAA HQ, airshow and Chapter 75 event updates concerning canceled, postponed or rescheduled events. By the way a lot of the other chapters have to have their websites completed and transferred to the new Sitecore hosting site by the end of the month. We are complete, way ahead of schedule even though we were not using the old EAA provided host site, that is going away, March 31. Thanks to Adam Santic, Great job Adam.

We as the board are in the process of setting up and conducting business via a web based video conferencing site called "ZOOM", thanks to Marty Santic. A lot of universities and corporations use this to conduct classes, board meetings and conferences. Other methods are available. If you have an iPhone, you can face time and can add friends or family just push the button, "add call", you can add up to 5 numbers.

(Continued on page 3)

From The Desk of the President

(Continued from page 2)

Freeconference.com call is another option.

Good flying to the rest of you and hope your engine always starts when it's hot.

Balloons (from Richard Lowe)

Although I have no evidence of it, I like to think that Thaddeus S. C. Lowe (1832-1913) is a shirt tail relation of mine. You may recall he was known for his role as head of the Army Balloon Corps during the Civil War. Born in New Hampshire and self schooled in science, he became an authority during the early development of manned balloons. His dream was to fly across the Atlantic to Europe. He made an attempt in 1859, but a tear in the bag caused a failure. In the spring of 1861, he launched for Europe from Ohio, but the trip ended when the balloon went down in Virginia three days after the start of the Civil War. The Confederates decided he was just some damn fool Yankee trying to kill himself and shipped him and the balloon back north on a rail car.

BIG MISTAKE!

One of things a commander must do before and during a battle is get a picture of the battle field. At the start of the Civil War, the only way to do this was by the use of spies and cavalry. However, these methods only told him what was there at the time of their observations; not real time intelligence. Cousin Thad was able to convince President Lincoln that he could see, on a clear day, five miles in all directions from a balloon tethered at two thousand feet AGL.

Lincoln loved the new telegraph and installing one in the balloon gave the observer ability to report what was there and what was happening in real time. Lowe was hired to establish the Balloon Corps and he was, as such, the first U.S. Army aviator. He was paid a rate of \$10 a day on contract and was able to hire some of his balloon specialists to move the equipment and gas generators on the battlefield. The system was first employed in the first Battle of Bull Run. General McClellan was the commander of the Army of the Potomac at the time and he made good use of the balloon. Lowe trained other balloon teams and worked to set policy and methods for the small corps.

Military historians will tell you that not all new methods are welcomed into the military service. Case in



point is the aircraft carriers which were not highly thought of by the battleship admirals. The attack on Pearl Harbor changed that thinking. They also tossed Billy Mitchell out for pushing the manned bomber. They later named the B-25 after him. The Balloon Corps was also not widely accepted by some commanders. General Grant, when he took over the Army of the Potomac, did not have much time for Thad and his gas bags. In 1863, Lowe got malaria, was sent north to recover and when he came back, things did not go well. Some officers were not happy that he was paid as a Colonel at \$10 a day and they cut his pay to \$6. He resigned in May, 1863 and the balloon corps saw little success after that time. (Grant took command after he won the battle of Vicksburg in July 1863)

Lowe went west and ended up in California where he founded a rail road. He seemed to have some other interests as well. He and his wife raised seven boys and three girls. One of their grand daughters was Florence "Poncho" Lowe Barnes who ran the Happy Bottom Riding Club near what became Edwards AFB. Remember the movie, "The Right Stuff" where Chuck and the boys used to unwind at that place after pushing for the sound barrier in 1947?

Lowe Army Heliport at Ft Rucker, AL, the home of Army Aviation, was also named after Professor Lowe. Richard Lowe

March Coffee at Bob Johnson's Shop in Geneseo



March Coffee in Geneseo



Jerry's Blog—April (from Jerry Coussens)

I'm writing this on the 3rd of April, what a difference a month can make. I could write a whole volume on the Corana virus but like me you are overloaded with info about it. It reminds me of problems building airplanes. To solve the problem you spend hrs learning information that you will probably never use again.

On a positive note; since my company is semi shut down and Julie won't allow me visit even one friend, I have time to build and repair airplanes. That's the great thing about airplanes you can get a great deal of pleasure and not be social at all (at least no physical contact).

On my flying airplane (Lancair 235/360) I have received and installed my new brakes. I have received and installed my new Trutrak AP. I also test flew it last week and all is good. Albeit I need to study how to operate the AP. I was low on fuel so it was only a half hour flight. Enough to know we are good to go with practice and training. Having said that I feel guilty not staying home. Most of that guilt is coming from the home front. Julie has asthma and is deathly afraid of contracting the virus and killing her. It's taken me awhile but I'm starting to conform to her wishes.

I'm getting a lot done on my IV though. Last week I cycled the gear, very cool watching the gear go up with the flick of a lever. So if I don't have leaks I have hydraulics done. I have only tested it to 600#s so far so when I get the max of 1100# we'll check for leaks again. With gear operating I moved to fitting the top half, which involves windows, and installing door. I have the windshield installed and am working on side windows. Half the problem is figuring out where I want the windows to be. The previous owner bought larger windows and wanted me to use them.

Not being pressurized this can happen, but this opens a can of warms as to making oval windows placed in harmony with the other windows. In the beginning of this project I had problems following the directions as they were vague and I can't call the company for clarification. I still follow the engineering as far as number of glass layers to install but most of it is over built as the plans are for a pressurized airplane. Because I'm missing parts I've learned to make the plane my own, eg. my flaps will be operated with an electric actuator instead of hydraulic. I could have made it hydraulic but a new cylinder cost \$1400 and electric is \$230.

Since I'm over my head in affording a Lancair IV I need to keep my cost down to make this happen. I am



using the advice of our chapter when I alter things. My go to guy for these questions is Jim Smith, when the virus scare is over I'll have him over to make an official tech report.

I'm actually moving faster on the project than I had planned. One reason is I can't stop I just keep working on details that I notice. Many people would hate to work with me as I am easily distracted. I walk to get a wrench for something then I notice something else, I fix that, then go get the wrench. The more I do the more I see needs to be done, I keep finishing little

Jerry's Blog—April (from Jerry Coussens)

projects.

Then one day the gear retracts or at least it sort of did. On my first attempt I had the mains retracting while the nose was extending. I had the lines reversed on the main cylinders. Wait 5 days for more ¼" tubing, I quickly fixed that. As with most of my projects the fix was of much better quality as I fixed the routing I didn't like the first time.

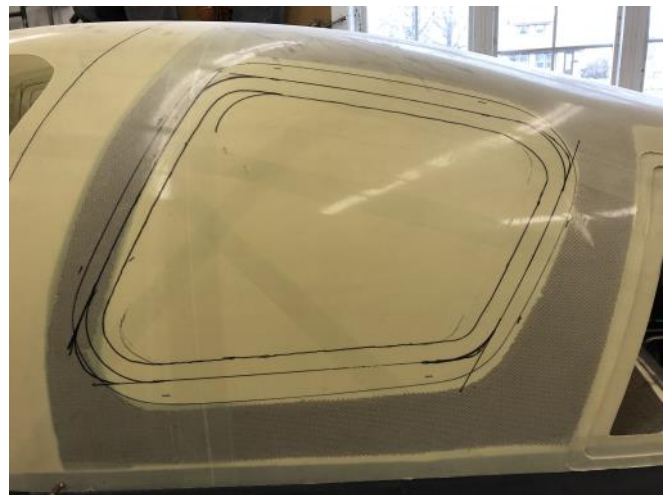
I have to admit I'm having a ball. As I said I'm ahead of schedule, I'll be ready to install the tail in two months. Then the project will grind to a halt as I need to raise the money for a used engine and prop. I like working on the plane at my home and this will be a problem in the future as I still wish to use my garage for my truck. The tail is 11' wide and the vertical stabilizer is 8' taller than my garage door when it's open. Problems, problems, I looking forward to working out a solution.

OK time to check my email then go home to work on windows.



FIRST PERSON ACCOUNTS OF B-17 FLIGHT CHRONICLED IN EAA'S NEW BOOK 'THE FINAL MISSION'

The book, written by Chris Henry with Hal Bryan, collects personal remembrances from World War II veterans who flew combat missions aboard B-17s, including those who flew again aboard EAA's aircraft more than 75 years later during one of its national tours each year. The stories are uniquely categorized by the 10 crew positions in the aircraft. The book also



includes recollections from "Rosie the Riveter" builders, Women Airforce Service Pilots, current B-17 tour pilots, and others who have unforgettable memories of the B-17.

The Final Mission is illustrated with nearly 200 photos and features in its pages QR codes that lead to exclusive video content, including an actual flight of EAA's B-17 *Aluminum Overcast*. The book is available for just \$20 for EAA members and \$25 for non-members by going to EAA.org/FinalMission. Through April 30, U.S. domestic orders receive free shipping by using the code FINALMISSION.

Book review: Mosquito – Wooden Wonder by Edward Bishop (from Dennis Crispin)

Mosquito – Wooden Wonder is a paperback volume, from the Balantine's Illustrated History of the Violent Century series. Extensively illustrated, the photos take up a good bit of the 160 pages making it a quick read, even with its rather small type face. The work was first published in 1971.

As Britain prepared for the coming war in the late 1930s, de Havilland proposed a high speed, high altitude light bomber crewed by two and powered with two Rolls Royce Merlin engines. It was totally rejected by the Royal Air Force high command who were enamored by much bigger four engine bombers and were leery of the de Havilland's "old fashioned" wooden construction. The de Havilland company continued the initial design work without governmental assistance.

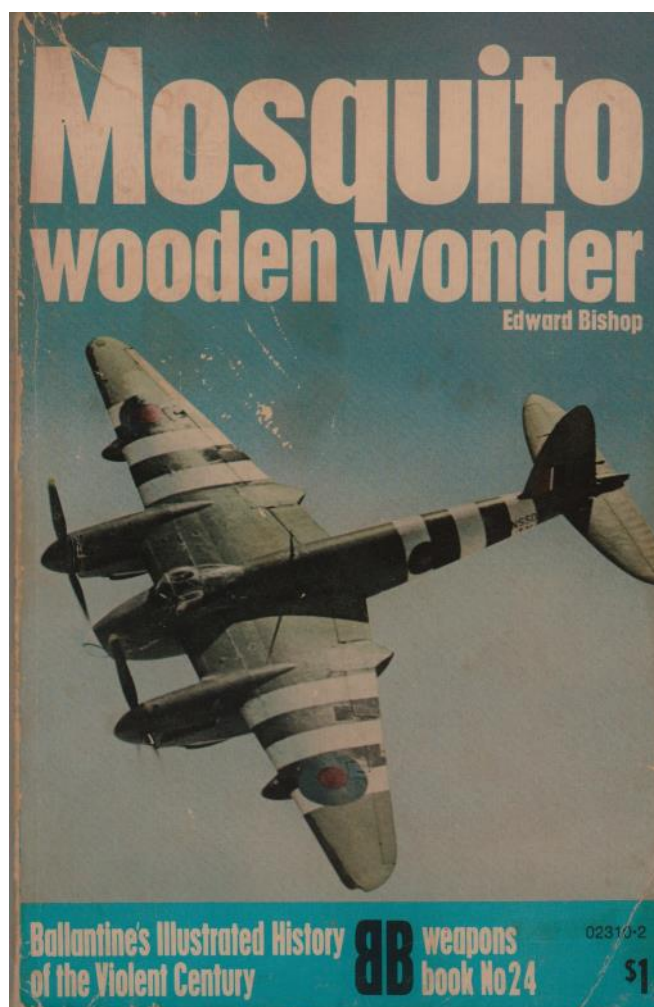
Eventually, the design found enough official support to produce a prototype which was built, under total secrecy, in an old English manor house mansion. The new plane was named the Mosquito.

An American general saw the prototype fly and was impressed – it was faster than any other military plane of its time. Nothing came of a proposal to build the craft in the United States.

The British ordered a small production run – in part because its wooden structure would not impact critical metal supplies. The manufacturers were able to use resources that were otherwise underutilized in the war effort. Cabinet makers and furniture factories were ready sources for subassemblies. Coffin makers were particularly adept in producing the laminated wood parts.

When the first Mosquitos entered service, they quickly won over their opponents. They were the "do anything" weapon. It could switch quickly from a high-altitude bomber, to a low altitude bomber, to a defensive interceptor and were equally effective on day or night missions. The altitude and speed capabilities made it an extremely effective photo-recon mount.

On bomb runs, the daring crews often crossed their targets at treetop level – or less; so low that the planes were sometimes damaged by their own bomb blasts. Mosquitos were known to return to base trailing lengths of telegraph wire. One plane came back with a chimney pot embedded in the nose. When bombing out of a low-level shallow dive, the highly maneuverable aircraft could achieve excellent accuracy. One



squadron liked to brag that they could "put a bomb on a postage stamp."

The "Mossie" came into its own as the "pathfinders" that lead the heavy bombers to their targets. They were so effective at this duty that a couple squadrons were exclusively assigned the task.

A group of Mosquitos were given to BOAC. Painted in the airline's markings and flown by civilian airline crews, they became the transports that flew critical ball bearings from Sweden to Scotland. Flying through enemy held skies, unarmed and lightened for maximum performance, the planes' speed and altitude capabilities were their only defense.

Demand for the plane became so great that they ran out of the supplies of Canadian spruce and Central American balsa and had to switch to other woods like fir. Auxiliary manufacturing efforts were set up in Australia and Canada where the plane was equipped with the American built Packard Merlin engine.

(Continued on page 9)

Book review: Mosquito – Wooden Wonder by Edward Bishop (cont.)

(Continued from page 8)

The Mosquito was found to be able to absorb a great amount of battle damage and continue to fly. It proved to be easier to repair in field conditions than metal aircraft. The plane had its faults. The pilot's legs were particularly vulnerable in a crash landing and, should a bailout be necessary, the craft was difficult to exit in flight.

The American forces received just a few Mosquitos and used them very effectively in the photo-recon role.

Several specialty versions of the plane were produced. One was able to get off the ground with a single 4,000-pound bomb. Another, used for offshore patrol, mounted a modified naval cannon that could penetrate a submarine's hull.

It was found that extra power and speed could be obtained for a short time by injecting nitrous oxide into the engines. The technique resurfaced several decades later on the American drag racing scene.

When deployed to the Burma theater, it was discovered that the plane could literally become unglued in the heat and humidity. With a change in the assembly adhesives, it again became a formidable weapon.

Near the end of the war, a naval version of the Mosie was built with folding wings, a strengthened fuselage and tail hook arresting gear. It was intended that they carry a large spherical bomb, like those used in the dam busting operations, for use against major ships. A squadron was dispatched to the Pacific on two aircraft carriers. The war was over before they could see action.

After the war, the then obsolete Mosquitos survived for a few years in the inglorious task of target tugs for the new jet fighters.

The book can become a bit tedious at times with extensive anecdotes of individual aircraft and missions. But, over all it is a fascinating look at one of the finest weapons of World War II.

Foot note: Information derived from other sources.

7781 Mosquitos were produced including Canadian production of 1032 and 178 built in Australia.

The yellow birch plywood used on the aircraft's skin

was manufactured in Mansfield, Wisconsin, USA.

The USDA Forest Products Laboratory developed the special adhesives used in the plywood.

The BOAC effort of flying the route from Lachurars, Scotland to Stockholm, Sweden was one of the most important chapters in the Mosquito story. In addition to the valuable ball bearings, they hauled critical freight and often British diplomats and repatriated prisoners of war. The passengers, riding in the confined, windowless bomb bay with only their heavy flight suit and a bottle of oxygen, enjoyed anything but VIP accommodations. One crew made two round trips in one night, logging nine and a half hours flight time while hand flying on instruments in heavy weather! On another occasion a flight was jumped by two Messerschmidt 163 rocket fighters. Escape was accomplished by diving from 30,000 feet to 12,000 feet while exceeding an IAS of 480 MPH! The pilot received a Distinguished Flying Cross for his effort. Such exploits caused a later historian to note that it was an era of wooden ships and iron men.

Thirty non-flying Mossies are now held in museums, mostly in Britain. Four are still in airworthy condition, one in Canada and three in the USA.

A beautifully maintained Mosquito is in the EAA Museum. It is owned by the Weeks Wings Over Miami Museum, but kept in the climate-controlled Oshkosh facility to aid in the preservation of its wooden structure.

Sun 'n Fun canceled—Show Organizers to offer a 'Sun 'n Fun at Home' series

After initially postponing the Sun 'n Fun Aerospace Expo because of the coronavirus pandemic, show organizers announced April 1 that they were canceling the event for 2020 but pledged to release a "Sun 'n Fun at Home" series.

"Our team is working hard on bringing the spectacle and excitement of Sun 'n Fun to you in the digital world! We will be utilizing the latest technology to host exciting events and content online in new and innovative ways," Sun 'n Fun President and CEO John Leenhouts said. "While we are of course disappointed that our traditional show must wait until 2021, we are invigorated and excited to announce several things to look forward to in the coming weeks in our brand new 'SUN 'n FUN at Home' Series."

EAA to Decide in May to Hold or Cancel AirVenture

Looking Ahead to AirVenture 2020

By Jack J. Pelton, EAA CEO and Chairman of the Board

My fellow EAAers, I'm writing this to address the status of AirVenture Oshkosh 2020. Today (March 26) we are still planning on having the event beginning July 20, 2020. In that context, I wanted to let people know how we're approaching the planning process for AirVenture, and to help people understand the timetable as we sort through the ever-changing world events.

Certainly, the world has changed dramatically in recent weeks with the global COVID-19 pandemic, beginning internationally and now at extremely concerning levels within the United States. Most of you reading this are impacted by state-by-state orders to stay home and follow specific CDC guidelines on social distancing, hygiene, and other precautions to slow the spread of the virus. The circumstances have changed rapidly here as well, with Wisconsin enacting a stay-at-home mandate until April 24. We are supportive of those restrictions, and at EAA we have closed our headquarters, with all staff working from home and adhering to the most stringent standards possible. But thankfully, due to the technology infrastructure investments we have made, a majority of our employees continue to focus on their daily tasks, which include production of your monthly magazine, digital offerings, and of course AirVenture planning.

On a daily basis over the past several weeks, I have had countless calls, emails, and teleconferences with EAA members, volunteers, AirVenture exhibitors, sponsors, aviation manufacturers, our board of directors, and EAA employees. This is in addition to assessing the daily influx of CDC data and daily health guidance recommendations from local, state, and federal government.

We are also closely following and assessing many of the larger closures of world events. In the case of the Olympics, the world's athletes have already lost crucial training time because of restrictions imposed in response to the viral outbreak. It also is a completely international event. This meant the organizers were forced to make their "go/no go/go later" decision early on. The same holds true with the Democratic National Convention being held in Milwaukee, as they too look at every contingency, including allowing time for preparations to host the proceedings online if need be.

As we look at AirVenture, with our own similarly complex but also radically different set of circumstances, we have the rare luxury of making our decisions just a little bit later. While AirVenture 2020 planning began in earnest at the end of AirVenture 2019, the real onsite preparation work for our annual convention doesn't happen until May. That is when many of our dedicated volunteer work parties arrive in force and start the serious work to prepare the convention grounds. We have already identified those tasks that could be deferred until June, while still enabling us to have a safe and successful event in late July.

Currently our timetable for our next major decision point is not until May. In the meantime, we are continually preparing and in planning mode, which includes a variety of "what-if" scenarios. The choices are stay the course, delay, or cancel. Of course, the ability to delay would be dependent on volunteer support and exhibitor commitment and probably could not be later than late August. Again, it is important to consider all options, but it is also possible that even as I gather and digest incoming relevant information, I may not have any significant updates over the next couple of weeks. We will understand a lot more when we get to the end of April. That is the time most stay-at-home mandates could expire.

I want to ensure you that as our AirVenture planning continues, I will keep you posted. I want to thank everyone for their patience as we weather the "storm before the calm." Frustrating as it is, we're in a holding pattern right now. The best thing we can do is keep a watchful eye on the conditions and make the best decisions as factual information comes in, to ensure the health and safety of everyone attending our event. As aviators, we know that this, like all storms, will pass, and whatever transpires over the next couple of months, EAAers will see it through with the mutual support and fellowship that have been the cornerstone of our organization for the past 67 years.

FAA Extends Medical Certificates

On Thursday, March 26, the FAA released a policy statement that allows any pilot who holds a first-, second-, or third-class medical certificate that is valid on March 31, 2020, to continue operating under the privileges of that certificate until June 30, 2020. The unprecedented policy is in response to the COVID-19 pandemic, allowing certificate holders to continue flying during a period when the nation's health care system is coming under strain and routine appointments such as AME visits are being deprioritized.

Maiden Flight of giant scale R/C Concorde (from Galen Johnson)

The most polite thing I can say about watching this is Wow! but I said a lot more than that the first time....

<https://www.youtube.com/watch?v=9P0ByxIymYg>

Neat Video - The National Museum of the U.S. Airforce.. FROM THE AIR! (from Adam Santic)

NURK FPV had the once in a lifetime chance to fly cinewhoops inside the National Museum of the United States Air Force, and some of the footage we captured was incredible.

https://youtu.be/m4wLr8_Kaw4

WWII fighter pilot: watch To the end (from Dennis English)

AWESOME and MOVING.....only 4 minutes long....

DEFINITELY WORTH YOUR TIME; Jerry Yellen is 93 years old. This is what we all aspired to be. Watch until the end!

https://www.youtube.com/embed/6q_8IY12hEM?rel=0

Chapter 75 Flight Instructors

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

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

Name that PLANE!! (from Ron Franck)


Send me your guess!! marty.santic@gmail.com



Stuck in the House? I Have a Suggestion!

You can do it! Write an article for your newsletter! Is not hard. Send me anything you might have and I WILL include it in the next newsletter. I am desperately looking for your article, your photos.

Pickings are getting thin! Help me. Send anything to marty.santic@gmail.com



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

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](#)

Fly the Easy Way

Tuesday, April 28 at 7 p.m. Presenter: Larry Bothe

Float Flying: Freedom to Explore

Wednesday, April 29 at 7 p.m. Presenter: Amy Gesch

Upcoming EAA Webinars

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

Airspace 101

Tuesday, April 7 at 7 p.m. Presenter: Radek Wyrzykowski

You Just Got Your Pilot Certificate — Now What?

Wednesday, April 8 at 7 p.m. Presenters: Jim Bourke and Marianne Fox

Flying Start — New Online Registration

Tuesday, April 14 at 7 p.m. Presenters: Serena Kamps and Don White

Healthy Pilot Technology

Wednesday, April 15 at 7 p.m. Presenter: Phil Lightstone

Coaches and Camps for Aerobatic Competition

Tuesday, April 21 at 7 p.m. Presenter: Johnny Ostmeyer

Flying Clubs — Growing Participation in Aviation

Wednesday, April 22 at 12 p.m. Presenter: David Leiting

Five Weather Planning Tips to Get Ready for Summer-time Flying

Wednesday, April 22 at 7 p.m. Presenter: Scott Dennstaedt

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

Classified Ads

DAR Services: Amateur Built/Light Sport Airworthiness Certification Inspections, Ferry Permits (Certified and Experimental), Replace lost/damaged Airworthiness Certificates (Certified and Experimental). Call Ross Carbiener (A&P) at 309-738-9391.

Hangars Available At the Davenport Airport. Call Tom Vesalga at 563-326-7783.

For Sale: One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496 GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. Dan Murphy 309-752-3887, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

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

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

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



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

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

Chapter 75 Merchandise Now Available

(from Marty Santic)

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

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

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

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



Baseball Cap in Light Khaki

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

EAA CHAPTER 75 OFFICERS

(Effective January 2020)

President

Jim Skadal
 yamahaman7187@aol.com 563-320-6896

Vice President

Ron Franck
 ronalffranck1@gmail.com 309-937-2751

Treasurer

Ron Ehrecke
 ehrecke@sbcglobal.net 309-236-9785

Secretary

Don Fey
 donfey@mchsi.com 309-781-8397

Board of Directors

Adam Santic
 adam.santic@gmail.com 563-940-1765

John Riedel
 johnriedel57@gmail.com 563-209-6005

Nick Anagnos
 nickflys2@yahoo.com 563-650-5592

Marty Santic (Contact Info Below)

Carl Brown
 browncarle@gmail.com 309-235-5652

Jim Skadal - President
Ron Franck - Vice President
Don Fey - Secretary
Ron Ehrecke - Treasurer

Flight Advisors

Bernie Nitz
 bernien@visioncrest.com 309-787-0813

Technical Counselors

Terry Crouch
 Q1terrymdt@aol.com 563-359-4127

Cy Galley
 cgalley@mchsi.com 309-788-3238

Paul Kirik
 pjkirik@mchsi.com 309-781-0002

Jim Smith
 387js@mchsi.com 563-340-5131

Bernie Nitz (See Below)
Dion Carr
 7bcmpilot@gmail.com 815-535-3501

Repair Barn Chairman

Bernie Nitz
 bernien@visioncrest.com 309-787-0813

Tool Librarian

John Bruesch
 bruesch@mchsi.com 708-341-7083

Tool Committee

John Bruesch (Chair)
 bruesch@mchsi.com 708-341-7083

Roger Nightingale
 r.nightingale@mchsi.com 309-207-0266

Cy Galley (Contact Info Above)
Terry Crouch (Contact Info Above)

Paul Fisher (See Below)
Ron Franck (Contact Info Above)

Jim Smith (Contact Info Above)
Bernie Nitz (Contact Info Above)

Tool Loan Officers

John Bruesch (Contact Info Above)

Roger Nightingale (See Above)

Jim Smith (See Above)

Paul Fisher (See Below)

Marty Santic (See Below)

Jim Skadal (See Above)

Ed Leahy
 me24nas@mchsi.com 563-275-8935

Coordinators

Keith Williams (Scholarship Coord.)
 kandj533@gmail.com 309-235-7766

Bob Thomas (Young Eagles Coord.)
 rbettendorf@aol.com 563-343-1825

Jim Skadal - (Air Academy Advisor)
 yamahaman7187@gmail.com 563-320-6896

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

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

Fly-Out Coordinator - ??

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

Web Site Editor

Adam Santic
 adam.santic@gmail.com 563-940-1765

Newsletter Editor

Marty Santic
 marty.santic@gmail.com 563-340-9919

Social Media Editor

Adam Santic (See Above)

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



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

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

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
 Renewal
 Info Change

Membership dues for EAA Quad Cities Chapter 75 are \$10/year.
 Make checks payable to EAA Chapter 75

Mail application/renewal to:
 Ron Ehrecke - EAA Chapter 75
 1597 Deer Wood Dr
 Bettendorf, IA 52722

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

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

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

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

I am interested in helping with: _____

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

What are You Building? _____

What are You Flying? _____
