

THE LANDINGS

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

October 2019

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



Last Tuesday my friend Rob and I departed Davenport at 6:00 AM for an IFR flight to Fort Meyer's (Page field KFMV). The planned route was direct 998 nm 158 degrees south. Fore Flight says 5 hrs. 22 mins. The skies are clear and I flight planned for 9,000'. The plane is working great, good to be back in the saddle again going too far away lands.

If you read the last month's letter you know I had problems with the landing gear. While Dave S and I were flying to Milan, TN my landing gear pump started to cycle on and off. I had visions of a broken hydraulic hose and the oil spraying out the bottom of the plane. For fear I was going to lose my landing gear I dropped the gear and pulled the breaker on the pump. We continued on the way albeit 50 kts slower. During the flight Dave thought he smelled something hot, I did smell it but I thought it was the smell of hot oil which didn't surprise me as we were going slower and pulling more drag.

Upon landing I expected oil dripping from the wheel well. There was no dripping so I had no idea what was wrong which brings us up to date. Now that I'm home in my hanger I start to investigate, I soon find a



drip coming out of the right main cylinder. I removed it to find the "O" ring around the shaft would crumble in my hands. Thinking back I had never rebuilt that cylinder so that "O" ring was 35 years old. I was able to buy repair kits from the NEW Lancair so I rebuilt both main cylinders. I had rebuilt the nose gear a few years ago. Problem number two, when I pulled the breaker for the pump it didn't shut off the pressure switch, which kept the momentary relay power on. After a half hour it burned out, that was what Dave smelled. I just happened to have a brand new one in

(Continued on page 2)

Next Meeting-Saturday, October 12th 7PM - Ron Franck - VMC Club
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

October 12th Chapter Meeting

WE are back at Deere-Wiman in October!!

The October Chapter meeting will be held on Saturday, October 12th at 7PM. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL. Ron Franck will have a presentation on the EAA's VMC Club.

Bring a NEW chapter member!

From The Desk of the President

(Continued from page 1)

my tool box so problem solved. With gear fixed and cycling on the stands I felt like I had a brand new plane. The reason I didn't see oil dripping out was because the slip stream blew it down the side of the plane, you couldn't see it, but you could feel it. With this in mind I buffed and waxed the plane. Wow looks brand new.

Now that your up to date I can get on with my story. I had planned to land at Scottsboro, AL for fuel, but with an 8 kt tailwind and burning 9 gal/hrs I decided to go further. I ask ATC and received permission to change my stop to Valdosta, GA. After we fueled up and took a little break we departed FMY. Since we only had 1 1/2 hrs. to go I decided to climb to 3,500' and stay VFR. In hindsight I wish we had climbed to 5,500' because it was pretty bumpy with cumulus clouds. We landed FMY 1:30 EST Filled up the plane then I headed to KORL, (Orlando Exec) leaving Rob to take care of business in Cape Coral.

I had three days of meetings to attend in Orlando. My inner debate was whether to land in Orlando or Kissimmee. I was a little afraid to land down town Orlando as I figured it was a very busy airspace and I would be asked to fly an "arrival". Not being proficient at that I didn't want to screw up. When I looked at the map it looked like the Hyatt was close to KORL so I decided not to let fear decide where I was going to land. Besides don't we do this for the adventure? Ready to depart KFMY I received my clearance to fly direct to KORL via radar vectors. I can do that, cleared to depart rwy 5 I climbed to 5,000'. Leveling off ATC called to tell me to connect to the Minee five arrival. I looked for it in my IPAD and tried to bring it up on my 430 with no luck.

So I told him I can't find it. He said, "No Problem we'll vector you". So they guided me to a position west of Orlando to land on rwy 7. Descending to



3,000' I pass over Disney, took pictures thinking they might night come out as it was bumpy. I was cleared to land and the airport was not busy at all. I got a ride with Uber where I learned the Hyatt is closer to Kissimmee than Orlando. Oh well another adventure is earned and I've already flown into Kissimmee. On my next letter we'll talk about the trip home.

Jerry Coussens (Pres)

September Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter Vice President, Ron Franck at 6:02 pm.

MEMBERS PRESENT: Ron Franck, Ron Ehrecke, Don Fey, Ed Leahy, Nick Anagnos, Marty Santic, Jim Skadal.

THOSE NOT PRESENT: Jerry Coussens, John Riedel.

OTHERS PRESENT: Tom Shelton, Rick Lowe, Keith Williams, Adam Santic.

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

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

OLD BUSINESS:

Marty moved, seconded by Ed Leahy, to accept Ron Ehrecke's recommendation that our savings account be closed and that money, about \$100.00, be transferred to the checking account. Going forward we will maintain only the checking account.

NEW BUSINESS:

Ed Leahy announced that he is definitely leaving the board. The board thanks Ed for his many years of service.

We need to form a nominating committee for the November elections.

Tom Shelton submitted a report of 2019 EAR activities. It will be published in the newsletter.

Keith Williams: Nick Hayes (Ray scholar) expects to do his solo cross-country this week, and take his check ride this month.

Board discussed an email from EAA regarding participation in the Ray Scholarship program next year. If the Chapter advances \$5000 towards the 2020 program, EAA will guarantee our "acceptance." Discussion followed. Keith will query EAA to verify that we can opt out and NOT lose our \$5000, if we don't

find and agree on a qualified candidate. Marty moved, seconded by Ron Ehrecke, that the chapter commits the \$5000, subject to our finding a qualified candidate AND that EAA will refund our money if such candidate isn't found. Motion carried 5 in favor and 2 against.

Jim Skadal recommends Laura Azuela for the Air Academy.

Thursday, Sept. 19th, around noon, the "One Week Wonder," built during Air Venture, will stop at DVN.

We received a "thank you" letter from EAA confirming the Marv Hoppenworth memorial "brick."

Tools: Nitro bottle gauge, \$12 and prop balancing hardware, \$35. Approved at a previous meeting.

Ron Franck advised that Adam Santic will be co/syop with Cy on the Chapter web page.:

A motion to adjourn the meeting was made by Marty Santic, seconded by Nick Anagnos. The meeting was adjourned at 6:59.

These minutes respectfully submitted by Don Fey

September General Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter Vice President, Ron Franck at 6:02 pm.

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EAA Chapter 75 Has a NEW Private Pilot

Shellie Darr was awarded her Private Pilot Certificate on August 19. Congratulations!!



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Fall Seminar at John Deere (from Ross Carbiener)

AOPA has decided not to continue with the seminars at the John Deere hangar. I am in contact with the FAA Safety Manager in Chicago about putting on a "Wings" seminar instead. Was wondering if you had any ideas on topics. I have thought of:

Quad City Tower talk
ADS-B
Basic Med
Licensing your amateur built aircraft

Maybe 2 topics could be presented back to back.

The FAA guy said that late October or early November would work best for him.

Thank you in advance,

PLEASE send Ross your ideas and preferred dates!!!

eMail Ross at carbienerrosse@yahoo.com

A Young Amelia (from Bob Thomas)

All Young Eagles flights are fun but some are special. Sometimes it is a kid's first flight and the excitement they exhibit is contagious. Maybe they show an unusually natural command of the flight controls. Other times it is just their absolute love of flying and it takes you back to that day the switch flipped for you.

So let me tell you about Natalie. Not her first flight, actually her 5th in the last 3 years. Her parents are obviously supportive and she brings her original logbook every time for the new entry. That is good sign when they have kept track of their logbook for the last year. I had taken her on one of her flights before and remembered her and her parents. Right from the first the big smile on her face showed she was pumped up for the experience.

Since I knew she had been several times before I turned the controls over to her early, right after departure, with no explanation of how to control the plane and she was confident and in control from the start. As you can see from the picture she was not the least apprehensive but all business, concentrating on the task at hand. She made all the turns in the flight, right down to lining up with the runway. All of that was good but it was two things she mentioned during the flight that made it so special.

First she said she had to portray a historical figure at school and she was going to be Amelia Earhart! Then she said she was saving up for an airplane and already had \$200 saved. Not bad for 10 years old. The enthusiasm and commitment in her voice made me believe that someday she will have an airplane! When it was all over one of the other pilots was saying that he



had a good time and I replied, "well I can't imagine what else I could have done this morning that would have been better". I know for sure Natalie would agree with me.

Want to See a Neat TAF - From the Bahama Islands During the Recent Hurricane

From Freeport in the Bahama Islands....
80 knots, gusting to 200 KNOTS!! Want to fly??

Very Neat John Deere Aviation Article (from John Riedel)

John Deere Aviation History.....

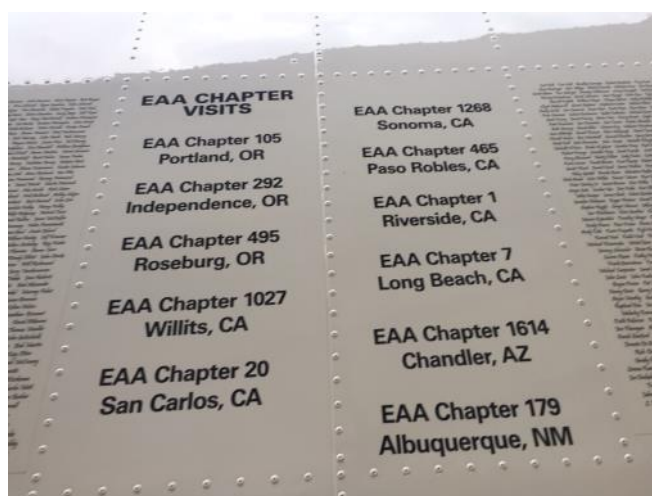
[Click here.....](#)



EAA's One Week Wonder Visits Chapter 75

Several Chapter members greeted Tom Charpentier and Tom Egan when they visited the Davenport airport on their way back to Oshkosh in the One Week Wonder. **Chapter 75 will be added to the wing!!!**

Click to see the following video featuring Chapter 75
<https://www.youtube.com/watch?v=H1iLcxFrZjc&feature=youtu.be>



Virgil Karl (from Richard Lowe)

A few weeks ago I was sent an obit from a Minnesota paper on a person I had known most of my life. His name was Virgil Karl. We grew up in the same town in SW Minnesota. I first was aware of him in the late 40's after he came home from service with the USMC during WW II. He dated and later married a girl who worked for my dad in a clothing store and she later managed an ice cream parlor where my sister worked just before starting nursing school in 1953. He rode a Harley decked out in a cloth cap and leather jacket, the biker uniform of the time. He worked for the power company as a lineman and later for the country highway department, the same one that helped put me through college. We may have driven the same gravel truck. Who knows?

In 1957, what was then known as the Minnesota Highway Patrol expanded and two rookie schools were run. He graduated from the spring school and was assigned to a town thirty miles to the south of us. I saw him from time to time when his patrol route brought him through our town. His car was easy to spot at the local drive in, so I always had to stop and say hello. He was usually good for a cup of coffee or a root beer. One day, he told me he was learning to fly. I kept up with his training and he was probably the first student pilot I ever met. My scout master was a patrolman and he told me Virgil was going to fly for the patrol with duty station at Mankato. They had a Cessna 170 based there. Years went by and I never saw him again, but I learned from my scout-master trooper that Virgil was going to Texas to learn to fly one of the first helicopters bought by the MHP. It was a Bell 47.

In 1975, after ten years in the Army, I was assigned to a unit at Ft Snelling, MN, to assist Army Reserve and National Guard units in three states. Some of our biggest units were in the twin cities area, and the aviation units were located on Holman Field in Downtown St Paul. I learned that Virgil was now the Chief Pilot for the patrol, so I lined up lunch with him at that airport one day. We had a good visit. He told me he had nine pilots in the air section. Some based in St Paul and some in out lying cities. They had a mix of fixed wing Cessna and Bell 47's. He was in the process of buying their first Jet Ranger. We discussed how they enforce traffic laws from the air using the markers on the highway. They flew the twin city freeways during the morning and evening rush hours. They also support local authorities in search and rescue operations. One story I recall was how they flew a helicopter out to a duck pond and used it to rescue some hunters. Their boots sunk so deep into the mud that they were



stranded until they could grab the skid of a patrol helicopter and ride it to dry ground. The water was too shallow for a boat rescue.

We lost contact for a while, but I learned one of my high school classmates married his daughter and became a trooper. I saw him at my brother's retirement from the patrol as a radio/communications operator after 34 years service. He said he retired from the patrol and he and a Virgil were in charge of all the RV parking at the Minnesota State Fair each year. Virgil was in his 90's when he died. A mutual interest in aviation and the MSP kept us in touch all of those years.



Tom Shelton's Return Flight from Gettysburg, PA

Nick Hayes Update - EAA Chapter 75's Ray Scholar

"Good afternoon everybody! I would like to start this letter addressing my quick interruption at this month's meeting. I was in a rush to make it to work on time. When I pulled forward onto the curb I thought would be able to make it over in my newly acquired SUV. Unfortunately I was unable to make it over the hump without damaging the vehicle. I managed to bend a bracket that holds the driveshaft in position. My mechanic was astonished at what I was able to do this time. The repairs were far less expensive than I was anticipating.

Now onto the flying. Let me preface by saying that the plan was to finish during September. Although with weather cancelations I am now slightly behind schedule. This month I was able to fly a total of 8 times. Fortunately I have been able to complete all of my private pilot requirements aside from checkride preparation. My solo cross countries were very exciting, it is an excellent feeling to navigate to another airport far from your home base. I do all of my flight planning with old fashioned navlogs. In preparation for my first solo cross country I was struggling to get the hang of filling out the navlogs, but with a little help I was able to get it done. My long cross country found me flying to Cedar Rapids, Ottumwa, and back to Davenport. My flight planning for this one was pretty intensive. I chose to fill out 3 different navlogs, one for each leg. Just before I was planning to begin my preflight. My CFI was going over the navlogs to check it over. Turns out I had used the plotter incorrectly to obtain my true course. So I had to go back and recalculate everything. I am definitely one who believes it is important to learn from failure. Now I am very sure I will be using the plotter properly the next time. The flight to Cedar Rapids was familiar. Moline handed me off to Cedar Rapids approach then I went about my class C airspace procedures. When I landed I asked tower for a taxi-back, swapped out my nav log in my lap and away I went.

There is not a whole lot between Cedar Rapids and Ottumwa. I had written down checkpoints that were about 20 miles apart. I found myself looking for the names of the towns below me to make sure that I was on course. I knew runway 31-13 was closed and runway 4/22 was shortened. Although the cross wind and shorter runway was kind of wiggling me out. I did one go around before I landed successfully. After leaving Ottumwa I did get a little lost. To get unlost I climbed 1000 feet to see farther and used my sectional to verify my position to the nearby towns. When Washington airport was beneath me I knew this was the homestretch. Muscatine was off to my right soon af-



ter. The rest of the flight was routine leading to a safe landing back at Davenport.

Now that I have all of the requirements aside from check ride prep. In the coming weeks I will be preparing for the checkride. A few areas that I need to brush up on. I feel like I need to spend more time doing ground reference maneuvers. The ACS is on the top of my study list so I am ready for any question the DPE can throw at me. I want to thank all of you for your continued support during this journey. I look forward to earning my certificate soon. I am currently waiting to hear back from lightspeed in regards to the headset donation."

Summary of EAR at AirVenture 2019

(from Tom Shelton)

Hot, wet, muddy, fun and gratifying are descriptors that come to mind when reflecting back on AirVenture 2019. Receiving 5 inches of rain in 24 hours created substantial anxiety for all of us as we anticipated the logistical mess that much rain would mean for EAR. Although the rain created havoc for campers and arrivals, it wasn't as bad for Emergency Aircraft repair as we feared. I must admit, however, in 43 years coming to Oshkosh, 2019 was the first year I witnessed a fisherman on the airfield!

Preparation for EAR began long in advance with EAA fulfillment requirements, preparation of documents needed during the week, the gathering of tools, obtaining a trailer, and getting the trailer packed with more items than ever. Despite these numerous tasks all went very well. In preparation for assuming his new role as chairman in 2020, Bernie Nitz assumed the role of organizing, delegating and following our documented processes. With strong support from co-chairs and all other volunteers, and with EAA's support from John Hopkins and Michelle Holt, our emergency repair services were stronger than ever. Additionally, our Friday night Italian dinner was well planned and a lot of fun for all.

Over the past three years we have focused on documenting our processes, delegating tasks, placing a high priority on personal interaction with customers we serve, improving our management of tools and supplies, and on establishing a multiple step new volunteer process. We currently have three new prospective volunteers engaged in this new process as of 2019.

Perhaps the most gratifying EAR attribute that I have observed is our teamwork. Everyone gets involved. We willingly support one another in our efforts to assist pilots in need of help, and at the same time, Emergency Aircraft Repair consistently strives to represent EAA in a positive and professional manner.

I would like to thank the Chapter Board for the opportunity to serve as chairman of EAR for the past several years. It has been a privilege to represent Chapter 75 in this role. EAR is fully prepared to function well under new leadership going forward.

The chart below lists a few statistics.

Tom Shelton
Chairman
Chapter 75 Emergency Aircraft Repair

EAR Summary Statistics 2019

2019		
23	Other	15.70%
19	Airframe	13.00%
19	Battery	13.00%
32	Tools/Parts	21.90%
17	Tires	11.60%
11	Engine	7.50%
12	Brakes	8.20%
7	Electrical	4.80%
6	Tow	4.10%
Total.....	146	100.00%

2018		
54	other misc	34.62%
22	tires	14.10%
19	battery	12.18%
12	Misc engine	7.69%
11	electrical	7.05%
9	brakes	5.77%
7	mags	4.49%
6	mags	3.85%
5	towing	3.21%
5	Alter./generator	3.21%
3	wheels	1.92%
3	avionics	1.92%
Total...	156	100.00%

Jobs by Day

Thurs	Fri	Sat	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	Total...
1	5	10	11	9	20	25	25	22	14	4	146

Volunteers by Day

37	37	37	37	37	37	37	37	25	24	20
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Hours by Day

120	132	176	212	252	252	232	232	204	200	84
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Total volunteer hours at AirVenture: 2096 hours

61st Annual Chicago Air & Water Show Recap

(from Adam Santic)

I attended my first ever Chicago Air & Water Show on Saturday, August 17, 2019. The Chicago Air & Water Show is held annually every August on the shore of Lake Michigan in Chicago, Illinois. This marked the 61st running of the Chicago Air & Water Show and numerous performers performed.

The day for me started early as I left the house around 5:00 am so that I could be in Chicago in time for the start of the airshow (10 am). For me it takes 3 hours from Davenport, Iowa to reach Chicago. Best of all the airshow is free! However, you must pay for parking. The most convenient place for parking at this airshow is at Millennium Parking Garage at 5 S. Columbus Dr., Chicago, IL 60603. I parked there and I prepaid online which made it convenient. Once, I arrived I went to the 2.5 level of this parking garage and waited for the free shuttle service that this location provides for this event. The free shuttle service for this location doesn't start until 9:00 am. The free shuttle service drops you off at Lake Shore Dr. and North Blvd. right at airshow center (North Avenue Beach).

The airshow started off with a beautiful rendition of the National Anthem. The National Anthem was followed up by the United States Army Golden Knights Black Team. Christos "Chris" Chelios did a tandem jump with the team. He is a three-time Stanley Cup champion, Hockey Hall of Famer, US Hockey Hall of Famer and Blackhawks Team Ambassador. Chelios played defense for 26 seasons in his career. He played on teams such as the Montreal Canadiens, Chicago Blackhawks, Detroit Red Wings, and the Atlanta Thrashers. It was awesome to see Chelios skydive with the team.

The second act was Bill Stein and Matt Chapman. Stein flies an Edge 540 while Chapman flies an Extra 330LX and together they form a formation aerobatic routine. This marked my last time seeing Stein and Chapman perform together as Matt Chapman will be finishing his aerobatic career after the 2019 season. He has been flying on the airshow circuit since 1984 and has delighted airshow fans for many years.

The third act was Sean D. Tucker doing a solo act in his Oracle Challenger III, a highly modified Pitts S-2S. I was surprised that Sean D. Tucker did his high-energy solo aerobatic routine because I thought in 2018, he retired that act. However, he did not perform this act at EAA AirVenture Oshkosh 2019. But I am glad that he performed this act at the Chicago Air & Water Show because Sean D. Tucker is my favorite



61st Annual Chicago Air & Water Show Recap

aerobatic performer. This biplane will be donated to the National Air and Space Museum in 2021 for the "We All Fly" exhibit. This marked my last time seeing him perform in the Oracle Challenger III .

The fourth act was a performance put on by the United States Marine Corps MV-22B Osprey Demonstration Team. It had been a long time since I have seen the United States Marine Corps MV-22B Osprey Demonstration Team perform and a Bell Boeing V-22 in general.

The fifth act was Jack Knutson. It had been a while since I have last seen him perform his routine in his Extra 300S. As always, he knows how to put on a great display for the audience.

Between the fifth and sixth acts the Chicago Air & Water Show went on hold as a small weather cell went through the area. This lasted for about 30 minutes.

The sixth act was put on by a Boeing KC-135R Stratotanker from Scott Air Force Base and four Fairchild Republic A-10C Thunderbolt IIs from the Maryland Air National Guard. They did a series of formation flyby passes. The Stratotanker had its extender boom extended for the crowd.

The eighth act was the Air Combat Command F-16 Viper Demo Team. The pilot who was under the controls for the act was Pilot and Commander, Major Garret Schmitz. He performed the full performance here as he didn't have any restrictions like they do up at EAA AirVenture Oshkosh in Oshkosh, Wisconsin.

After the eighth act, we had a rain delay from NOON to 1:00 pm that lasted for one hour. This made a great time to grab a bite to eat, look around at the displays on hand and go to the bathroom.

The ninth act was put on by the Chicago Police Department. They showcased their two helicopters. The two helicopters that they brought were a Bell 206B and a Bell 206L-4 and how they protect the City of Chicago to ensure that everyone is safe. This marked my first time seeing this act.

The tenth act was Team Oracle who made their Chicago Air & Water Show debut. This aerobatic formation act features Sean D. Tucker and Jessy Panzer. Tucker flies an Oracle Challenger III, a highly modified Pitts S-2S while Jessy Panzer flies the Oracle Extra 300L. This biplane that Tucker flew will be



61st Annual Chicago Air & Water Show Recap

donated to the National Air and Space Museum in 2021 for the "We All Fly" exhibit. This marked my last time seeing him perform in the Oracle Challenger III.

The eleventh act was put on by the Air Combat Command F-22A Demo Team. The pilot who was under the controls for the act was Pilot and Commander, Major Paul "Loco" Lopez II. He performed the full performance here as he didn't have any restrictions like they do up at EAA AirVenture Oshkosh in Oshkosh, Wisconsin. My favorite maneuver that they do is the Power Loop. The Power Loop is where the F-22 goes straight up into the vertical and then does a loop aka the world's smallest F-22 loop. If you have ever seen this maneuver, you would wonder why the stealth tactical fighter jet doesn't fall out of the sky.

The twelfth act was the reason why I decided to make the trip to the Chicago Air & Water Show. The twelfth act was put on by the Royal Air Force Aerobatic Team Red Arrows. The Red Arrows are based at the Royal Air Force Scampton in Scampton, Lincolnshire, England. The Red Arrows decided to make the Chicago Air & Water Show their first stop on their 2019 North American Tour, which includes stops in Canada and the United States. This marked their second time to North America and the first time performing at the Chicago Air & Water Show. They last appeared in North America was in 2008.

The Royal Air Force Aerobatic Team Red Arrows is one of the world's premier aerobatic display teams. The Red Arrows fly the BAE Systems' Hawk T1. The display features nine BAE Systems' Hawk T1 advanced trainer jets in the air at once. The first half of the Red Arrows' display consists of synchronized, formation aerobatics, followed by a more dynamic second half. The Red Arrows can fly three variations of their performances -- full (clouds must be above 5,500 feet), rolling (clouds between 5,500 feet to 2,500 feet) or flat (cloud base below 2,500 feet).

The types of displays that the Royal Air Force Aerobatic Team Red Arrows performs in front of the audiences includes the Amateur Big Battle to Short Diamond, Apollo Roll, Apollo to Concorde, Concorde to Cygnet Loop, Cygnet to Phoenix, Phoenix to Lancaster, Tornado, Palm Split, Reds 6-9 Pass, Cyclone/Slingshot, Goose, Heart, Vice Versa, Vertical Break, Carousel, Python, Corkscrew, Rollback, Reds 6-9 Break, Double Rolls and the Vixen Break.

One of the unique things that the Red Arrows feature



61st Annual Chicago Air & Water Show Recap

is the ability to change the color of their smoke. They can change their smoke colors to white, red or blue at the precise choreographed time. The smoke is created by injecting diesel into the aircrafts exhaust, vaporizing it at 400 degrees centigrade. The blue and red smoke are made by mixing diesel with dye stored in a pod on the aircraft. The dye is controlled by a button on the control column. The blue and red smoke has a capacity of lasting for a minute while the white smoke lasts for five minutes.

My favorite part of their act was them doing their finale maneuver in their 25-minute long performance. The finale maneuver is called the Vixen Break. During this maneuver, the jets separate in seven different directions while using blue, red and white smoke for this. During this maneuver they reach up to 7Gs while pushing the limits of the BAE Systems Hawk T1's 8G structural limit.

My second favorite maneuver that they did was the Tornado. The Tornado features Red 8 and Red 9 with blue and white smoke rolling around the other seven members that have the white smoke on to wow the crowd.

My third favorite maneuver was the Rollbacks. This maneuver is unique as it features five members of the team. The inside pilots are performing a precision roll while quickly changing formation as they then go to the outside slots during this maneuver to rejoin. Then the new inside pilots are doing the precision roll while quickly changing formation as they now go to the outside to rejoin. Then, they go to their next maneuver as they keep enjoying the audience.

The thirteenth act was another formation act. This act featured three pilots - Bill Stein, Jack Knutson and Matt Chapman. Matt Chapman and Bill Stein performed earlier in the airshow as a two-ship formation display as Jack Knutson performed as a solo earlier in the day. Stein flies an Edge 540, Knutson flies an Extra 300S while Chapman flies an Extra 330LX. This marked my last time seeing Stein, Knutson and Chapman perform together as Matt Chapman will be finishing his aerobatic career after the 2019 season. He has been flying on the airshow circuit since 1984 and has delighted airshow fans for many years.

The fourteenth and final act was the United States Navy Flight Demonstration Squadron Blue Angels. The Blue Angels did not perform either of their low or high-shows due to the cloud base level being so low as the weather did not cooperate for them. However, they did a series of flyby passes for the crowd.



61st Annual Chicago Air & Water Show Recap

They did about four of those until they made the decision to go back and land at the Gary/Chicago International Airport in Gary, Indiana. This marked the last time at the Chicago Air & Water Show that the Blue Angels performed in their McDonnell Douglas F/A-18 A/B/C/D Hornet models before they convert to the Boeing F/A-18 E/F Super Hornets for their 2021 season and beyond.

The six pilots that make up the 2019 United States Navy Flight Demonstration Squadron Blue Angels team are Command Chief AW/SW Christopher Zeigler, Flight Leader/Commanding Officer Captain Eric Doyle (Blue Angels 1), Lieutenant James Haley (Blue Angels 2), Lieutenant James Cox (Blue Angels 3), Major Jeff Mullins (Blue Angels 4), Lieutenant Commander Brandon Hempler (Blue Angels 5), Lieutenant Commander Andre Webb (Blue Angels 6) and Narrator Lieutenant Cary Rickoff.

The acts that were cut were Susan Dacy who flies a Boeing A751N1 Stearman and the full performance of the United States Golden Knights Black Team. The United States Navy Parachute Team Leap Frogs was slated to appear at this event, but for some reason they didn't show.

Once the airshow was over (3:00 pm), I walked back to Lake Shore Dr. and North Blvd. to get in line for the free shuttle service that takes you back to Millennium Parking Garage at 5 S. Columbus Dr., Chicago, IL 60603. The free shuttle service drops you off at level 2.5 of the parking garage and then you would need to take an elevator back to the level where you parked your vehicle at. Once, I got in my car I was able to exit the garage in five minutes. I handed the parking garage gate attendant my pre-paid parking slip that I printed off and they scanned it. That notified them that I paid in advance and could park in there. I got back onto S. Columbus Dr. and headed home.

All in all, I was pleasantly happy with my first time at the Chicago Air & Water Show. I made the right decision by pre-paying for parking in advance and parking at the Millennium Parking Garage. By parking at this parking garage, it provided FREE transportation to and from the event. The event itself is right on North Avenue Beach in downtown Chicago, Illinois providing for cool scenery and amazing aerobatic displays. If it wasn't for the Royal Air Force Aerobatic Red Arrows team for coming, I probably would not have attended.



New EAA Chapter 75 Chairs

Here are the new chapter 75 chairs that were donated to us by North Scott Community School District / Ed Leahy. They are nice, comfortable and have a lock on the bottom so they don't easily collapse. There is a total of 58.

THANK-YOU North Scott!!



Aviation for the Kids in Seattle

Had to include this link as the article was written by this newsletter editor's daughter in Seattle, WA. Heather and her sister attended many Oshkosh conventions with the family and are listed in the master Young Eagle logbook.

Up, Up and Away for Seattle's Kids.

[Please Click here.....](#)

Interested in WWII Naval History?

An Armada of ships and airplanes poised for the invasion of Japan...that never happened...because President Truman authorized the dropping of "A" bombs at Nagasaki and Hiroshima that resulted in the Japanese surrender.

Just think of the American lives that would have been lost had this invasion occurred. Be thankful that we had a President with the courage to make the call.


Sadly most Americans today know nothing about this and the sacrifices made by those before us. We are not teaching US history in our schools anymore....

Some great pictures of the Ulithi armada! US Naval armada deployed for invasion of Japan.

Keep this for posterity. There will never be another assemblage of naval ships like this again. Staging area for the invasion of Japan. Check out the carriers on "Murderer's Row."

If any of you folks had fathers, grandfathers or uncles in the Navy during World War II, they may well have been involved in this operation, given the tremendous number of the ships and personnel involved.

[Click here for a VERY, VERY intersecting article that few know about.](#)



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

Chapter 75 Flight Instructors

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

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

EAA CHAPTER 75 – QUAD CITIES
1ST SATURDAY COFFEE AND DONUTS
AT RICK & SHARI MEYER’S HOME & FARM AIRSTRIP
DUE North of New Liberty, IA
SATURDAY, October 5, 2019
FLY IN or DRIVE IN 8:30 – 11:00A



This month, hope to see all at our 1st Saturday of the Month coffee hosted by Rick and Shari Meyer at their home and farm airstrip. Come for some good hangar talk and meet your fellow chapter members. Rick’s phone number is 563-370-3377

FLY IN: The Meyer’s Airstrip is just north of New Liberty, IA. It is not on the sectional. Runway 09-27. 2000’ x 90’, Grass. Lat/Long 41.73N, 90.87W Multicom: 122.9

DRIVE IN: 29159 10th Avenue New Liberty, IA From the I-80 “World’s Largest Truckstop” continue west on I-80 to Exit 280. At the exit, Turn North onto 20th Avenue toward Stockton/New Liberty and continue for 4.4 miles. Then slight left onto IA-130 (New Liberty Rd) and continue for 1.7 mi. In New Liberty, Turn right onto Pike Street and continue for 400 feet. Pike St becomes 10th Av. Continue north on 10th Avenue for 0.8 mi.

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.

FAA's Safety Continuum

October 2 at 7 p.m. Mike Busch

ADS-B Update: Equipping for 2020

October 9 at 7 p.m. John Zimmerman

Decathlon Airplanes: Evolution in Fifty Years

October 15 at 7 p.m. Jody Bradt

Improving Your Flight Proficiency

October 16 at 7 p.m. Steve Krog

Engine Leaning Made Simple

October 23 at 7 p.m. Bill Ross

EAA Flying Clubs - Growing Participation

October 29 at 7 p.m. David Leiting Jr.

Loss of Control – Root Causes and Innovation Opportunities - Part 2

October 30 at 7 p.m. Loss of Control Committee Members

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. Call Jim Robinson, at Erie Airpark. 3H5. 309 230 0944.

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

Twin Cities Flying Club - Located at the Whiteside County Airport. Limited memberships in a 1984 Piper Warrior are available. See www.twincitiesflyingclub.org for more information.

Hangars available at the Whiteside County Airport. Prices range from \$92 - \$140/month depending on the hangar unit. Visit www.whitesidecountyairport.org or call Darin Hefelfinger at 815-626-3750 for availability. Drew Wilkins. My cell is 909-912-9175.

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

Chapter 75 Merchandise Now Available

(from Marty Santic)

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

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

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

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



Baseball Cap in Light Khaki

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

EAA CHAPTER 75 OFFICERS

(Effective January 2019)

President
Jerry Coussens
 jerry@jdcoussens.com 563-529-3706

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

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

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

Board of Directors
Ed Leahy
 me24nas@mchsi.com 563-275-8935

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

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

Nick Anagnos
 nickflays2@yahoo.com 563-650-5592

Marty Santic (Contact Info Below)

Jerry Coussens - President
Ron Franck - Vice President
Don Fey - Secretary
Ron Ehrecke - Treasurer

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

Kyle Voltz
 kvoltz21@gmail.com 309-945-5188

Technical Counselors
Terry Crouch
 Q1terryndt@aol.com 563-359-4127

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

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

Jim Smith
 387js@mchsi.com 563-322-5485

Repair Barn Chairman
Bernie Nitz
 bernien@visioncrest.com 309-787-0813

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

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

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

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

Terry Crouch (Contact Info Above)

Paul Fisher
 rv7a.n18pf@gmail.com 309-230-8719

Ron Franck (Contact Info Above)

Jim Smith (Contact Info Above)

Bernie Nitz (Contact Info Above)

Tool Loan Officers
John Bruesch (Contact Info Above)
Roger Nightingale (See Above)
Jim Smith (See Above)
Ed Leahy (See Above)
Paul Fisher (See Above)
Marty Santic (See Below)

Coordinators
Keith Williams (Scholarship Coord.)
 kandjwilliams@mchsi.com 309-235-7766

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

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

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

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

Fly-Out Coordinator - ??
OPEN Position - Need a Volunteer! You can work with John Bender in Waterloo!

Web Site Editors
Cy Galley
 cgalley@mchsi.com 309-788-3238

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

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

Social Media Editor
Adam Santic (See Above)

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



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

Chapter Website
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
 Fax: (920) 426-6761
<https://www.eaa.org/ea/ea-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? _____
