

# THE LANDINGS

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

**February 2019**

**THE EXPERIMENTAL AIRCRAFT ASSOCIATION**

## From The Desk of the President



It's time to take my January plane trip to Florida. After all if you own a traveling machine, it would be a shame not to use it to go somewhere warm. The plan was to leave Sunday after our EAA meeting. As you know the meeting was called off because of a snow storm. The snow Storm didn't stop till morning and Davenport Airport was closed till 9:00 with no taxi ways open.

After checking the weather, even if I could get out I couldn't go anywhere. The weather service said there was ice 0-14,000'. My little airplane can climb to 15,000' to go over it, but I doubt it can climb to that altitude collecting ice all the way. So I postponed the trip till Monday. Monday there was still ice 0-4000' forecast most of the way south. Davenport was 900' overcast, but was only a thin layer.

I filed my flight plan to land in Auburn for fuel "AUO". They were reporting IFR but had 900' ceilings and forecast to get better. I picked 9,000' for my cruise Altitude and headed to Auburn. Leaving Davenport was the last ground I saw till I flew the approach into Auburn. A carpet of White was under me I'll guess 3,000' above the ground. The air was



smooth and clear, Over IL I can see smoke stacks venting above the fog, coool. If I hadn't learned IFR I would have stayed home all week, and missed this beauty.

Flying the approach into Auburn I had some trouble with the Autopilot following the Garmin 430 so I hand flew it on the approach. I know I need to keep practicing using the AP coupled to 430, I'll get it down soon. Problem is, I'm afraid of clicking the wrong thing and I lose the approach. Then I'll have

*(Continued on page 2)*

**Next Meeting-Saturday, February 9th 7PM - "What is the VMC Club?"**  
**[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)**

## February 9th Chapter Meeting

The February Chapter meeting will be held on **Saturday, February 9th at 7PM**. It will be held at the **Deere-Wiman Carriage House**, located at 817 11th Avenue in Moline, IL.

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

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

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

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

## From The Desk of the President

*(Continued from page 1)*

bigger problems. Kids don't have that problem; they just keep on clicking and they learn computers faster. After fueling up in Auburn I took off and turned on course. ATC asked how thick the layer was and if it was broken. I told him 1,000' and it was solid overcast. That was the last ground I saw till I saw the Gulf of Mexico.

Once I was parallel with the pan handle the clouds started to breakup. I had picked up a 20 kts tailwind so I was cruising along at 250 mph. Even a big state like Florida gets smaller at that speed. In order to send me east to avoid Tampa airspace ATC amended my direct course to Lakeland VOR, then V-571, to Quincy, and direct Page field "FMY". On this trip, instead of entering each fix as I need them I made a flight plan for the AP to follow. I just love watching the plane turn and follow the flight path. We live in amazing times. Upon landing at Page, I parked at Base Operations to top off the tanks and pickup my passenger.

My buddy, Ron showed up and we departed west to fly to Homestead, FL. "X51". I'm cleared to 5,000'. ATC sends me out over the Gulf of Mexico. I understand they are clearing space for Fort Myers Int., but I feel like they forgot me. I'm sure they didn't, but when you get a few miles out over water you start to feel vulnerable. We are flying to X51 to park the plane and drive to Key Largo. For the next 30 min we are over the grass lands of the Florida Everglades.



There are two major highways that traverse to each coast. Besides that there is a lot of water, grass, bushes, snakes, crocks, pythons, no place I want to land. Ron and I spend two nights in Key Largo.

Wednesday we head back to Page, to visit one of my snow bird Friends. I used to worry about flying over the glades, but now I choose not to think about it. What good is a plane if you're afraid to take it anywhere for fear something will happen. I stay fairly high, at least 4,000' just in case the engine quits, it also keeps me in contact with ATC. We are vectored to the South of page to go around Fort Myers Int. Its busy airspace and ATC does a great job keeping us separate. I park the plane at Flight Ops again for 2 more nights.

I had planned to stay longer but there is another snow storm coming in from the west. I don't want to be stuck in Florida because of Ice so I decide to come back between the two storms. (What a great place to get stranded though).

My goal; get as far North as I can, top off tanks so I can fly over the IFR weather and not have to stop for fuel.

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## From The Desk of the President

*(Continued from page 2)*

Thursday night I file to depart Page at 7:15 Friday morning with a fuel stop in Huntsville, AL. Friday morning I checked weather, Huntsville is ½ mi vis with 400' ceilings. Even if that is doable for me I have no interest in taking on that much IFR. So where can I go? The closest decent stop is Albany, GA. They are reporting 1,100' ceilings with 6 mi vis. So I filed for Albany. I would have preferred further north, but it will have to do. I did check weather for Saint Louis area, they were IFR with 900' ceilings with 6 miles and forecast to improve.

From FMY to Albany I'm at 8,000' with a 20 kts headwind. An hour from Albany my IPAD shows a batch of Thunderstorms rolling over them. That explains why their weather is not hard IFR, must be close to front. It looks like the rain will be gone before I arrive. As I approach Albany they are reporting 1100' overcast and 6 mi. Leaving FL. I also leave the clear sky, I'm now in broken layers of cumulus, but the air is smooth. I'm given the ILS 4 as my approach. I'm still apprehensive using the AP for approaches since I botched that one into Columbus, OH. last fall. Add that to the AP not following the approach into Auburn. My fears were unfounded, I set it up correctly and the AP worked perfectly, it was a text book approach. Now I'm feeling pretty good and can't wait for the next one.

While I'm fueling up in Albany I file direct to DVN. If the headwinds burn too much gas I had several places I could stop past the hard IFR. The plan is Albany direct to DVN (678 NM.) I choose 8,000' as I burn less fuel up high and have a tolerable 20 kts. I depart runway 4 and am cleared on coarse and climb to 6,000'. As I pass through 1,000' I enter the clouds. At 6,000' I'm in and out of cumulus buildups and they are getting thicker.

My IPAD shows rain coming up. It's a little bumpy but no rain. ATC clears me to 8,000'. Level at 8,000' I pop out over a layer of low clouds. This will be my view for the next 4 hrs. The only change will be climbing to 10,000' to clear Fort Benning airspace (just can't get away from that airspace).

I could have stayed at 10 but figure the headwinds are lower at 8,000' so I don't ask. I'm at 8,000' turning 2250 RPM, 23 in. manifold pressure, burning 8.7 Gal/hrs. The ground speed is 180 kts, true is 190 kts. As I get to Springfield, IL. I pick up a 10 kt tailwind



which guarantee's I'll have the required fuel to land at DVN. As I'm handed off to Quad Cities I ask for Vectors to DVN 15 Loc. I spend approx. 5 minutes in IFR and breakout with 1200' ceilings.

Upon landing I have an hour of fuel on board. What a machine! Putting the plane away I notice a thin layer of ice on wings and prop. A perfect flight to a safe conclusion. The trouble with writing for these trips, they aren't exciting. A perfect flight is a non event.

Oh well, good to be home 4 hrs. before the snow starts. Now I have to figure out why my truck doesn't start so I can go home. **See you in February, Jerry.**

**PLEASE Take a Moment and Pay  
Your 2019 Chapter Dues!**

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

## Aircraft Life (from Richard Lowe)

Maybe it is a sign you are getting long in the tooth when you start to realize that an airplane you thought was state of the art and on the cutting edge is now on the way to the bone yard. I recently read an article on the first Boeing 777 that went into service with Cathy Pacific in the year 2000.

It was flown to the desert storage in Pima, AZ, last September. I always thought the 777 was a first line airplane, but apparently there are some that went into service afterward which are much more efficient.

The 777 first flew in 1994 and has been (and still is) a mainstay of many airlines around the world. Many still consider it to be the best of the double aisle wide body airliners. However, it is not the best fit for all missions, and newer stuff is available on the market today.

I got to thinking about how airliners age quickly.

When I was flying out of Sonoma, CA, in the late 70's, I met an American Airlines flight engineer who told me they were concerned about their B-707 fleet. They were watching the development of the B 767 and hoping it would be fielded on schedule. The 707's in the American fleet were approaching 60,000 hours, a time when major air frame work would be required including re-skinning some flying surfaces. Pan American put the first 707 in service only twenty years earlier.

We don't always realize that the airliners are in the air more than they are at the gate. It is the only way to make the payments on them. When I came from Germany in 1967, the Pan Am Clipper we rode on the MAC charter was on its way back to Frankfurt before I got to the BOQ.

Some of the older transports are still in service today because they were "overbuilt" according to one article I read. When they used a slide rule rather than a computer to design them, they always rounded up. If the design called for three rivets, maybe they put in four for good measure.

The 1/2" bolt that just met the requirement may be a 5/8" in the end just to make sure. That is the reason the article stated that the DC-4 made such a good fire bomber. It could take the stress of the fire service with all the heavy loads and turbulence without showing the cracks that would lead to its grounding.

Some airplanes are still in use today, even though they were built over 70 years ago. The DC-3 comes



to mind. One can sit for 20 hours a day, make one lap to a freight hub six nights a week, and still make money. It was paid for years ago. Can't do that with a modern jet which has to stay in the air just to make the loan or lease payments. I have a book on the DC-3 written by Len Morgan, well known aviation author and former Braniff captain. The book was published in 1964, but it makes a point that "they don't build them like they used to". He mentioned an old DC-3, Tail number 728. Every time it moved it set a new record. It started life on the line for Northwest Airways and was eventually picked up by North Central Airlines in the 1950's.

When Len looked at it during a stop in MSP, it was on its way out on a revenue trip. The plane had flown 81,535 hours. That figures to over 9 years in the air. They figured it had flown 12 million miles. It had gone through 550 main landing gear tires, 25,000 spark plugs and 68 pairs of engines. They also estimated it has burned 8 millions gallons of gas and has taxied over 100,000 miles.

I think Old 728 is now in the Henry Ford Museum in Greenfield, MI. How does your plane stack up to Old 728?

## Jim Smith and His Rare WACO VKS-7F

(from Dan Murphy)

Jim's WACO is a rare aircraft with only 21 built for the Civilian Pilot Training Program (CPTP) an initiative by the U.S. Government to develop civilian pilots leading up to WWII. The WACO VKS-7F variant owned by Jim was used to teach cross country and instrument flying skills.

This WACO is a 5 place cabin class by-plane. It is equipped with a 240 HP Continental W-670M engine with a two position Hamilton standard prop. Her top speed is rated at 145 MPH with a cruising speed of 127 MPH. The WACO's service ceiling is 13,000 feet while consuming 14 GPH on average. The VKS-7F's fuel capacity is 70 gallons with an empty weight of 2256 LBS and gross weight of 3250 LBS.

NC31663 was flight tested on 13 April 1942 and remained in CPTP service until sold as surplus in 1946. The average price for a CPTP surplus WACO at that time would have been \$2500. NC31663 has had many owners: her early log book shows that she was based in Troy, OH, Santa Barbra, CA in 1950, Condon, OR in 1954, Cheyenne, WY in 1974, and Cuthrie, OK in 1998 with other states appearing in the maintenance logs. After falling into very bad repair a 1994 restoration from the frame up was completed in Texas. John Cournoyer of Creve Coeur, MO pur-

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Pictured above is Jim Smith and chief pilot. (Photo courtesy of St Paul Lutheran Church Davenport Newsletter)



Above the vintage yoke with Chris-Craft Boat steering wheels and current panel.



NC31663 on takeoff roll at the Creve Coeur, MO WACO Reunion. (Photographer Unknown)

## Jim Smith and His Rare WACO VKS-7F

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chased the restored WACO to add to his museum collection.

Jim purchased NC31663 from John Cournoyer in 2004 at which time the engine had 66 hours since major overhaul and restoration...This restoration included new fuel tanks, Cleveland brakes and wheels, as well as many automotive parts from the Ford Model T (roll down window tracks) and Chris-Craft Boats (wheels shown on the yoke). These parts were all original to the WACO aircraft when it was built at the factory in 1942.

Today NC31663 is based in Davenport IA, KDVN and flown by Jim to airshows and antique aircraft meets within the mid-west as well as on trips with his wife Beverly. It shares the hangar with Jim's home built Star Duster and provides the opportunity for Jim and his wife Beverly to travel with luggage. Jim has been a pilot since 1962. Jim continues to be a mentor for other home builders and pilots.

Civilian Pilot Training Program [https://en.wikipedia.org/wiki/Civilian\\_Pilot\\_Training\\_Program](https://en.wikipedia.org/wiki/Civilian_Pilot_Training_Program)

WACO Aircraft <https://www.wacoaircraft.com/>

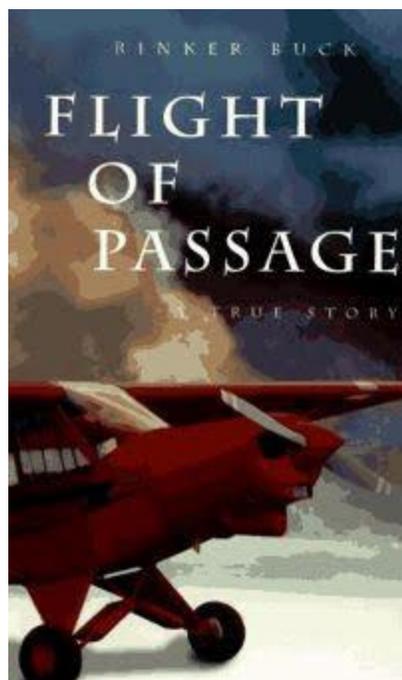
## Flight of Passage Book Review

(from John Bruesch)

Book Review - Flight of Passage - By Rinker Buck

Ah, the great American teen adventure. We've all taken a stab at it: You get your license (certificate), you get your wheels (wings), you hit the road (sky) and "come of age." I'll never forget my first earth-bound cross country once I got loose from the ol' apron strings -- a '59 Chevy wagon, my best buddy, two sleeping bags and a three-hundred mile stretch of Interstate 94 into the northwestern wilds of Wisconsin. Wahoo!

In Flight of Passage, fourteen year old Rinker Buck and his sixteen year old brother, Kernihan (I just report 'em, I don't name 'em) decide to fly their \$300 Piper Cub from New Jersey to California and back in the summer of 1966. Aside from providing excellent documentary on the epic journey, Flight of Passage also chronicles the brothers' somewhat competitive relationship vis-a-vis their father. There was a lot of the Smothers-style "dad always liked you best" syndrome. It follows that the book also explores Buck's



individual relationship with his father, the tee-totaling Tom Buck, father of ten, high-profile lecturer on the Alcoholics Anonymous circuit, and swashbuckling ex-barnstormer from the days when "Stearman Man" was a most desirable handle.

The boys have just a few problems in store as they tackle their dream. The first challenge is to get daddy's permission to do the trip. Kern, the great kiss-up, but already a proficient flyer (soloed 16 planes on his sixteenth birthday), and Rink, every father's antagonist and mischief maker, make short work of that with promises of good behavior and lots of clever subterfuge.

The second hurdle is their shabby Cub. No problem; the Buck Boys simply rebuild and re-cover it over the long winter. Buck's narrative of that ordeal might make you want to go out and sniff some dope in your own barn, but overall the message gets through: For two teenage boys, recovering a plane is a personal triumph all by itself.

Once underway, the lads are faced with the Continental Divide, and it's quite an adventure just to re-live that part of the trip with them. The rest of it, accomplished without radio and purely by whiskey compass, is a pretty fun ride too.

As I mentioned earlier, this book is really an exploration of Rinker's tenuous, or so he thought, relationship with his father. In every facet of this foray into the "real world," he tries to understand and resolve

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## Flight of Passage Book Review

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their differences, even as he worsens them through his rebellious behavior.

Flight of passage is well worth your time. If you grew up in the Sixties, had a great teenage adventure of your own, or struggled to come to terms with your own father, you'll relate to and enjoy this book. As the author put it in the dedication, Tom Buck first "taught us to dream and then had the sense to let us go."

Flight of Passage can be found at both the Bettendorf and Davenport Public Libraries, or maybe at your own local library.

## Recent Local Fly-Outs (from John Bender)

I scheduled a Flyout to Perry today. It turned out so great, I thought I would share it. I arrived 1st by a few minutes. Gretchen, the mgr.'s wife, a truly great gal, asked where we were going. I suggested a place and she said she would join the group.

Went to the totally remodeled 1890's hotel downtown. The owners spent about 25 million on it. It was unbelievable. We met the owner, mgr., and the head of the restaurant. There are 40 rooms that are all themed different.

The place had to be seen to be appreciated. Food and service was great. Restaurant JUST OPENED MONDAY. The attached pics are of some of the 10 of us, and the inside of the restaurant. We were put into a party room. You can see all the wood that was redone as it was back in the late 1890's.

When we got back to the airport, Jon gave us a tour of his new King Air simulator. IMPRESSIVE. Everyone was very impressed with our day.

*Editor's Note:* John Bender is the Fly-Out Coordinator for the Waterloo chapter. If you would like to be notified of future fly-outs send an e-mail to John at [jabgood@aol.com](mailto:jabgood@aol.com)



# January Coffee At the Myers Cabin

(Photos by John Riedel)



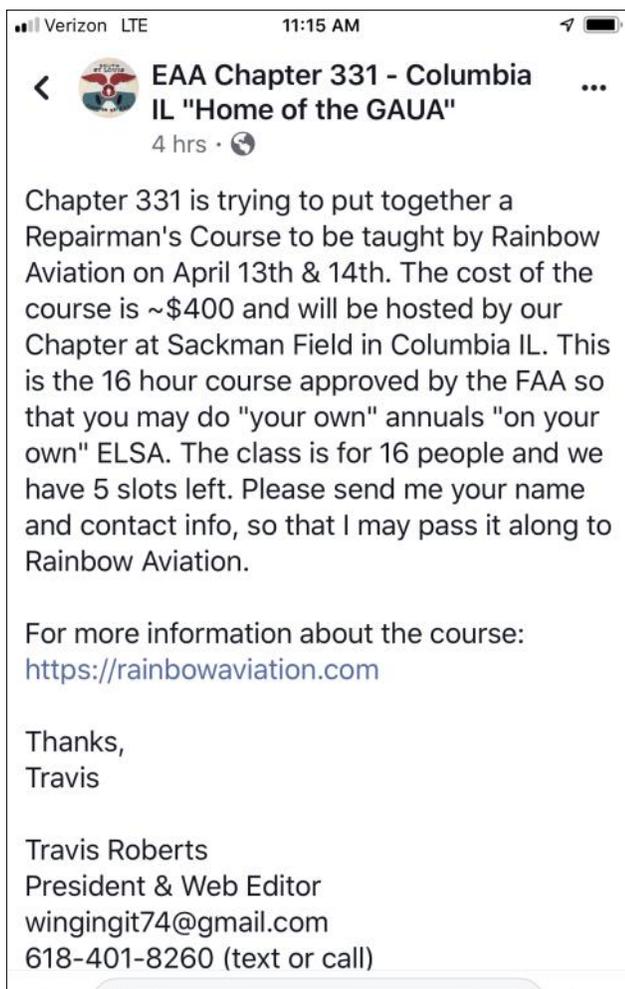
# January Coffee At the Myers Cabin

(Photos by John Riedel)



## When Warm Weather Returns - A Neat Map Showing Airport Restaurants

Go to: <http://www.airplanegeeks.com/eatattheairport/>



## Chapter 75 Flight Instructors

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

CFI / CFII	Phone	New Students	CFII	BFR	IFP	Airports	Plane
Mike Nass	563-357-6068	No, Booked	Yes	Yes	Yes	CWI	Owners Plane
Tim Leinbach	309-781-9585	Yes	Yes	Yes	Yes	DVN MLI	Owners, FBO, Club Plane
Tim Toal	309-235-0087	Yes	Yes	Yes	Yes	DVN MLI	Owners
Barry Logan	309-303-0211	Yes		Yes		C75	Owners, Club Plane
eMail - Marty Santic to add your Name to the list							

## Quad Cities Aircraft Celebrates Its 35th Anniversary

Go to: [Quad Cities Aircraft](#)

## EAA Airventure 2018 - Part One A Fantastic Set of Photos

Go to: <http://aviationphotodigest.com/ea-airventure-2018-part-one/>

## Next AOPA Seminar

Mark your calendar. Tim Leinbach tells me the next AOPA Seminar is scheduled for April 16. Details to be forthcoming

**We Still Have a Few EAA 2019 Calendars That We MUST Sell**

**See Ron Ehrecke at the Next Chapter Meeting or Coffee - ON SALE!!**



### 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](#)

## Upcoming EAA Webinars

Go to [www.eaa.org/webinars](http://www.eaa.org/webinars) to view the schedule and to register.

2/6/19 7 p.m. CST

Breaking Good Cylinders - Mike Busch

2/12/19 7 p.m. CST

Become a Better Chapter Leader – Presidents/Vice Presidents - Charlie Becker

2/18/19 7 p.m. CST

Flying Start – A New Outreach Program For Chapters  
Kyle Voltz

2/27/19 7 p.m. CST

Paramotors: Learning, Flying, and Buying the Smallest, Most Portable Aircraft - Jeff Goin

2/28/19 7 p.m. CST

Become a Better Chapter Leader – Secretary/Treasurer

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](mailto:marty.santic@gmail.com)

## Classified Ads

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

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

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

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

would be amenable to discussing other options. Mike Van Dyke 563-209-7752 [mikel@cmeflow.com](mailto:mikel@cmeflow.com)

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

**Hangar Space at Erie:** Need hangar space? I have some ready to rent. \$100.00 a month 24 x 36 x 8 ft tall. These are private enclosed hangars. Electric. Hangar door and rear pass door. Club house privileges included, Fridge, refreshments, coffee, microwave, shower, and rest room. 89 fuel on site. Call Jim Robinson, at Erie Airpark. 3H5. 309 230 0944.

### NEW For Sale:

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

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

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

***EAA CHAPTER 75 – QUAD CITIES***  
**1<sup>ST</sup> 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, FEBRUARY 2, 2019**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Sandra Barrett and Carver**  
**Aviation – Davenport**  
**Airport**



***DRIVE IN or FLY IN – HOPE TO SEE ALL***

This month, hope to see all at our 1<sup>st</sup> Saturday of the Month coffee hosted by Sandra Barrett and Carver Aviation. Come for some good hangar talk. Plenty of room for all.

**FLY IN:** Davenport Airport (KDVN). We will be meeting in the Carver Aviation Facility.

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

## 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](mailto: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 **(Still have a few left, then the chapter is undecided if we will order more.)**



Baseball Cap in Light Khaki

Chapter Website: [www.eaa75.com](http://www.eaa75.com)  
 Facebook: <https://www.facebook.com/EAA75/>

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(Effective January 2019)

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**Paul Fisher** (See Above)  
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**OPEN Position - Need a Volunteer! You can work with John Bender in Waterloo!**

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

Chapter Website  
[www.eaa75.com](http://www.eaa75.com)

**QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM**

New Member   
 Renewal   
 Info Change

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

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

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Name: \_\_\_\_\_  
 Copilot (spouse, friend, other): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone (Home): \_\_\_\_\_ (Work): \_\_\_\_\_  
 (Cell): \_\_\_\_\_  
 Email Address: \_\_\_\_\_  
 EAA#: \_\_\_\_\_ Exp Date: \_\_\_\_\_  
 Pilot/A&P Ratings: \_\_\_\_\_  
 Occupation: \_\_\_\_\_ Hobbies: \_\_\_\_\_

I am interested in helping with: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Tool Committee       Tech Advisor       Flight Advisor  
 Repair Barn       Young Eagles       Social/Flying  
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What are You Building? \_\_\_\_\_  
 \_\_\_\_\_

What are You Flying? \_\_\_\_\_  
 \_\_\_\_\_