

THE LANDINGS

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

December 2018

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

Merry Christmas!!



Editor's Note: This is Part 1 of Jerry's 2nd trip to the Grand Canyon a few years back. Part 2 in the January newsletter. Before he had the IFR rating.

The goal: Walk on the sky bridge built by the Hualapai (wall-i-pie) Indians over the Grand Canyon

The plan:

Leave August 8th to pick David up in Chicago at 7 am at the Palwaukee Airport at the Atlantic FBO (fixed base operator). We'd head west to Page, AZ for the night and stop for gas and rest as least once, preferably twice anywhere we want. Get there early enough to visit Glen Canyon Dam. Leave next morning for Grand Canyon West when the temperature is still cool. Take the tour over the sky bridge. Once that was over I didn't care where we stopped at on our way home.

Here is the story of how things didn't exactly turn out as planned, but we reached our goal and got many others in the process.

The week before lift-off I started watching a storm build over the Rockies, so on the 7th, I told David we



were going to postpone for a week. David was packed and excited to go. He said, "You know, I'm all about the journey it doesn't have to be the Grand Canyon".

I share his passion for travel, so I said, "If we can get out of the Midwest we'll go some place next weekend. What I didn't tell him (until he reads this) was I had no intention of heading anywhere but the Grand Canyon, as I've been planning the trip for a year. I

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Next Meeting-Saturday, December 8, 6PM-CHRISTMAS POTLUCK-MAIN HOUSE
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

December 8th Christmas Party

The December Chapter meeting will be held on **Saturday, December 8th at 6PM**. It will be held at the **Deere-Wiman MAIN House**, located at 817 11th Avenue in Moline, IL.

This is the Chapter's annual Christmas potluck.

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.

The potluck will be held in the Deere-Wiman MAIN House, next door to the Carriage House (our normal meeting location).

From The Desk of the President

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also knew the odds for good weather in the Las Vegas area this time of year was in our favor. We would just have to find a route to get to it.

The Monday before the 15th I looked at the weather and told David it was looking good, so plan on going. As the week progressed a low pressure area was settling over Denver and they were having severe storms. The weather in the Midwest was great, so I told David the trip was on.

Day 1, August 15th

Friday morning, I had told David I'd pick him up at 7:00 am at Palwaukee Airport. I woke up without the alarm only to realize it was 6:45. I got dressed and hurried to the airport, after getting the plane out of the hangar and shutting the door I called David to tell him I'd be late. He didn't answer, so I left a message, then got in the plane and took off. The weather was clear, when I reached North Chicago I could see all the way downtown. I arrived at Palwaukee at 7:45 am and the tower cleared me to land.

After I parked in Atlantic's parking area I told the attendant to top off the tanks. I was hoping they wouldn't charge the landing fee of \$40 if I filled up. Since I had topped off in Clinton the night before, it only took 9 gallons to top the tanks. Unfortunately we didn't get the minimum of 15 gallons and had to pay the fee.



I called flight service to check the weather on our route, told him our goal was to fly direct to Page, AZ. I knew the weather was bad and we could go around if we had to. He told me the only way around it would be to travel NW to Mobridge, SD. There was also some IFR (instrument flight regulations) in Western Iowa and SW Minnesota. The longer we waited the better it would be. So, I had a cup of coffee with David, then went into the hangar and looked at the jets.

After waiting a half hour I was ready to go and if it didn't clear up when we got there we would land or turn North around it. We took off on runway 34 to the North, turned on course and climbed to 8500', trimmed up the airplane and set the auto pilot. Plane settled on 173 knots cruise, add the 10 kts (knots) tail wind which is 183 kts times 1.15 equals 205 mph ground speed. The weather was clear until we came to the IA/SD border, the clouds started to build 2000' below us and soon we couldn't see the ground, but way ahead was clear. After 50 miles it started to clear and 100 miles from Mobridge the skies were clear.

My expectations for Mobridge was dried up prairie, boy was I wrong. The area was green and alive. I asked the airport manager about it and he said usually I was right, but they'd had a lot of rain.

We took a break, had a soda and planned our next move. We decided to stay over night in Thermopolis, WY. I checked the weather, sure enough it wasn't good, visibility was good, but mountain tops were obscured. My plan was to travel west, if the weather was as bad as they said we could turn north to avoid it. We can travel close to a 1000 miles on a full tank, so I wasn't too worried. The airport manager told us we should fly to Mt. Rushmore since we were so close and told us to contact the approach control at the Air Force Base and they would direct us. Well, we were on vacation, so why not?

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From The Desk of the President

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We took off heading west and climbed to 6500', it was a rough ride with lots of turbulence, so we climbed to 8500' which was smoother, but we had to climb occasionally to stay out of the cumulus clouds. We contacted approach, they gave me a squawk code, (code they can read on their radar screens) so we were in the system. Approach told us to fly above the national park at 7,900'. When we got close they said "the heads are 5 miles north of your position" we turned north and David got his camera ready. We made one circle around the heads on David's side so he could get a good picture. It was bumpy, so I hope the pictures turn out. After making one circle it was time to move on. To the west of our position it was dark blue and looked like five miles or less and we'd be in clouds and rain. As we circled the heads I saw several rain drops hit the windshield. With the way west blocked we turned north, there were clouds to the north, but you could see under or over them. I decided to go over; as we climbed I had second thoughts about being on top. We would drop down to see if the mountain tops were obscured. Below us was a large hole so I started a mile wide spiral slowly losing altitude. Looking down I saw a very large quarry that has been spiraled into a mountain. David and I wondered what was mined in that quarry, it looked like it was dug into granite, most impressive. Under the clouds we had great visibility over mountain tops, so we turned west to Thermopolis.

I didn't mention it before, but David was excited about being the navigator, which was great for me. Because of the turning and changes of direction it's easy to lose track of where you are. The GPS will tell me 150 miles from Thermopolis but that's not exactly where you are. I can push the NRST button which states the nearest airport, (a safety feature in case of emergency). This allows me to tell David the town we are near. As he's looking at the map I notice the town of Spearfish, SD and remember that devils tower was near there. I suggest to David we should fly over that, he agrees and we look at the map to decide which way to turn. We decided we were past it. I flew over it 10 years ago and not wanting to go back I decide to fly on. Looking to the north I notice a tall slender line a different color than the surrounding mountains and think, "that's it". We turn north and get 5 miles closer until I'm sure that's it and start letting down. We make a turn around it, perhaps at 1/8 mile away and 100' higher. I notice some climbers on top enjoying the view.

We make one turn and head west to our destination. Tyson and I stayed in Thermopolis five years ago, so

experience told me there was one more 11,000' mountain range to cross. If the mountains were obscured we'd have to go around, that would add 50 miles to our trip. From 50 miles away we could see clouds over the mountains. As we got closer I thought I saw blue sky between the range and the clouds so we continue on. The closer we got the more blue we saw. To clear the mountains we started to climb. We cleared the range with perhaps 300' to spare. We could have gone higher, but why? The clouds were on the east side of the range and soon we were in the sun traveling over a mountain meadow. On the green grass we saw cattle grazing, very cool view. Being a flat Lander, it just amazes me the ranches here are so high, makes logical sense, but still amazes me.

After another 20 miles the ground fell away and we were over brown eroded land. Soon Thermopolis came into view. Thermopolis airport is on top of a 500' mountain which was bulldozed into a runway. It's a sloped runway; you land uphill to the west and takeoff down hill to the east. At the end of each runway is a cliff.

You cross the river valley as you near the end of the runway, the ground starts coming up as you are coming down. The goal is when the two meet you're at the end of the runway and you coast to a stop, piece of cake. I do enjoy the challenges of flying in the mountains. You have to pay attention to what you're doing, which makes you a better pilot.

Thermopolis has a large sign made of stone on the side of the mountain that says "Worlds Largest Mineral Hot Springs". The springs are now a National Park.

As the airport manager was topping off the tanks we asked him how long the saunas were open. He said "they close at 5:00, so you have lots of time". David and I looked at our watch and saw it was 4:30 and thought "what's he talking about?" We soon realized we are now on Mountain Time and had lots of time. We tied the plane down and borrowed the courtesy truck (1985 Dodge four wheel drive, now we're cowboys) winding down the mountain road to the hotel to check in. After checking in we got our swim trunks and headed for the hot springs. There were 3 spas and the national park was free, all others charge. The others were full and there were 3 cars in front of the park. As I thought about it the reason was evident, the others had water slides and a pool for the kids to play in.

The springs bubble up from inside the earth at 140 degrees and flows down the hill towards the river. Some of the water is diverted to pools where it cools down to 104 degrees and flows into a 20' x 30' x 4'

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From The Desk of the President

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deep swimming pool where we were wading. The water smells like sulfur (rotten eggs), the rule is 20 minutes and it's time to get out. They use the honor system to enforce it. There were probably 8 people in the pool, we struck up a conversation with a Canadian couple and talked some geography and politics. After the bath we took a walk around the springs to the source, and then back to the truck. We ate supper at an Italian restaurant and turned in while it was still light outside because it had been a busy day.

Day 2, August 16th

Up at 6:00am our time (5:00am their time), after my shower I turned on the weather channel to see what the mountain forecast was going to be. The weather channel just wanted to talk about the east coast. After watching for what seemed like a half hour I turned it off. I called flight service to check on the weather. The briefer told me the low pressure area is still south of us and we would run into rain if we go straight south. He thought we could go to Fort Bridger, WY and this should take us around the rain and it should be clear sailing to Grand Canyon West airport. David marked our route on the maps and organized them so we were ready to travel. Next it was time to get something to eat. The night before we drove by a local diner, so we headed there. The restaurant turned out to be a good choice; there were about eight ranchers in there having breakfast. Eating with the locals is the way to travel, "When in Rome do as the Romans do." The food was good and at a good price.

After breakfast we hopped into our pickup and headed to the airport. Traveling thru town we noticed deer were grazing in the back yards of the houses. The air was cool and clear as we drove up the winding road to the airport on the mountain. The time was 7:30am local time, so the airport managers were there to open the gate. David dropped me off at the airplane and he returned the truck to the parking area. I got busy untying the plane and checking it out. When David got back we started to load the plane, then got in and buckled up. I turned the key and the plane started right up raring to go, while the engine warmed up I set the radios and did my preflight checklist. With the runway on top of a mountain there's not a lot of flat area for taxi ways, so we did the preflight checklist in the parking area. Having completed the checklist I keyed the mic and announced my intentions to taxi on the runway. I pulled on the runway and taxied up hill to the end. After one quick checklist I announced my intentions to depart to the east and pushed the throttle to full power. Well, at least as much power as I can get. Thermopolis is 4596' high, at approx 8000' feet

the engine only puts out 75% power or less. Couple that with the thin air the wings and propeller have to deal with and it takes a lot of runway to get in the air. I wanted to get some pictures of the hot springs, so David was ready with the camera. As we climbed I turned a large left circle around the airport, so the hot springs would be on David's side. After taking pictures we banked right and headed to Fort Bridger. We climbed to 8500' and watched as the clouds got darker the further south we went.

Jackson, WY was 50 miles to the west of us. Most people call it Jackson Hole, the reason is probably because there is a mountain range to the east approx 12,000' high and to the west is the Grand Tetons at 14,000'. Having flown there before I knew there was a pass coming up that cuts thru the east range in a northwesterly direction. With clouds in front of us I made the decision to head west to Jackson hole, with the goal of getting on the west side of the range and skirting the clouds to the south. When I checked the weather the briefer told me Vice President Chaney was in Jackson, so there was a no fly zone of 30 miles around him. Knowing this the weather was pushing me towards him (no stress here). With this in mind I decided to climb over the mountain instead of around, staying as far east as the clouds would let me. It turned out to be a great idea, as we passed over the mountains we noticed beautiful mountain lakes between the jagged peaks and some snow drifts. As we passed to the west side of the range the skies cleared and the way was clear to head for our goal.

Our route took us near Park City, UT. In October I have a meeting there, so I decided to fly over it and check it out, we then flew over Heber City airport where I'll be landing. Never having been to Salt Lake City, it was a thrill to see the Great Salt Lake thru the low areas in the mountains. We turned toward Provo, UT to get back on course and passed between two large mountains, it was a cool view.

David had been coaxing me to let him fly the plane since we left home. I decided, no better time than now over the desert. I took it off auto pilot and David flew the plane to our next stop. My Lancair 320 is not easy to fly, it has neutral stability, meaning if you trim it up for straight and level flights within minutes it decided it's time to climb, turn or descend. David actually does a better job staying on course and altitude than I do. I tend to look around too much.

Ten miles from Cedar City David released the controls to me, so I could land and get fuel. The time was around noon and the day was heating up, the temperature had to be close to 100 degrees, at least it felt that way. We fueled the plane up and took a soda

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break. The FBO had a great looking building; it had cathedral ceilings and wall finishes that looked like a house. David found out the attendant grew up in the area of the sky bridge, he and his dad used to hunt elk in the same area. We talked to the attendant and the manager about the rules of flying in the Grand Canyon, they had little advice, but they did have a map to sell. In my infinite wisdom I figured I could use the sectional map to stay out of trouble. David on the other hand decided we need the map and bought it for himself. I'll admit he was right, the same info was on the sectional, but it made more sense in more detail. With map in hand we climbed into the plane and taxied to the runway. The runway was 8600' long and we were at 5622' elevation, temperature close to 100 degrees and we were fully loaded. I knew we would use some runway to get off, but I wasn't real worried about it with plenty of runway available and no obstacles at the end. Well, we did use a lot of runway and our speed slowly climbed to our lift off speed of 67 kts. The warm temperature definitely affects performance, the plane had my attention. After hitting 67+ kts I pulled the stick back as I felt like the wheels and friction were holding us back, don't know if that's fact, but it felt that way. Having gotten us airborne, I let the plane settle back a few feet above the runway to gather speed for the climb. The climb was sluggish, perhaps 200 fpm, maybe more, but not much more. Air speed was 79 kts, not a comfortable feeling as we pass over the buildings below. We were probably higher than it felt, but it's hard to tell with a low wing airplane. In climb the nose is higher, so you lose visibility under the nose. For you non-flyers, my wings quit producing lift at 67 kts, so the comfortable margin I have in the flat lands had vanished. Soon we are 500' above the ground and the plane seems to climb better. This lead me to think the slow climb is based on fear, not fact, and maybe caused by me forcing the plane to climb faster and causing the opposite effect (so much to ponder so little time).

We were now climbing at 300' fpm at 140 mph to an altitude of 10,000'. The Grand Canyon has a flight floor of 9,500', in other words you're not allowed below that over the canyon. I could have stayed at 9500', but there is a lot of traffic at that altitude and I didn't want to deal with it. Soon the canyon came into view and I could see Grand Canyon West airport in the distance. Listening to the traffic landing below I could tell it was busy, so I announced I would be landing and asked which runway direction to use. The airport is uncontrolled, so another pilot told me to land from the North to the South which is up hill (remember Thermopolis). As I was at 10,000' and the

runway was at 4,825' we had to lose altitude so I passed the airport and started spiraling down for a left down wind on runway 17. As I turned north on my down wind pass, parallel to the runway I noticed the sky bridge was right in front of us. You could see a U shaped shadow on the cliff with a U shaped line of light where the light shines thru the glass floor, cool. I turned left on my final run to the runway, cut the power and landed. The parking area was full of planes; we found a parking space way in the back, shut the airplane off and mission accomplished.

The temperature was approx 95 degrees and the runway was 5,000' long, so I told David we had all afternoon as we weren't leaving until the weather cooled down because I was concerned about lift off.

I expected the bridge to be the best kept secret with few lines, boy was I wrong. As we walked into the terminal we were faced with large crowds of people with no signs to tell you what to do. The interior of the terminal looked more like a bus station with windows around the exterior and seats in the middle. I saw an Indian behind one of these windows and asked him where we check in, he told us to buy tickets in the other building. Tickets are as follows: \$30 just to be at the site and then you added options, the sky bridge cost \$30 more, helicopter ride to the bottom was \$160 with a boat ride at the bottom and don't forget the \$10 landing fee.

We got our tickets and waited in line for the greyhound buses that were running back and forth to the sites. Another bus came up and we boarded, the trip to the bridge is probably only a quarter mile from the airport. The bus stopped along the road to show us the eagle, a huge rock formation in the canyon. The Indians believe in the power of the eagle. We got off the bus and got something to eat at the concession stand before we went on the bridge. We had to check our cameras in and anything else that could drop before we could get on the bridge. I figured it was to protect the glass, my sister thinks it's so no one drops anything in the canyon.

The Indians have invested \$30 million in this project. When I heard that I wondered how they could have that much in a bridge to nowhere, having now seen I understand. There is a large three story steel frame building attached to the bridge which is still under construction. As a temporary place of business they are using portable buildings until the new one is done. We walked in, checked in our cameras, then walked down the wood ramps to the bridge; at the end we were given our booties. Then we walked out onto the bridge, very impressive, the center 4' is clear glass. Looking down between your feet you see straight

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down 3000', kind of like hovering in mid-air. It was a great view. During our time looking around we decided to take the helicopter to the bottom and take the boat ride. We walked off the bridge and returned our booties, collected our stuff and checked out the gift store. I decided not to buy anything and walked to the nearby pavilion to see the displays and the Indians dressed in ceremonial gear. After a half hour we got on the bus, but instead of taking us back to the terminal it headed west a mile or so to another pavilion where we could have barbeque. The location was an old gondola that used to take you to the bottom of the canyon. The gondolas are gone now along with the cables and all mechanicals, nothing left but the towers and buildings. All around the point you could walk right up to the edge and look down, I thought it was great.

We were waiting in line for the ride back to the terminal when the driver came to talk to us, after some pleasant conversation he informed us the person in front of us was the last one to get on this bus, so we waited for the next one. The ride back was a thrill, it's a tight two lane black top road that goes up and down over hills, and bus drivers take it at a pretty good clip giving us some weightless opportunities.

Back at the terminal we got our tickets for my first helicopter ride. They told us to bring plenty of water as it's very hot at the bottom. We relaxed in the chairs waiting for our turn to go. After 15 minutes our turn was up and we followed the attendant out to one of the gravel landing pads around the terminal where a helicopter was waiting with blades turning. We got in our seats, 4 in the back and two up front with the pilot. The helicopter lifted off and moved over to the runway where the pilot speeded up and started to climb. Turning right we headed for the canyon a couple miles away. I was surprised by how much vibration there was. As we lowered into the canyon the view was great and as we got to the bottom we landed on another gravel pad and the attendant let us out. As soon as I got out it felt like a furnace was blowing on us. The temperature on the rim was approx. 95 degrees, at the bottom it was 115 degrees.

The attendant told us to follow the gravel path to the wood stairs down to the river bank. At the bottom of the stairs I was astounded by the size of the trees, over ten foot tall weeping willows. They were hanging over the path making it feel like a tunnel. Approx 100' further the path turned left to the dock and a pontoon boat was waiting for us. We got on and started up river I was impressed by the speed of the water

and the many eddies flowing around. The captain told us the top surface was flowing at 15 kts and below the surface it was going 20 kts. The captain used to be a stock broker from Chicago, after retiring he took the job of river captain and loves it. He took a bucket of water from the river to show us how cold it was. He doesn't bring ice to work; he puts water into his cooler to keep the beverages cold. He said it was because of the dams which kept the water from warming up. After he let us off we climbed back up to wait for our ride back. After getting into the helicopter I gave the pilot a tip as it's hard to do when you land and get out. I don't know if it made a difference, but he gave us a great ride coming out as we followed the contours of the cliffs, very exciting.

After landing David and I did some shopping at the gift shop. I was hoping to get some pictures of the sky bridge, but the clerk told us you can only get them at the bridge gift shop. Now I wish I'd gotten them then, oh well I'm not going back.

We were in no hurry to take off, the later we go the cooler it will be. About 5:00 it was time to go. We had a wind from the south (we always take off into wind) but that would be uphill (better to take off downhill). After getting the plane ready to go, I noticed another pilot had just landed, so I went over to ask him for advice on the best way to take off. He told me they always take off downhill unless the wind is strong.

Takeoff direction answered, we were prepared to leave. Takeoff was uneventful, after lift off the plane climbed slowly. With no obstacles in my way we slowly climbed as we turned to the left for a circle climb northeast heading to Page, AZ. Climbing to 9500' our route took us over the grand canyon about 50 miles northeast, the sky started getting dark. David asked if I was going to turn around, I said, "No, let's see what the conditions are a little further on, a little rain won't hurt us". Then David said, "I think I saw lightning". After a moment we both saw lightning, so we made a 180 and David started looking for a place to land. He said, "head for Grand Canyon Airport", but after turning towards it, it looked worse then ever, so I called the automated weather service and they were having a thunderstorm. Having no airports available to the north, we headed to Kingman, AZ which was past the airport we just came from. We landed in Kingman, it was 6:30 and the airport was deserted.

We filled the plane up with fuel from the self serve pump, called a cab, got a room and ended the day.

***END of Part 1. Part 2 Next MONTH!!
Amazes all of us how Jerry can remember the details!!***

November Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter 75 President Jerry Coussens at 6:10 PM.

MEMBERS PRESENT: Jerry Coussens, Ron Franck, Ron Ehrecke, Ed Leahy, John Riedel, Marty Santic.

THOSE NOT PRESENT: Don Fey, Nick Anagnos

OTHERS PRESENT: Tom Shelton, Jim Smith

TREASURERS REPORT: The treasurer's report was read by Ron Ehrecke. A motion to accept the treasurer's report was made by Ed Leahy and was seconded by Marty Santic. Approval by the board was unanimous.

APPROVAL OF MEETING MINUTES: A motion to approve the minutes as published in the last newsletter was made by Ron Ehrecke and was seconded by Ed Leahy. Approval of the board was unanimous.

OLD BUSINESS:

Two replacement tool cabinets have been purchased through Menards by Ron Franck which will be reimbursed from the prior approved Tool Committee budget.

Tool committee budget has \$300 remaining of the \$1200 prior approved.

EAA 2019 calendars have arrived and are available for \$8 per calendar.

NEW BUSINESS:

Christmas party Santa candy budget set at \$50, due to less children attending the last two years. A motion to approve the \$50 candy budget was made by Ron Franck and was seconded by Marty Santic. Approval of the board was unanimous.

A motion to adjourn the meeting was made by Marty Santic and was seconded by Ed Leahy. The meeting was adjourned at 6:40.

These minutes respectively submitted by John Riedel (volunteer secretary)

November General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:00 PM
By Chapter 75 President Jerry Coussens

VISITORS AND NEW MEMBERS:
Alan & Kim, Dave & Mari, Dean Karafa our evening program presenter.

TREASURERS REPORT: The treasurer's report was read by Ron Ehrecke. The treasurer's report was approved at the Board of Director's meeting.

APPROVAL OF MEETING MINUTES: The minutes of the last meeting as published in the last newsletter were approved at the Board of Directors meeting.

TOOL LIBRARY: \$1200 budget is down to \$300 balance remaining. We are taking bids for the old tool boxes which will be published in the Chapter news letter.

TECH COUNSELOR REPORT: Jim Smith helped two chapter members over the phone. Jim listened to the latest EAA webinar on mixture leaning over square. There were 1200 persons attending the webinar and Jim suggests our membership participate in future EAA webinars. Jim also brought a few 1947 era model aircraft engines from Marv Kitchen's collection. Included two 4 cycle radial engines with magneto spark ignition.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Nothing to report.

YOUNG EAGLES: Nothing to report.

PROGRAM COORDINATOR: Looking for January – May program presenters.

AIR ACADEMY ADVISOR: Nothing to report.

MEMBERSHIP COORDINATOR: Nothing to report.

ACTIVITIES / FLY-IN/OUT COORDIATOR: Nothing to report.

NEWSLETTER EDITOR: Please keep sending in your articles and photos. You can better Jerry's trips!

WEB EDITOR: Nothing to report.

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November General Meeting Minutes

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IMC CLUB: Nothing to report.

OLD BUSINESS: 1019 EAA calendars are now available for \$8 each.

NEW BUSINESS: Christmas Party will be December 8 2018 starting at 6:00. Ham and beverages will be provided. Please bring a dish to pass and your own place settings. There will not be a board or general meetings on 12-8-18.

PROGRESS REPORTS / GENERAL DISCUSSION / INFORMATION:

Johns Spacewalker 2 is on the rotisserie for airframe clean up and recovering.

Chris's Cozy is in process.

Keith completed his RV condition inspection.

Randy is working through his RV ADSB solution.

Marty completed his RV condition inspection.

Ron mounted an action camera on his Airbike and is pleased with the video results.

Paul installed new cylinders with help from others in the chapter.

Jim removed a valve behind his Waco panel with much help from chapter members.

Jim2 getting familiar with his new ForeFlight.

Bob's PA28 fly's much better after re-rigging by Carver.

Jerry's Lancair is producing much dust.

A motion to adjourn the meeting was made by Terry Crouch and was seconded by John Bruesch. The meeting was adjourned at 7:25.

THE EVENING PROGRAM:

Dean Karafa, Aerospace Engineer. Team member at Kennedy Space Center, Apollo Saturn V Rocket.

These minutes respectively submitted by John Riedel (volunteer secretary this meeting)

Famous Last Words (from Richard Lowe)

Some years ago, Flying Magazine had a monthly feature called: Famous Last Words. It was a series of short, often humorous lines heard in aviation circles. Some were maybe the last words on a cockpit voice recorder.

One I remember well was, "It looks bad up ahead, but we can always turn back if it gets too bad." That was followed a few minutes later by, "Looks bad, let's make a 360 and get out of here." Then there is the famous, "Why is it doing that?"

That reminded me of a story from my days in Korea. I was assigned as a maintenance officer in an Air Defense Artillery Brigade. We had 23 batteries scattered from south of the DMZ to just south of Kunsan AFB down south. To say our Brigade Commander was not popular was like saying Hitler wasn't the nicest guy.

We did not have an air section, so we depended on support of an Eighth Army aviation battalion. None of the pilots and crew chiefs enjoyed flying for our commander. They were often left in the cold at a remote heliport with no way to get to a mess hall for a meal, and no information as to when they expected to depart for the next leg. He never wanted to tell them the destination until he was in the air, and not having a flight plan in Korea was not the safest way to fly.

The Korean air defense units had a reputation for shooting everything down and sorting out the good guys from the bad guys on the ground. One of the crew chiefs carried a business card and handed it out as a means of introducing himself to passengers.

Across the bottom of the card, the line read, "Will Rogers never met Gen XXXXXX". One day, the general was flying out to one of the batteries and two Warrant Officer pilots were in the front. When they knew the general was listening on the headset (he often slept between stops) one of them moved the cyclic control and caused a shutter in the helicopter.

The other one picked up on it and asked what that shaking was? The first said he did not know, but the last time he felt something like that was just before he lost his tail rotor in Vietnam. They then flew on in silence for the remainder of the flight.

Oshkosh Arrivals - The Mess in 2018

The following is a re-post from the EAA Forums.

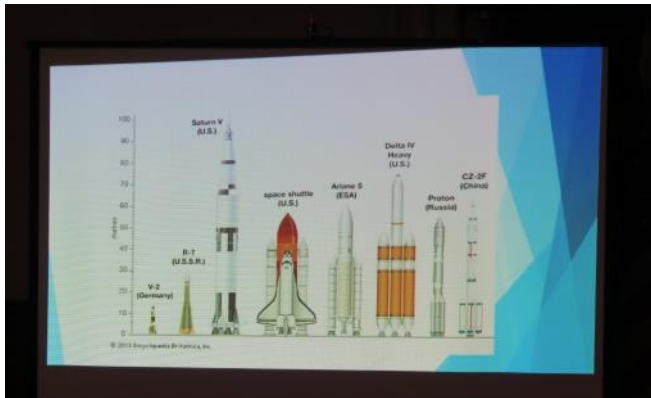
Ages ago, the controllers used to sort out who went where. If you were an older plane or homebuilt, they sent you to 36, if you were a spam can you'd go to 27. Now it seems they largely don't care and will send you randomly to either runway even when both are in operations.

This occurred when NATCA forced a switch from
(Continued on page 12)

November Chapter Meeting Program Photos - NASA - The Saturn V

If you did not attend the November meeting, you missed a very good presentation. Photos-John Riedel.

Dean Karafa was a systems engineer for NASA Launch Operations, Kennedy Space Center, from 1967-1970. Dean was assigned responsibility for the first stage of the Saturn V launch vehicle. Dean had a number of behind the scenes photos and spoke on what it took to put a man on the moon. Baling wire!!



First Saturday Nov Coffee Hosted by Sawyer Aviation/Mike Sawyer at the Clinton Airport (Jim Smith Won the Oil Change with His Waco-Mike Sawyer will be Surprised-5 Gallons!) (Photos by John Riedel)



FOR SALE: Surplus Items from the Chapter's Tool Crib

The following items are offered for sale as they are surplus items in the Chapter 75 tool crib.

- Tool Box
- Motorized Metal Hacksaw
- Rivet Table
- Spinner

If you would like to bid on the above items, e-mail your bid to Ron Ehrecke at.....
ehrecke@sbcglobal.net or call Ron at 309-236-9785

All bids will be accepted, there is NO minimum bid. If more than one bids on an item, Ron will followup with those that have bid by e-mail, stating the maximum bid received thus far and will ask you to re-bid.

We would like to announce the winning bidder(s) in the January newsletter.

As such, bidding will close at the end of the year.



ExperimentalAero
Model: **DRDT-2**
Serial Number: **10351**
www.experimentalaero.com
Tucson, AZ USA



Oshkosh Arrivals - The Mess in 2018

(Continued from page 8)

OSH being an invitation-only job for controllers and they brought back the best controllers every year to being a spoils program doled out by the union without regard as to who had the best experience for the job. (And the response.....)

Ding! Ding! Ding! We have a winner!!! (Not surprised it's you, Ron <g>). Back in those days, I was the one that taught the FISK class on controller training day-- and the way you described it being worked back then, is exactly the way I taught it.


Then, NATCA got involved, declaring that it "wasn't fair" that the same people were always selected for the prestigious event, and (citing an applicable provision of their contract to which the FAA had previously agreed). imposed a five-year term limit for OSH controllers, as well as a "selection by facility seniority" clause. Although I had the seniority at ORD to be selected, since I'd already worked nine years as an OSH controller, I was done. Even at nine years, I was somewhat low on the OSH seniority pole-- I had worked with (and learned an immense amount from) guys that had worked OSH for DECADES, including one fellow with 25+ years. We were ALL, every controller who had repeatedly demonstrated the special skills needed to effectively work OSH traffic, prohibited from returning-- because we were "too experienced".

The only true OSH controller experience left back then was in the supervisor workforce, which continued with experienced people for many years, since they weren't impacted by the new union policy. They did what they could with the controllers they were given, but what you're seeing now is largely the result

Chapter 75 Flight Instructors

of those supervisors retiring-- so nearly everyone working the event these days is "new school". The "old school" is effectively gone. I understand that there have been some changes to the union policy since it's implementation, but not nearly enough-- most of the problems experienced this year can be directly linked to lack of controller skills, and that lack of controller skills can be directly linked to that sudden slashing of the experience level, so many years ago (1992, IIRC).

In ATC, when the "system" is overwhelmed, the only way to (at least, attempt) to maintain safety is to slow down the problem to match the skill level of the available controller workforce. We saw it happen nationwide in the wake of the '81 strike; those of us that were in ATC prior to that time know that the system has never, truly, recovered. What you saw at OSH this year is very similar, just in a smaller venue. Yes, the system "works"-- but not nearly as well as it did (or it could). Nonetheless, we are where we are. The one thing in which the FAA and EAA are solidly in agreement is that this year's fiasco cannot be repeated. It's too late to fix it with personnel improvements, so procedural changes are coming. They won't return us to the glory days, and they won't make everybody happy, but we can only play the hand we're dealt. I won't be commenting more here, due my involvement in some far corners of the ongoing discussions. But, when I can, I'll have more on the topic, in a future blog on Avweb. --Denny Cunningham



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

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 JERRY COUSSEN'S SHOP**

SATURDAY, DECEMBER 1, 2018
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Jerry Coussens at His Shop
in Davenport
4621 Cheyenne Ave



DRIVE THERE!! – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Jerry Coussen's at his shop in Davenport, IA. His shop is located at 4621 Cheyenne Av.

Come for some good hangar talk and see the progress Jerry is making with his Lancair IV project. Plenty of room for all and it is HEATED!!

FLY IN: Only if you have a helicopter!

DRIVE IN: Just drive to Jerry's shop at 4621 Cheyenne Av, Davenport, IA

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.

Post-Maintenance Checklist
Wednesday, December 5 – 8 p.m. CST
Presenter: Mike Busch

Master the Transition: Earning Your Complex and High-Performance Endorsements
Wednesday, December 12 – 7 p.m. CST
Presenter: Tom Turner

Tail Wheels 101: Inspection and Maintenance
Wednesday, December 19 – 7 p.m. CST
Presenter: Joe Norris

Send event information on those activities that would interest the membership. Will be delighted to include any information on aviation related activities, fly-in breakfasts, etc. e-Mail your information to marty.santic@gmail.com

Classified Ads

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

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

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

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

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

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

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

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

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

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

Chapter 75 Merchandise Now Available

(from Marty Santic)

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

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

I will ship in a Priority Mail package for an additional \$5.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$16. I ordered 30 and received a discount.

If you would like a cap, please send me an e-mail. marty.santic@gmail.com If you would like me to ship, send a \$15 check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807



Baseball Cap in Light Khaki

Chapter Website: www.eaa75.com
 Facebook: <https://www.facebook.com/EAA75/>

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(Effective January 2018)

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

Chapter Website
www.eaa75.com

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

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