

THE LANDINGS

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

August 2018

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



I've reached that age where time flies, I feel like we just finished Oshkosh and here I am heading to OSH.

For those that don't know I've been working on engine high temp problems. I started the project a month ago thinking it won't take long to fix. Install a bigger oil cooler and "BAM" done. Well, it didn't work that way, I went down the path of installing an intake on top of my cowl to bring air to cooler only. It failed miserably, which is fine because I hated the look. I went from a sleek airplane that ran on the hot side to an airplane that wasn't flyable. So I went back to what was working with some tweaking. I cut out the front intakes that measured 3 1/4" and made them 4 1/4" which is a lot of work. If I was going to fly to OSH, I had two weeks to finish it. Well I made it, with a day to spare. Granted I had paint problems that now need to be corrected but I made it. On my test flight the prop brushed the intake enough to scuff the paint so I filed it down to give me some clearance. Put some primer on repair and I was ready for Oshkosh. The primer was so I can see if it happens again.

I would have liked to fly the plane more before heading to OSH, but I ran out of time. Time for a real life



test. Tuesday night I read up on the NOTAMs so I would be at ease with the arrival. Loaded the plane on Wednesday morning and departed VFR to Clinton for gas. Upon topping off the tanks I started the engine using the hot start procedure (nothing new). Took off on 03 which was almost exactly the direction I needed to fly to end up to a point west of Madison. When I laid out my course on Foreflight, I just dragged the direct line to OSH to head west of Madi-

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Next Meeting - Saturday, August 11th, NOON - Potluck Lunch at Geneseo
Fly In or Drive In

August 11th Chapter Meeting

The August Chapter potluck lunch will be held on **Saturday, August 11th at NOON**. It will be held at the Geneseo.

FLY IN or DRIVE IN!

Bring a dish to pass and your eating utensils. Should be a great time!!

And bring a NEW chapter member !!

From The Desk of the President

(Continued from page 1)

son, then Ripon, Fisk, then OSH. Upon departure from Clinton I tuned in direct to OSH and climbed to 7,500'. Too much work typing in those way points. Instead I tuned the AP to the headings that were shown on my Foreflight plan (a little dead reckoning). In transit I tweaked the headings to stay on the line.

I like to fly into Oshkosh, I don't know why. Maybe it's the challenge of doing it right. Of course taking a one hr flight with a great view, or driving 4 hrs. might have something to do with it. After passing 5 miles west of Madison class C I turned to Ripon. Tuning in the ATIS I hoped to hear what I needed, but didn't get it. I did get ATC in Fisk so I listened to them for traffic conditions. It didn't sound like they were too busy. Often they informed pilots the GA camping was full. That didn't concern me as I was an experimental.

Twenty miles from Ripon I started my decent. My goal, level off at 2300 and 135 kts before I reached Ripon. This way I could see the traffic in front of me and not descend into them. As I reached Ripon and lined up on the railroad tracks and dropped my gear maintaining 130 kts. I see a Cessna descending at my right. I watched him as he lowered in front of me on his way to 1,800' altitude (See what I mean).

Years ago I used to fly the 1800' at 90kt course, but it was too slow for my plane. The plane would waddle and engine would get on the hot side. Now I have traffic below me and no one at my altitude. At least not in front of me, ahead at Fisk I hear the controller trying to communicate with a twin engine Baron. Finally he told the Baron to break off and go back to Ripon for sequencing. I'm looking for the strobe lights at Fisk but don't see them yet. Then I hear the controller say Blue and White Lancair rock your wings. I give them a hardy rock and the controller say," nice rock, turn right and follow Fisk Avenue

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From The Desk of the President

(Continued from page 2)

and contact tower on 118.9 have a nice show". I change to tower and start to descend from 2300' I see one plane on final for 36L but no one else. Having said that the tower is talking to more out there. "I keep looking". When I'm two miles from 36 the tower says, "Blue and White fast mover cleared to land 36R ". I turn to final for 36R, the tower informs me to land past Orange dot as I have to taxi all the way to the end to cross over 36L. I land with a small hop and I'm down. The hop comes from the tendency to force the landing in my haste to get on the ground and get stopped before the end. I had plenty of room as I had to give it some gas to get to the end in a timely manner. AH, pressure is off I just need to follow the flagman to my parking spot. I show them my Home Built Parking sign, and they direct me into the grass next to other Lancairs. My engine and oil temps look great, I'm thinking the work was not in vain. I tie down the plane for weather, pickup my week long pass and head for the repair barn.

And it is over way too soon!!

It's Saturday morning and it's time to depart. I load my gear in the plane. I check the fuel for water as we had a lot of rain on Wednesday night. All good and I finish my preflight. There is a Lancair further up the row that was ready to go so he started up and taxied to the taxi way. I'm thinking "rule breaker". After I'm ready I hit the bathroom before I head out. Walking back I see people admiring my plane. I ask them to help me push the plane out to flight line which they do. Now I'm ready to go. I get comfortable in the seat and tune in ATIS. With info in hand I start the engine, everything all good I power up to get on the taxiway. I'm at the top of 36L and the departure point is $\frac{3}{4}$ of the way down so I'm in line following a Ford Trimotor. Half way down, the Trimotor pulls on the runway and leaves the ground in approx. 300'. Now I can see in front of me. As I taxi I watch my oil temp, about 210 degrees, so far so good . The controller is positioning two planes at a time. Occasionally he tells all aircraft to turn east before the control tower and proceed 150 degrees until clear the B airspace. Soon I'm at the runway, I stop and wait.

A moment later I hear, " Blue and White Lancair pull on left side of 36 and hold". After pulling in position I patiently wait. I hear controller, "RV on right you are cleared for takeoff". When the controller feels we are separated enough he clears me to depart. I push

in the throttle and I start gaining momentum. At 65kts I pull back on the stick, I'm airborne I pull up the gear and flaps, I level off to get some speed . Before I'm adjacent to the tower I bank right and climb to 500' with a heading of 150 degrees. The RV stayed lower and is well ahead of me. Ahead I see a Cessna I'm closing in on. As we get closer it's the Trimotor on his way back for more passengers. He passes to my right, I turn on course and start to climb to my desired altitude of 8,500'.

With OSH behind me I settle in for a 40 minute ride to home. The plane is working great and I have no worries. When I pass into Illinois I can hear Quad Cities Approach and monitor them till I get close to Davenport. I land and taxi to the hangar, its 11:30.

For me that concludes another year of Oshkosh. Now I need to fix the flaws in my paint job so I'm ready for my next trip. If things go as planned I'll be flying IFR to San Diego this month. Should be fun I'll let you know.

Oshkosh 2018 - Final Facts and Figures

Comment from EAA Chairman Jack Pelton:

"A 'perfect' event may be unattainable, but AirVenture 2018 came about as close as one could imagine. The combination of outstanding programs, aircraft variety, a robust economy, and good weather combined to complement the efforts of our staff and 5,000 volunteers throughout the grounds. The week was upbeat, exciting, and filled with many 'Only at Oshkosh' moments."

Attendance: Approximately 601,000, nearly two percent above of 2017's record total. Comment from Pelton:

"EAA members and aviation enthusiasts attended in large numbers, even without the presence of a military jet team as we had in 2017. Our efforts to create unique attractions and aviation highlights across the grounds were incredibly successful. Attendance on opening day was the best in our history, as the vast majority of our guests came to Oshkosh early and stayed throughout the week."

Total aircraft: More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone,

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Oshkosh 2018 - Final Facts and Figures

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there were 19,588 aircraft operations in the 11-day period from July 20-30, which is an average of approximately 134 takeoffs/landings per hour.

Total showplanes: 2,979 (second straight year over 2,900): 1,160 homebuilt aircraft (5 percent increase), 1,094 vintage airplanes, 377 warbirds (7 percent increase), 185 ultralights and light-sport aircraft, 75 seaplanes, 22 rotorcraft, 52 aerobatic aircraft, and 14 hot air balloons.

Camping: More than 12,300 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

Commercial exhibitors: 867.

Forums, Workshops, and Presentations: A total of 1,500 sessions attended by more than 75,000 people.

EAA aircraft flights: 2,800 people flew aboard EAA's Ford Tri-Motors, while 3,032 people flew aboard EAA's Bell 47 helicopters and 680 flew aboard EAA's B-17 Aluminum Overcast.

Social Media, Internet and Mobile: More than 12 million people were reached by EAA's social media channels during AirVenture, including 5.5 million via Facebook videos; EAA's website had more than 1.7 million page views; EAA video clips during the event were viewed 2.2 million times; and EAA's 2,400 photo uploads were viewed more than 12.4 million times. Additionally, EAA web streams were accessed nearly 800,000 times by viewers in more than 200 countries, who watched more than 170,000 hours of activities from the AirVenture grounds. The AirVenture app was downloaded and used by nearly 50,000 attendees.

Guests registered at International Visitors Tent: A record 2,714 visitors registered from 87 nations, also a record total. (Actual counts may be higher since international visitor registration is voluntary.) Top countries represented by registered visitors: Canada (538 visitors), Australia (386), and South Africa (277).

Media: 976 media representatives on-site, from six continents.

Economic impact: \$170 million for the five counties in the Oshkosh region (Winnebago, Outagamie, Fond du Lac, Calumet, and Brown). - based on 2017 University of Wisconsin Oshkosh economic impact study

What's ahead for EAA AirVenture Oshkosh 2019 (July 22-28, 2019)? Comment from Pelton:

"We are celebrating our 50th consecutive year in Oshkosh during 2019, so we'll be looking back on a half-century of unforgettable highlights at Wittman Regional Airport, and planning activities that involve EAA's hometown and its unique place in aviation history. While 2018 is barely in the record books, we're talking to many groups and individuals with intriguing new ideas for aircraft, innovations, exhibits, and events. We're already planning for 2019 and looking forward to announcing features and attractions very soon."

DRACO - The Most Badass Bush Plane Ever!

You saw this bush plane fly at Oshkosh! Watch this video and see how it was built, how much it cost to build and what it took to get the plane's amazing performance. This video is worth watching!

<https://www.youtube.com/watch?v=PqHl4MeCnIc>

Moline Airport Electrical Update (from Ron Ehrecke)

The airfield electrical upgrade project is progressing on schedule. The first phase of work is nearing completion and we are on track to proceed with our runway closures. As noted below we will have our main runway closed for up to 45 days and will have nightly closures of all runways for 7 nights.

The current project schedule for next two months is as follows:

- 7/9 - Project start / Mobilization (complete)
- 7/16 - Taxiway H Phase A - closed between H1 and H3. (remaining closed in conjunction with the next phase)
- 7/30 - Taxiway K between K1 and K2 Closed (in-progress).
- 8/6 - Taxiway K closed between K3 and K7 from 0700 to 1300 LCL. This is a short duration closure.
- 8/13 - Runway 9/27 CLOSED (up to 45 days)
- 9/19 - Nightly Airport Closures (7 nights) from 2230 to 0530 LCL.
- 9/25 - Nightly Airport Closures complete.
- 9/27 - Runway 9/27 OPEN

During the upcoming Runway 9/27 closure the cur-

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11 Years Since First Flown - N194WE Made it to KOSH for Airventure (from Mike Nightingale)

Paul Fisher and I departed KDVN for KOSH Monday 23 July at 07:08. We had delayed our intended 06:30 departure due to fog.

We tried picking up Flight Following but were told they would be unable to transfer us to Rockford due Airventure traffic. It was a very nice and uneventful trip till 30 km South of Ripon. After listening to the arrival ATIS we monitored Fisk Approach on 120.7.

That's when the bad day started. KOSH was closed for the arrival of the B1 Bomber, and Green Lake Hold and Rush Lake Hold was full "Do not come to RIPON". We headed west of our course to set up our hold. After almost two hours of holding, we landed at KLNR Lone rock to refuel. KLNR was "Out of Gas", so back in the air to KDLL Baraboo for sixteen and a half gallons. We'd left KDVN with full tanks.

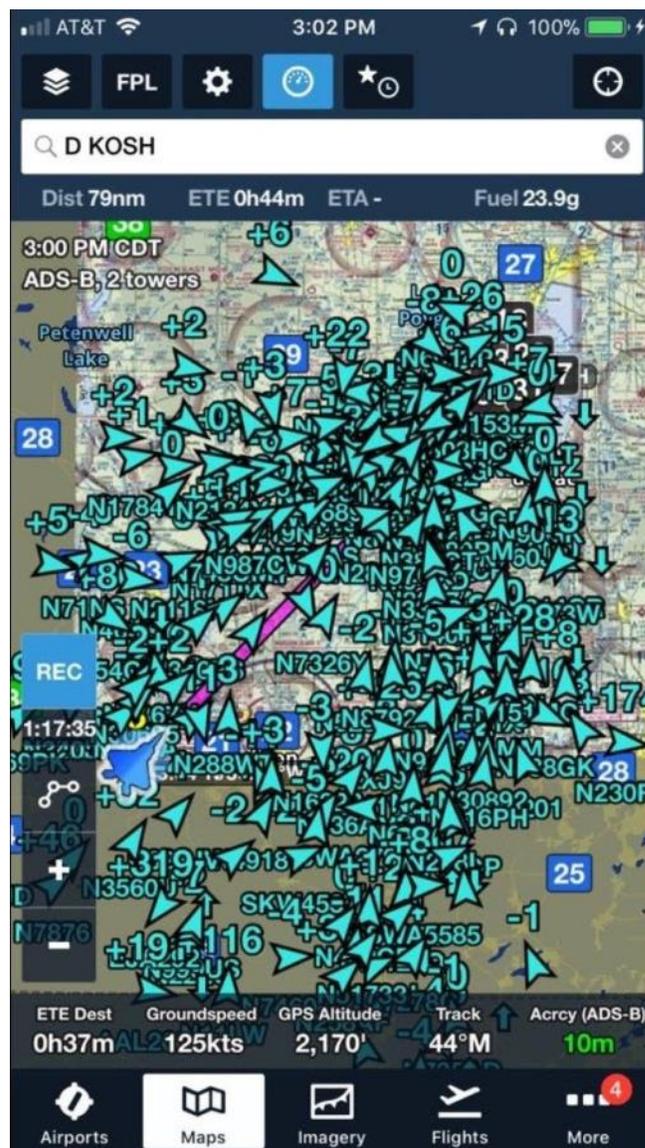
We set up another hold by Baraboo for another thirty minutes before Paul thought the ADS-B targets were less than earlier so we headed to Ripon and the Green Lake Hold. When we arrived, the Green Lake Hold was empty but there was a long line heading to Ripon at 1800 feet and 90 kts. We set up spacing behind the plane in front of us (we had maybe one mile) only to have yellow plane dive in our spacing and making us too close.

I turned out of line and went back to the end to start over. 1800 feet and 90 kts and trimmed out with good spacing. Things looked good until the white Cessna we were following started getting closer. I had to slow at one point to 65 kts. I was almost ready to leave the line again when Fisk called our type and color and I rocked the wing.

We were sent North and that slow Cessna went East. From that point it was a piece of cake. Even the departure easy. Our trip to KOSH from KDVN took almost four hours, while the trip home was one hours and twenty minutes. I was very happy to have Paul Fisher in the right seat watching for other planes and keeping me from doing something really dumb. Paul had a tablet with an EFB open and linked to my Stratux home brew ADS-B in.

When he showed me all the targets around Ripon I was ready to head back to KDVN.

BUT, we made KOSH safe and sound!!



This is what an ADS-B (Foreflight) screen looked like when the weather cleared during the first weekend. HARDLY HELPFUL!!

The Glorious B-29 (from Richard Lowe)

About the time you are reading this, we will commemorate the anniversary of the dropping of the atomic bombs on the Empire of Japan in 1945. The main weapon system involved in this act, which ended a war in which about fifty million persons died and sixteen million Americans served on active duty, was the Boeing B-29 Bomber. The plane had a number of unique features that set it apart from others involved in the war. It was very expensive; some historians say with the exception of the various Navy ships and the atomic bombs themselves, it was the most expensive weapon system in the war. With a cost approaching a half million dollars a copy (when fighters could be had for less than \$100K,) the loss of a B-29 and crew was a significant event of the Army Air Forces. The research and development cost for the plane approached \$3B.

The plane had three pressure vessels in which the crew operated without the restrictions of oxygen masks and heavy winter clothing. The guns were fired remotely from a gunners station. Of course it was faster, flew higher and carried more tonnage at a longer range than the other large bombers. It had a lot of "teething" problems in the development and initial operational phase of the aircraft also. Engine fires due to lack of cooling were a big problem. If a fire got started and it got through the magnesium components and into the wing, the crew had about 90 seconds before the wing failed and bail out was doubtful. The development testing cost Boeing the life of its lead test pilot, Eddie Allen. Training of crews took longer than normal because the crew was trained to not only fly the plane, but to do all the maintenance and repair of the plane. This proved a good decision since later it was found the units could be moved from place to place without the need to move all the supporting ground personnel with it. The crews took care of the plane they flew. When they went to the Pacific, each of the planes carried a spare engine in the bomb bay.

When it appeared that the war in Europe would be won without the plane, plans were made for its deployment to the Pacific against Japan. The plane was considered to be a strategic weapon, designed to take away the enemy's ability to wage war. Targets were the oil facilities, steel plants, the weapon plants in the home country, the transportation systems which carried the war materials to the fighting, etc. It was not for tactical bombing of troops in combat. For that reason, the plane was not given to the theater commanders. Rather the control and use was kept in Washington under General Arnold. He felt that if the theater commanders were given control of the B-29,



At AirVenture This Year - B-29 DOC

it would be diverted to tactical bombing missions rather than the defeat of Japan's ability to carry on the war. There was also another motive; the Army Air Forces wanted to prove that a separate Air Force was needed, equal to the Army and the Navy. This fight had to be put off until after the war, but the arguments were being made with strategic bombing in Europe and the Pacific.

Early on in the employment of the plane, they discovered what we know today as the jet stream. High winds at altitude impacted the ability to hit the target. If they approached from the down wind, they stayed over the target too long due to reduced ground speed. This resulted in higher losses from anti-aircraft fire. If they approached with the jet on the tail, the Norden bomb sight was unable to keep up with the speed of the plane approaching the target. General LeMay solved this by thinking outside the box and going in much lower than was ever planned in the design of the airplane.

They tried operating from China initially by the logistics of this were too much. They had to fly bombs,

The Glorious B-29 (cont.)

ammo, parts and lots of fuel over the hump from India. Eventually, we took the Mariana Islands and were able to build bases there to go north to Japan. It was a long trip, about 15 hours up and back. No place to divert with mechanical problems, and there were plenty. When the Marines took Iwo Jima, they had an emergency field and one from which P-51 fighter planes could provide escorts for the missions going up to Japan. Many B-29 crews were saved by being able to land at Iwo on the way home rather than ditch in the ocean. During the last months of the war, ships were stationed along the route in the event a bomber or P-51 had to ditch, but it was still a dangerous situation and many crews were lost, never heard from again.

Some general stats: Boeing, Consolidated, Douglas and Lockheed bid for the plane in 1939. Boeing got the contract. Boeing built 2766 planes at Wichita and Renton. Bell Aircraft built 668 in Georgia and Martin built 536 in Omaha under license. The plane was 99 feet long, 25 feet longer than the B-17. The first engines were Wright 2200 HP 3350's. Later they used the P & W 3500 HP 4360's. The range was 5830 miles at 30,000 feet plus. Fuel was carried in 30 tanks, a total of 9,400 gallons. It carried a crew of 10 including a radar observer and a bomb load of 20,000 pounds. The last ones were built in 1946 and the last one was retired in 1962. During the Korean War, the bomber flew 20,000 sorties and dropped 200,000 tons of bombs.

The most famous B-29, of course is the Enola Gay which dropped the first atomic bomb. Only two still fly today, FiFi and Doc. A lot has been written on the B-29, and the more you read, the more interesting it gets.

Alaska and the Arctic on Two Wheels

(from John Bruesch)

Many of us have dreams or even aspirations of someday flying via general aviation to Alaska or Northern Canada. For me, doing that with a pair of wings is still a ways off – and maybe won't ever be possible. But I have been able to set some actual goals to visit the North Country on two wheels, as a way of continuing my 45-year affair with Suzuki motorcycles. Many Chapter 75 members know about my gray 1975 GT750, "Patina," and that together we've been putting the "bust" in that old phrase, "Alaska or Bust," for some years now (a memoir about the Lower 48, *Where the Buffalo Roams: The Art of Misadventur-*

ing, was published in 2010 and is available on eBay).

We've been a pair since 1975, when I was 21 and she was brand-new, just uncrated in Colorado Springs where I made my living as an electronic technician. Thoughts of Alaska didn't have much of a toe hold back then, for we were still working on visiting the "lower 48." That goal was realized with a short side trip to Maryland while visiting New Jersey and several other New England states in 1987. Still, there was not much to think about, since I had a demanding career with only two weeks of vacation each year, and Mary Ann and I had two-year old Andrea to occupy our time (the twins still being three years away).

I acquired a renewed interest in Alaska about half-a-decade ago when our "nest" finally emptied and I'd become settled into a "work from home" arrangement with my employer. Following a year and a half of heavy road warrior duty, I'd accumulated lots and lots of points on Best Western – enough to telecommute from a distant city for a while – Anchorage or Fairbanks, for example. "What if," I asked my boss, "I were to take a couple weeks of vacation to travel to Alaska, and then work from my hotel there for a week or so, finally taking another week or two for travel back to Iowa?"

To my surprise, the plan was approved and the Alaska tour of 2015 was conceived. After many tweaks and tunings of the old Suzuki, we left for the 49th state on my birthday that July. Things went sour though, when in western Alberta a main crankshaft seal serving two of the bike's three cylinders finally crumbled, leaving just one working cylinder on which to limp 2,000 miles back home. We did, and that began the saga of "bust" that I mentioned at the start of this article. It wasn't to be as easy as just re-building the engine and re-launching the tour. Stuff happens, and it was just this summer before we were really ready to give it another go.

Following the same working arrangement, we set out northwest-bound on June 9. Things went pretty well until, in Montana, I started to notice that the bike's Continental rear tire, specially chosen for its harder rubber compound and longer expected tread life, had already reached its TWI marking and was in need of replacement after just 2,500 miles of use. It was, to be terse, a bust. I could fill another book with all the other "bust" examples we've endured between 2015 and this summer (and maybe I will someday), but it should suffice to say that we had our share of difficulties even considering the additional preparation and expense we went to for this year's assault on Alaska and the western Canadian provinces. Better to just note a few of the highlights of this year's successful

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Alaska and the Arctic on Two Wheels

(cont.)

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trip;

Rolled onto Alaska soil at Skagway on June 20, following a relaxing ferry ride up the Alaska Marine Highway aboard the MV Malaspina. Got that new tire shipped cross-Canada from Calgary, AB to Whitehorse, YT on June 28 – a Honda dealer helped me get it on the rim so I could re-hang it on the Suzuki.

Met up with a group of three couples from my M/C club in Fairbanks for a Chena River Cruise and two evenings of relaxation (while I worked days for my employer). Took a “look see” ride out to the start of Alaska’s Dalton Highway (to the Arctic and Prudhoe Bay) in the rain and decided “too risky” – BUST!

Traveled up the Dempster Highway out of Dawson City, YT, packing 5 gallons of extra fuel to surmount the 230 mile “no services” stretch before Eagle Plain. Hit some deep gravel in a rainy construction zone and “dumped ‘er on the Dempster” – BUST! Took a 25-mile midnight-sun excursion ride to the Arctic Circle marker (N. Lat. 66 Deg 33’) and returned to Eagle Plain for a cool night of camping in broad daylight.

As with flying, preparation is key in such an endeavor – I needed to be sure your machine is in top shape with backups for all the things that will wear out over the month-long, almost 9,000 mile trek. You also need to be sure of navigational aids like maps and “PIREPS” – borrowing an aviation term for the on-line blogs or reports of others who have gone before. Still, it’s interesting to note that many of the bikes on the Dempster Highway were equipped with GPS units, but there are no forks in the road on which to get lost – just one long winding dirt and gravel road to the top of the continent! I did fine with a cheap whiskey compass from Walmart, to confirm I was headed in the right direction after pullouts and potty stops.

It was a worthwhile and rewarding “trip of a lifetime” experience for me, but not without costs. After all the wear and tear on the machine, plus the \$5.00 / gallon Canadian gas (makes Alaska’s \$3.40 look cheap!), and various replacement expenses, I had to wonder if

I could have done the trip in a rented Ercoupe (for example) for about the same amount. Thoughts for next time, I guess!

Interested members can read my trip blog and see more photos here:



<https://sites.google.com/site/johnbrueschcyclestories/home/news/announcements>

It contains a link to the photo blog which is here:

<https://sites.google.com/mchsi.com/johnbrueschcyclestories-photos/home/news/announcements>

EAA Chapter 75 Young Eagles Flight Rally Recap (from Adam Santic)

On July 14, 2018, EAA Chapter 75 hosted a EAA Young Eagles Flight Rally at the Davenport Municipal Airport (KDVN) in Davenport, Iowa. This was our second of the year. It rained hard the day before and on the day of the event, the weather cooperated over the flight path so that the rides could operate safely. The event started at 8:00 am and ended at 11:00 am with 41 Young Eagles flown. There were plenty of ground crew volunteers, which made for a smooth-running operation that even included an air traffic controller on hand to talk to the youngsters.

The Chapter's Young Eagles coordinator, Bob Thomas, arranged for this event to happen and arranged for 12 fixed-wing aircraft to appear. Bob Thomas would like to give a special thanks to all the pilots that came and helped.

The pilots that gave their time and talents to share the joy and excitement of aviation with youngsters included Nick Anagnos, Travis Baldwin, George Bedeian, Ron Ehrecke, Bob Gipson, Brandon Gore, Charlie Hammes, Bob Johnson, David Krones, Robert Norwood, Gary Rasso and Randy Stisser. Without the pilots this event couldn't be possible. Feedback from parents and other participants has been very positive.

The event was capped off by a potluck lunch at Jim Smith's hangar that was attended by many. All in all, everyone that attended had a good time at the Young Eagles Flight Rally and at the Potluck Lunch.

Pilot	YE Flown
Nick Anagnos	5
Travis Baldwin	3
George Bedeian	2
Ron Ehrecke	3
Bob Gipson	1
Brandon Gore	6
Charlie Hammes	4
Bob Johnson	1
David Krones	5
Robert Norwood	5
Gary Rasso	3
Randy Stisser	4
Total	41

Kitplanes Magazine Writes An Article About the Emergency Aircraft Repair Facility (from Adam Santic)



A nice article by Kitplanes Magazine written by Barnaby Wainfan about the Emergency Aircraft Repair facility run by members of EAA Chapter 75 volunteers helping people so they can have a safe return flight home from the convention. This article features repairs needed to be done to this Piper PA-11 Cub belonging to the The Lakeland Aero Club during EAA AirVenture Oshkosh 2018. The article can be read [here](#).

Chapter Member Marty Santic on the Uncontrolled Airspace Podcast (from Paul Fisher and Adam Santic)

Chapter member Marty Santic who has built a Van's RV-12 and currently flies it was featured on Uncontrolled Airspace, a podcast that talks all things general aviation. He was interviewed by Dave Higdeon at the One Week Wonder booth at EAA AirVenture 2018, where a Van's RV-12is was built in one week. You can catch his interview at the 4:30 mark to the 5:50 mark on episode "Fingernail Test UCAP 456 Foxtrot"

You can listen to the podcast and this episode "Fingernail Test UCAP 456 Foxtrot" on iTunes at Uncontrolled Airspace: General Aviation podcast or at

<http://uncontrolledairspace.com/shownotes/>

July Coffee at Moline Courtesy of Dave Mills and Paul Kirik (Photos by Adam)



July Young Eagles Rally at the Davenport Airport

(Photos by Adam Santic)



Chapter 75 July Potluck Lunch at the Davenport Airport

(Photos by Adam Santic)



A Taste of AirVenture 2018 at the Repair Barn - Many More to Come



JOIN THE FUN

HABITAT FOR HUMANITY

TOUCH A TRUCK

AUGUST 25, 2018

8AM – 1PM

CLINTON AIRPORT

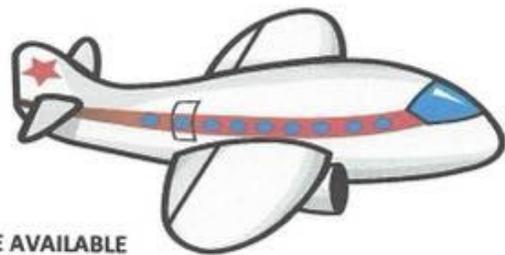
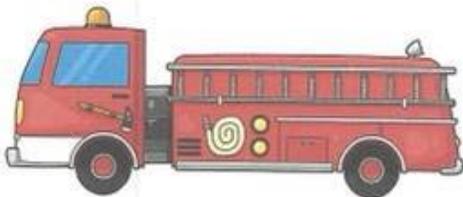
KIDS FREE WITH PAID ADULT OF \$7.00

FREE YOUNG EAGLES AIRPLANE RIDES

FOR 8-17 YEAR OLDS FROM 8-11 AM

SPONSORED BY

QUAD CITIES EAA CHAPTER 75



FOOD AND DRINKS WILL BE AVAILABLE

FLY OTTUMWA

THE WORLD'S GREATEST FLOES RETURN TO IOWA'S GREATEST AIRS-137



NEW ACTS

AND YOU THOUGHT LAST YEAR WAS GOOD...

AEROSHELL / 4 PLANE SYNCHRONIZED FORMATION FLYING

SUSAN DACY / WORLD'S PREMIER FEMALE PILOT

MIKE YAKNIN

USAF A-10 THUNDERBOLT II DEMO TEAM

AUGUST

24

NIGHT FLIGHT BY BLACKBIRD

DOORS OPEN 4:00 PM - MIDNIGHT

LEGACY EDUCATION DAY

FLY OTTUMWA NATIONAL JET RALLY

FLASH JET TRUCK MEET & GREET | VAUGHN AUTOMOTIVE

AIRPLANE RIDES, KIDS ZONE, & ACTIVITIES

NIGHT AIRSHOW & MUSIC FESTIVAL

NIGHT PERFORMANCES BY SKIP STEWART,

KYLE FRANKLIN, MATT YOUNKINS, AND AEROSHELL

LIVE MUSIC
FEATURING

FAST HENRY

MR. FUGLY

FLAUNT! (AS SEEN ON TRU TV)

THE BOYS

HYPERSONA

25

FULL AIRSHOW

GATES OPEN 8:00 AM

NOON LIONS FLY IN BREAKFAST (OPEN TO PUBLIC)

FLY OTTUMWA NATIONAL JET RALLY

75TH ANNIVERSARY CELEBRATION | OTTUMWA TOWAL AIR STATION

AIRPLANE RIDES, KIDS ZONE, & ACTIVITIES

FULL AIRSHOW 1:00 PM

PERFORMANCES BY SKIP STEWART, KYLE FRANKLIN, AEROSHELL, MATT YOUNKINS,

SUSAN DACY, MIKE YAKNIN, ERIK EGREN, B-25, P-51 MUSTANG, USAF A-10 THUNDERBOLT II



26

FULL AIRSHOW

GATES OPEN 8:00 AM

NOON LIONS FLY IN BREAKFAST (OPEN TO PUBLIC)

FLY OTTUMWA NATIONAL JET RALLY

AIRPLANE RIDES, KIDS ZONE, & ACTIVITIES

FULL AIRSHOW 1:00 PM

PERFORMANCES BY SKIP STEWART, KYLE FRANKLIN, AEROSHELL, MATT YOUNKINS,

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FOR MORE INFO & TICKETS, VISIT FLYOTTUMWA.COM

\$10 INDIVIDUAL DAY PASS | \$15 WEEKEND PASS

KIDS 12 & UNDER: **FREE**



THE OLD FOGEYS FLY-IN

Honoring Pilots Aged 65 and older
All others are welcome

Saturday, September 15, 2018

Note – New Location

Gen-Air Park (3G8)

Geneseo, Illinois

Barbeque and Beans Lunch
From 11:00 AM to 2:00 PM
\$5.00 Free Will Donation

Come swap stories & lies about flying back in
"the good old days".

The Bar-B-Q is to sustain you.
The beans are to assure that you have plenty of
gas for the trip home.

Fuel Facility Damage and Fire at the Davenport Municipal Airport

EVENTS: On Saturday, June 30th, a high speed vehicle chase ended at the Davenport Municipal Airport. While fleeing from law enforcement, the vehicle crashed through an Airport gate and proceeded down Taxiway C impacting the AvGas fuel system. This resulted in a fire that destroyed the pumping system of the AvGas dispenser.



RESULTS: Although there was a fire following the heavy impact of the vehicle, it was contained to the pump dispenser platform. The three fuel dispensing safeguards installed throughout both fuel systems worked flawlessly. These safeguards include thermal shutoff valves, impact shutoff valves, and power interruption shutoff valves. On the initial impact, each valve closed preventing the release of fuel from the ballistic grade main storage tank. Although there was a small release of fuel from the pump and supply lines on the platform, it is estimated to be less than 40 gallons and was contained by the specially designed concrete platform. The fuel that was released, along with the water applied to fight the fire was cleaned up within hours of the event and never left the concrete platform. The main fuel tank itself suffered cosmetic damage only.



The JetA fuel tank system was unharmed by these events. We've already had the manufacturer of the system inspect and pressure check the entire system and it is operating perfectly.

Because of the fire fighters prompt actions, the fire was contained within minutes of the initial impact. This, along with a main fuel tank that is rated to withstand the heat of a four hour fire, leaves us to believe that the fuel contained within the tank was not harmed. But just as a precaution, samples of both AvGas and JetA have already been sent to the laboratory for testing.



IMPACT ON THE AIRPORT AND YOU: As I write this letter to you, the Davenport Municipal Airport does not have fuel available. The fuel facility is currently shut down while we work to resolve the entire situation. Some of the key issues we are working include:

Fuel testing – We are confirming that the fuel currently in the tanks was not harmed and can be used safely;

Temporary fuel supply – We are working with the manufacturer to have them provide a temporary dispensing system for the AvGas so we can at least provide Full Service availability. Unfortunately, Self-Service capability will not be available for the duration of our recovery;

Status Update for the Runway 15/33 Reconstruction at the Davenport Municipal Airport



BOTTOM LINE UP FRONT: Great News! We have completed all of the necessary paperwork and have been given the green light by the FAA to proceed with the reconstruction of Runway 15/33. The schedule has been set, the Notice To Proceed has been issued, and construction will begin on August 6, 2018.

SCHEDULING: Due to the size and complexity of this project, we have decided to split it into several phases. We've done this to avoid having our Primary Runway shut down for the entire winter. The individual phases for this project are as follows:



Phase 1A will begin on August 6, 2018 and run through November 2, 2018. It includes the complete reconstruction of the north half of Runway 15/33 from the intersection of 3/21 all the way to Slopertown Road. With this phase comes the full removal and replacement of the runway and stormwater drainage systems, new drainage grading, and new runway lighting. Runway 3/21 will remain open during this phase.

Phase 1B will begin on March 18, 2019 and run through June 21, 2019. It includes the complete reconstruction of Runway 15/33 from the intersection of 3/21 south to the localizer antenna. As with Phase 1A, this phase will include the full removal and replacement of the runway and stormwater drainage systems, new drainage grading, and new runway lighting. Runway 3/21 will remain open until June 11, 2019 with the start of Phase 2.

Phase 2 will begin on June 11, 2019 and run through June 21, 2019. During this phase, we will be reconstruction 90 feet of stormwater piping located under Taxiway B between Taxiway A and the intersection of both runways. This will require the closure of the Airport for the 10 days while this work is underway.

Phase 3 will begin June 14, 2019 and run through June 21, 2019 and will be completed during the Airport closure. During this phase, both Runway 15/33 and Runway 3/21 will be grooved for better drainage during inclement weather conditions.

WHAT THIS MEANS TO YOU: VFR Flight Rules: While this project is underway, Runway 3/21 will become our primary runway. With the exception of 10 days next year, Runway 3/21 will remain open for your unlimited use.

IFR Flight Rules: During Phase 1A and Phase 1B, Runway 15 ILS, LOC, and Approach Lights will be Out Of Service. The Airport will still have its published RNAV approaches to Runway 3/21 for your use. When the construction is suspended for the winter months, we will be turning on the Runway 15 LOC and Approach Lights but the Runway 15 Glideslope will remain Out Of Service.



NOTAMS

As with all of our projects, please check the NOTAMs prior to going to your aircraft. Taxiway closures, runway back-taxiing, and direction of flight requirements will be the order of the day and may change on short notice. By checking the NOTAMs, everyone can safely get to their destinations with a minimum of frustration.



Moline Airport Electrical Update

(cont.)

(Continued from page 4)

rent Taxiway H closure will remain in effect. Also, Taxiway P will be closed between Taxiway P1 and E. Taxi routes across Runway 9/27 at Taxiways E and N will be open. All normal taxi routes to and from Runways 13-31 and 5-23 will remain open.

During the nightly closures work will be done in the

A Big Thank-You!! - Chapter Tool Donations

(from John Bruesch)

Hearty Tool Committee THANK YOUs to **Galen Johnson** for assembling and donating a complete aircraft towing sling kit, which will remain in the OSH inventory for AirVenture. Includes various Nylon Slings, Screw Pin Shackles, Log Chain Link, Half-Pipe Nylon Sling Protectors. Galen also included a nicely labeled tote bag which will help keep the materials organized and avoid loss.

Many thanks also to **Jim Smith and Paul Fisher** for collaborating on a special LED lighting tool that can be used with Chapter 75's bore scopes to illuminate inside engine cylinders and similar tight spaces. This helpful tool will travel to OSH each year but will remain available at DVN for the rest of the year.

And to **Ron Franck**, who donated a 24" sheet metal bending tool for forming flanges and lips on light-weight metal sheets. Developed for the HVAC industry, this tool can also benefit aircraft fabricators. (John B recently used it to make a sheet metal cover

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

for the back of his outdoor grill – and it did a splendid job!)

There have been several other helpful donations this year as well. Many thanks to all our tool benefactors for helping to keep our inventory up-to-date and very useful!

Boeing - The Lightest Metal on Earth

(from Cy Galley)

[Click here for the YouTube video.](#)



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

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.

What's Changed, What Hasn't
Wednesday, August 8 – 8 p.m. CDT

164 Years of Glider Homebuilding and Future Glider Amateur-Building
Wednesday, August 15 – 7 p.m. CDT
Presenter: Murry Rozansky

Plan, Fly and Log with iFlightPlanner
Wednesday, August 22 – 7 p.m. CDT
Presenter: Andy Matthews

Your First Aerobatic Plane
Tuesday, August 28 – 7 p.m. CDT
Presenter: Jim Bourke

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.

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

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.

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)

STILL HAVE a Few Left!!

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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Jim Smith (Contact Info Above)		
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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
<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? _____
