

THE LANDINGS

www.eaa75.com

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

January 2018

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



December 1st was a perfect day for a flight to Forth Worth, TX. A few months ago I talked to Dave Skinner, when I told him I was in Forth Worth to visit my son Seth he said, "what a coincidence, my brother lives in the Fort Worth area", he said, "next time you go I'll fly down too and we can split the gas bill". Well that came up sooner than expected. My son moved to a townhouse in Dallas and asked me to help him move. The beauty of flying, he doesn't think twice about asking me to come down to help him move. If I was driving the 13 hrs he wouldn't have ask me.

Dave was willing to fly with me in my little 235/360 but I said, " why do that when we can take the bigger, better , stronger, more spacious plane". So that brings us back to meeting Dave at MLI on this clear Friday morning. He was pretty much ready for me when I got there, so I put my bag in luggage bay and got in the right seat. Dave had already filed IFR, I also file on all trips to keep myself current. Dave does the same but must because he fly's in the flight levels. We got our clearance and taxied to runway 5 for take off. Tower cleared us and Dave eased in the throttle,

(Continued on page 2)

PLEASE Take a Moment and Pay Your 2018 Chapter Dues!

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



Next Meeting - Saturday, January 13th, 7PM - Program TBD
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

January 13th Chapter Meeting

The January Chapter meeting will be held on **Saturday, January 13th at 7P**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

As of today, the meeting program has not been determined. An update will be sent a few days before the meeting.

HOPE to see many more at the monthly meeting!!

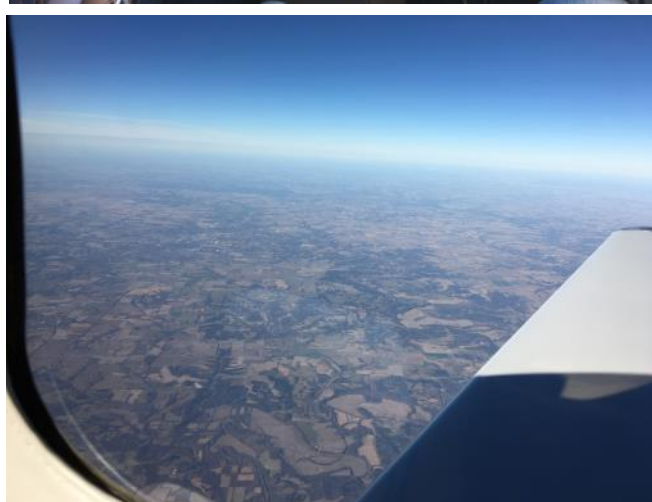
From The Desk of the President

(Continued from page 1)

we accelerated to take off speed. Climbing at 2000' fpm we banked right and headed South. Turning on course ATC cleared us to FL 220. We leveled out for cruise with a 202 kt ground speed and a 34 kt headwind, the plane thinks we are doing 160 kts. The air is clear and smooth as glass. What an amazing machine, I'm in a home built aircraft at 22,000 feet and I feel like I'm riding in my car on a long trip. As we come into OK we fly over a cloud bank and total undercast. The ADS-B tells us there is a plane overtaking us 1,000' below. I spot it as a 737 sliding below our right wing, coool.

As we get near Dallas ATC turns us west to clear the DFW traffic. When we are North of Hicks Field they turn us South and we descend to 3,000'. Soon we have Hicks in sight and we cancel IFR for a visual. We pass the field on the west side looking for the traffic we hear on the radio. Having spotted the traffic on downwind we follow for a left turn to 12. Although I'm used the speed on final in my plane I'm not used to the larger airframe and its momentum. Dave touches down at the 500 foot mark and slowed to a stop, piece of cake, says the passenger. We taxi to the fuel pumps using the taxi/road, Hicks is a busy place with cars and planes mingling. I put gas in the plane to fulfill my half of the deal. It cost \$160 to fly 3 1/2 hrs in comfort. My plane would have taken more as I would have had to make a gas stop. What a machine.

Monday morning, after the move, I meet Dave at Hicks for a 10:00 departure. The wind is behind us now Dave picks FL 230 for our cruise alt. Once we are set for cruise we have a 45 kts tailwind and the GS is 273 kt, do the math, 314 mph. Its a 3 hour trip, coming into IL. We have clouds under us, cold temps so there might be ice. As we descend to Galesburg for gas, we pickup rain but no ice. Field is not IFR so ATC clears us for a visual to 21, very windy with gust



to 35 kts but down the runway. After fillup we takeoff VFR and head for MLI, tower clears us onto 23 and we land with very little problem says the passenger.

Next month I plan to take an IFR trip to FL to get away from the cold weather for one week, another adventure by air. See you at the next coffee and doughnuts and next chapter meeting. Jerry Coussens

December 1st Saturday Coffee and Donuts Gathering at Craig Olson's Hangar



December Christmas Party (John Riedel)



December Christmas Party (John Riedel)



Upcoming Events (from Christine Visco)

Jan 27, 8am-4pm: Chicago Aviation Expo, details on page 1 of 99s newsletter

http://chicagoarea99s.org/uploads/air_news_JAN_2018_redacted.pdf

Jan 30-31: Iowa AMT/IA Renewal Des Moines, IA

<http://iaaviation.com/>

Feb 10: Wisconsin AMT/IA Renewal, Stevens Point, WI

<http://wisconsindot.gov/Pages/doing-bus/aeronautics/trng-evnts/mech-ia.aspx>

Feb 17: Concorde Battery, AMT/IA Renewal, Crossville, TN

<http://concordebattery.com/Eventspreview1.php>

Time to Retire Ol' Blue (from James Kirkland)

Don't know if anyone remembers my 1964 Chevy Pickup at the repair barn from the 80's but it is time to retire it. I am attaching a photo taken around the time I was taking a trip to Oshkosh using the truck, it still looks about the same, just with more rust.

It still runs, I took it out in the pasture last week to get a load of firewood, but I have inherited my father's truck and I don't need two.

If anyone is interested in this bit of Oshkosh history, let me know.

Thanks,
James Kirkland (918-772-3466)



The 10,000th Van's Aircraft is NOW Flying

Congratulations to David Porter, who recently reported the first flight of his RV-7 and became the official 10,000th Van's RV aircraft to transition from a collection of parts and take to the skies. We say "official" because there are certainly more than 10,000 flying, but we don't know about all of them. Many builders have taken to the air and, doubtless, the thrilling experience caused them to overlook alerting anyone at Van's.

Mr Porter lives in Martinsburg, WV and spent 3 1/2 years building his RV-7 from a standard kit. It's the first airplane he has built. He's also the President of EAA Chapter 1071 in Martinsburg, where several members are also RV builders and pilots. Serial number 74311 (the 4311th RV-7/7A empennage kit sold) is the 1,662nd RV-7 to fly, and a splendid example of the marque. It's fairly typically equipped for a modern RV, with a Lycoming O-360-A1A, Hartzell blended airfoil prop, GRT/Garmin VFR avionics and seats by Flightline Interiors. His first flight was on November 24th, 2017.

David is an experienced CFI, but a relative newcomer to the RV world. As he says: "I had never considered building an airplane until one day in late 2013 when I got a ride in the back seat of an RV-8. It was my first time in an RV, and I was amazed by the performance. I immediately started running calculations about whether I could afford to build an RV. Before long, I ordered an empennage kit and sold the Piper Warrior I had owned for several years."

Van's Aircraft began to sell RV-3 plans back in 1973, so over the last 44 years a new RV has taken to the air every 1.6 days, on average. No-one is exactly sure when the 1,000th RV flew - best guess is around early 1994. The 2,000 mark was passed in November 1998, nineteen years ago.

The increase from 9,000 flying RVs to 10,000 took just 33 months or under 1,000 days. So currently, about one new RV airplane leaves the ground each day, 360 in the last year. An interesting sidebar is that the shortest time taken to gain 1,000 flying RVs was from 6,000 to 7,000 in the 23 months leading up to October 2010. At that time, three new RVs flew every two days.

Cirrus, the leader of the certified single piston pack, will deliver around 300 airplanes in 2017, so the "distributed production" of RVs is the largest addition to the worldwide piston fleet each year.

Montana Cub (from Richard Lowe)

The story I am about to tell was in the Montana Aviation Bulletin many years ago. I hope I remember enough of the details to make it reasonably accurate. The last station on the Northwest Airlines east-west route between Minneapolis and Seattle that was still a non-towered airport was in Montana. I don't remember if it was Great Falls, Butte or Bozeman; it doesn't matter for the story.

When the B-727 made a stop, it left cruise and dropped below radar and radio reception altitude with ATC. The agreement with ATC was that the flight could check off the frequency, descend, land, drop and pick up the passengers, mail and freight for that station and get back into the air in 20 minutes. The flight plan was left open as long as they checked in with ATC by radio within 20 minutes of leaving the frequency. It usually worked and the flight continued on the flight plan.

One cold, clear winter day, one of the local college professors decided to take a local flight in the FOB's Supercub. The snow was piled up along the taxi ways and the one hard surfaced, plowed runway at the airport. He got the cub started, but it was obvious the battery was low as it turned over slowly and just got the engine started.

He saw the NW three-holer coming into the gate and he wanted to get in the air ahead of his take off. He knew the plan to turn the jet as did most of the local airport bums. He got to the end of the runway, did a quick run up and headed for the runway. He advanced the power on the cold engine and after a few hundred feet, the engine died. He tried the starter and the prop barely moved. He tried again, then got out as the NW plane taxied into position on the runway

behind him. In a panic, he looked for a way out and decided to try to pull the plane to the next cross taxi way, several hundred yards down the runway. The snow banks along the runway made it impossible to push it off into the grass. The runway was too narrow for the jet to safely pass him and it could not turn around on the runway. He got back in the plane and tried the starter one more time again, but it was no go.

All the sudden, he heard a knock on the side window of the cub. It was the NW captain. He yelled for him to turn the switch off, pull the mixture and advance the throttle and set the brakes. The four-striper then pulled the prop through a couple times.

He then called for the full mixture, cracked throttle and switch on. The engine started on the first pull and he gave the thumbs up to the embarrassed professor.

The captain then ran back to the jet, up the rear air stairs (remember D.B. Cooper?) and down the aisle to the cockpit. As soon as the cub was clear, the jet was on the way. It was obvious the skipper had propped more than a few airplanes in his day.

Richard Lowe
vicriclowe@aol.com

Chapter 75 Flight Instructors

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

CFI / CFII	Phone	New Students	CFII	BFR	IFP	Airports	Plane
Mike Nass	563-357-6068	No, Booked	Yes	Yes	Yes	CWI	Owners Plane
Dean Jones	309-752-3841	Yes	Yes	Yes	Yes	DVN MLI	Owners, QC Flying Eagles
Tim Leinbach	309-781-9585	Yes	Yes	Yes	Yes	DVN MLI	Owners, FBO, Club Plane
Tim Toal	309-235-0087	Yes	Yes	Yes	Yes	DVN MLI	Owners
Barry Logan	309-303-0211	Yes		Yes		C75	Owners, Club Plane



EAA Chapter 75 IMC Club

"To promote instrument flying, proficiency, and safety"

<http://eaa.org/imclub>

Meets First Tuesday of each month at 18:00
Lindquist Ford, 3950 Middle Rd., Bettendorf, IA

For more information contact:

Paul A. Fisher - rv7a.n18pf@gmail.com

Bernie Nitz - bernien@visioncrest.com

Ron Franck - ronalffranck1@gmail.com

Rick and Shari Meyer EAA Chapter 75 January 6th, Coffee & Brunch

The fascination of flight can't be expressed with words. But it really lies beyond the capabilities of human endeavor. Once you've experienced it, you'll never be able to forget it.

— Friedrich Oblessor, 127 victories WWII.

We are looking forward to hosting the EAA Chapter 75 January coffee and brunch. It's always fun to gather in friendship and discuss the thrill of aviation. We would like to encourage spouses to attend if you so wish. Here are the details for the morning.

Our cabin is nestled on the east side of Camp Liberty, formerly Camp Conestoga, The Girl Scout camp, by Dixon, Iowa. Deer make a daily morning visit across the dam of our pond and Bald Eagles soar over the tree line of our pond.

We want to share this wilderness experience with all of you for coffee and brunch. If you are an adventurous winter outdoors person, please feel free to bring your attire and enjoy the outdoors for a walk, hike, or cross country skiing. If you'd rather view the wilderness from the indoors, we have binoculars to view from the fireside inside our cabin. Photography is always welcomed. The coffee will be on at 8:30 am and brunch will be ready around 9 till noon and the day will continue on till, well whenever the last Pilot leaves!

Rick & Shari Meyer's cabin (driving directions below)

Please feel free to contact Rick with questions or better directions. 563-370-3377

Directions to the Meyer Cabin from Interstate 80 from Davenport, Iowa on the next page. Coming from Davenport take the Big I-80 truck stop exit, exit #284 turn right and head north on 60th Avenue

Go about 4 to 5 miles till you get to Hwy 130 (Plainview) (STOP SIGN) Go straight, continue onto Hwy 40 or 60th avenue do not turn onto Hwy 130. You are heading towards Dixon, Ia go about 4 miles turn left onto Hwy F31 or 295th Street (there is a sign that says Camp Liberty a bit before the turn). If you go into Dixon you've gone too far. Go over the bridge and you will see some farm houses and a hog barn to the right turn left onto the gravel, 50th Avenue. If you go by Camp Liberty you've gone too far. Go onto the gravel, two hills and turn right at the top of the hill (I will try to have a marker of sorts sitting at the turn). Don't turn left onto a gravel road. You are looking for a lane to the right at the top of the hill! Follow the lane down and you will see the cabin!!! IF you go around a curve you've gone too far.

Enjoy the Drive and watch for DEER!!!

For Sale: 1959 Piper Comanche 180

BEAUTIFUL IFR COMANCHE 180 • \$39,900 • www.sustainedflight.com for logs and additional pictures Engine 400 hrs Complete overhaul in 2008: PROP 200+ hours new bolts installed 1/2016: Airframe ~6000 Hangered at KDVN Tied Down at KPDK. Constant speed prop, retractable gear: Great handling aircraft very easy to move from high wing to this plane: Easy access to engine compartment: 9.5gph cruise: Annual 5-2015: IFR Cert 8-2015: AVIONICS Rebuilt/Recalibrated 5/2015 Narco MK12D TSO-TKM MX12 King KX78 Transp: ADs Current: Great cross country aircraft: Pilot seat rebuilt 5-2015: 50 gal fuel: Room for negotiations Lets Go for a ride! • Contact [Mark Clark](mailto:Mark.Clark@Continuoustouch.com), Owner - located Atlanta, GA USA • Telephone: 5635086275 . 8772771940 . • Mark.Clark@Continuoustouch.com



NEW ITEM Also FOR SALE

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

\$125



FOR Sale: Waix Kit partially finished including all control surfaces, tail and main spars. The Waix is the Y tail version of the Sonex. The kit is configured with dual controls, Aerovee engine mount, and conventional, tail dragger gear. The optional configurations could still be changed as these parts are not yet installed. I will include most tools and a 4x12 work bench if so desired. Kit is available for inspection/pick-up in Clinton, IA Asking \$10,000

Contact David Leners at 563-357-5104.



UPDATED Local Calendar of Events

For many other Aviation Related events, visit the following websites. Click on the following links. Will only list events submitted to the editor and other most local events here.

[EAA Aviation Calendar of Events](#)
[AOPA Calendar of Events](#)
[Iowa DOT Office of Aviation Calendar](#)
[Wisconsin Fly-Ins and Airshow Event Calendar](#)
[Fly-Ins.com Calendar Website](#)
[Fun Places to Fly Website](#)
[Social Flight Calendar](#)
[Midwest Flyer Magazine Calendar](#)

Upcoming EAA Webinars

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

Liticaphobia (fear of being sued) - Mike Busch
Wednesday, January 3 – 8 p.m. CST

Preflight Delight: Look Before you Launch - Prof Paul Shuch
Wednesday, January 10 – 7 p.m. CST

U.S. Unlimited Aerobatic Team - Jim Bourke
Tuesday, January 16 – 7 p.m. CST

When the Engine Goes Quiet - John Townsley
Wednesday, January 24 – 7 p.m. CST

Midair Collision Physics, Gambles, and Myths - Robert Patlovany
Wednesday, January 31 – 7 p.m. CST

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

Classified Ads

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

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

For Sale: One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496 GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. **NOW Asking \$2000 - Price REDUCED AGAIN.** Dan Murphy 309-752-3887, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

For Sale: Wampus Cats Flying Club Share
Here is your opportunity for very economical flying! Wampus Cats Flying Club has been in existence since the 1950's. We have a well kept 1978 Cessna 152 which was purchased new and has always been

hangared at Davenport. It has 5000 airframe hours and 500 SMOH. Monthly dues are \$39.00 and hourly rate is \$50.00 wet. For more information on joining our Club please contact Bernie or Chris Nitz. (309) 798-2011. bernien@visioncrest.com or cnitz@visioncrest.com



Want to RENT - Safety minded, conscientious, courteous, congenial 500 hour IFR and complex rated pilot is looking to rent a plane 20-30 hours a year; no weekends, only on weekdays. Would prefer an Arrow or similar type (all my hours are in Pipers), but would be amenable to discussing other options. Mike Van Dyke 563-209-7752 mikel@cmeflow.com

Plenty of room for your ad. Send them to marty.santic@gmail.com Get rid of your stuff!

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

Chapter 75 Merchandise Now Available

(from Marty Santic)

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

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

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

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



Baseball Cap in Light Khaki

Chapter Website
www.eaa75.com

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(Effective January 2017)

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

Chapter Website
www.eaa75.com

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

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
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<http://www.eaa.org/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? _____
