

THE LANDINGS

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

July 2018

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



It's June 13th and I'm heading South to Dallas, TX. to visit my son Seth, Amanda and kids. I had planned to leave at 7:30 but didn't get out till 8:30 the weather is clear and smooth. I file an IFR plan to fly direct from DVN to RBD (Dallas Exec) which is 15 min from Seth's house. Dallas, Love Field is 5 min from his house, but I'm not ready to go tackle that. I'd probably get flustered. I usually land in Fort Worth at a small airport; Hicks field T67 which caters to small airplanes.

With the weather clear there is not much to talk about till I landed at Siloam Springs SLG for fuel. At 8,000' my oil temps were running at 205 F. My hottest cylinder was 435 F. The engine cooled down some on my glide losing 7,000' to land, but soon as I started taxing the oil temp started to rise again. When I have a hot engine I know I'll be dealing with vapor lock. After I topped tanks off I got in and started the engine. Backup pump on, full throttle, no fuel, I cranked the engine, it started right up and died. I cranked it again and it roared to life then started to die. I pushed in the fuel mixture and it stayed alive popping and sputtering. I taxied at high RPM to the runway. My goal is to pass that vapor through the engine before I



take off. At least that is what I think is best. I do my preflight as I taxi to the runway. Upon reaching the runway threshold my oil temp is 225 F. I announce my intentions and take the runway push in full throttle and we start to speed up. I feel the engine lightly surging, I assume its vapor going through the engine, no stress here. I lift off with half runway to go and start to climb, temps stay high but tolerable. I contact Departure and am cleared to 8,000'. I climb out at 140 kts with fuel at full rich to help keep engine cool. Oil temp is 200 F and stays there, heads are at 400 F.

(Continued on page 2)

Next Meeting - Saturday, July 14th, NOON - Potluck Lunch at Davenport Airport
Fly In or Drive In

July 14th Chapter Meeting

The July Chapter potluck lunch will be held on **Saturday, July 14th at NOON**. It will be held at the Davenport Airport. Northeast corner, at Jim Smith's hangar. The gate should be open.

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)

The full rich is doing its job and I'm burning 16 gal/hrs. I'm 2 hrs from Dallas, outside air temp is 95 F and 55% Humidity not the best conditions for an air cooled engine.

As I approach Dallas center tells me to fly direct to FINGR (a fix east of my direct route). I am aware of the fix as I checked the different arrival plates before I left, thinking they might give me an arrival procedure. One of the plates was called FINGER FIVE Arrival. No problem I set my GPS to FINGR and the autopilot turned plane to new heading. As I got closer I'm told to cross Fingr at 6,000', I enjoy the mental game of setting my decent to cross Fingr at 6,000'. Before I get there I'm told to lower to 5,000', (bummer all that figuring wasted). Passing FINGR I continue on the same heading as I wasn't told otherwise. Soon I'm told to turn 180, they are routing me south to keep me out of Love Field traffic. The controller asks if I'm aware of the TFR 4 miles north of field. I tell him I'm not, the radio is silent as they are deciding what to do with me. He asks if I can stay out of TFR and land on 17. I tell him I can do 4 miles or less no problem just keep an eye on me. They clear me to 17 and contact tower, I turn to the airport. I'm approaching fast and high. As I maneuver to final I notice the construction on end of runway. Strange they didn't warn me about that (they usually do). As I line up for final the tower says that is runway 13, you are cleared to land on that if you wish just land long to avoid construction. In my efforts to descend, and slow down I am fixated on the construction and choose the wrong runway.

The landing was uneventful. I taxied to Ambassador Jet and shut down. The engine run time is 3.8 hrs. to travel 642 nautical miles (740 miles), What a machine.

(Continued on page 3)



From The Desk of the President

(Continued from page 2)

After 5 days with the family it was time to head home. Back to work, somebody has to pay for this stuff ya know! Amanda loaned her car so I could drop Julie at DFW in the morning to catch her flight. She is not happy with flying commercial but is less happy flying private.

Seth drops me at my plane at 1:30, I pay my bill, then get plane ready to go. Last night I filed my flight plan direct to DVN at 9,000' expecting ATC to alter my plan. Within a few minutes it comes back with a couple options. A GPS option "Tex5.Grabe" and a VOR route. I'm taking the GPS route as that seems easier. Problem is, I can't find the departure Tex5.Grabe. I did find TEXOM FIVE but that is not what they said. It's important to know for sure what they want.

When I read the clearance back to them I'm in effect saying "I understand what you want me to do". When I tell Foreflight to set the route it sends me to DFW. Now that doesn't seem right, why send me to one of the nation's busiest airports. I decide to erase clearance and enter a new one that says "NO SIDS" in comments (standard instrument departure). Truth is I wanted to experience one but didn't want to start out not understanding it. This is causing me some stress, I decide not to stress, it will work out when the time is right.

So now is the time, I decide to get my clearance before I start the plane so I don't overheat while I'm trying to figure out my heading. As expected I was cleared to DVN, my route, fly runway heading then Tex5.Grabe. After I write this down I call him back and ask him to explain what I'm supposed to do. He says I see you wrote NO SIDS. I tell him I don't mind doing a SID but was confused about this one. I told him what I thought they wanted me to do. He said don't do any of that. Fly runway heading and approach will vector me to intercept GRABE. OHHHH, I can do that, thanks. Told you it would all work out. I called ground and taxied to 17 for takeoff. Called tower and waited for my release. Tower received my release and cleared me for takeoff. As I climb out, tower tells me to contact Regional Approach. Regional clears me to 2,000' and heading 090, I'm on my way and in the system.

It's afternoon on a broken cloudy day with plenty of thermals. Looks like some clouds are trying to become thunder storms but not making it. I am now cleared to 4,000' still under the big clouds and a few bumps. Regional turns me to 340 and I'm cleared to 6,000'. Now I'm in and out of clouds and it's rough in them. In the clouds I see rain streaming across



windshield but not much. At least I'm getting a plane wash. I see down town Dallas 5 miles to my left and north of that I see Love Field. Regional tells me to call Fort Worth Center and he tells me to turn 350. The plan is unfolding as I watch them vector me to intercept GRABE on the North side of DFW airspace. As I get closer I see we are going to pass east of GRABE and intercept my course home, (Cool).

(Continued on page 4)

From The Desk of the President

(Continued from page 3)

Center tells me to turn on coarse and climb to 11,000' for traffic. No problem, the air is cooler up there anyway and maybe I'll get above these clouds and bumps.

I'm now at 11,000' above most clouds but not the tops of some. I see the traffic on my ADS-B 2,000' below me. We are running almost parallel. The controller's plan makes sense. The clouds are broken and most don't reach my altitude. As I get closer to the MO border I hear ATC tell a Cirrus aircraft that there is a Lancair ahead that will pass left to right and can he descend to 10,500' within the next 5 minutes? The pilot says he can. The fact that ATC didn't tell me to change course makes me think he's on Flight Following. Add the fact that he is to descend 500' above 10,000' would mean he is VFR not IFR. In a few minutes I hear the controller sternly tell the guy, "I need you at 10,500' in the next 2 minutes can you do it or not I just need to know"!

Within a minute the Cirrus says he's at 10,500', don't know why he took so long to get there, but he made it happen after the talk. On the ADS-B saw him go under me, but never saw him in real life. I imagine the Cirrus not doing what he said, was causing the controller stress as we were on an intercept course.

Years ago I was flying over Florida with John Eagles and I was using Flight Following. Those were the days of no AP and I didn't have much practice holding altitude in my plane. The controller got tired of my diversions and sternly said, "If I tell you to stay at 8,500' I expect you to be at 8,500"!

As I flew into MO airspace I was handed off to KC center and I was told to deviate to a new fix called LOJOV to the right to avoid the MOA (Military Operations Area) in the center of MO. The hardest part of IFR is pronouncing these 5 digit fixes.

Ahead I see the clouds building higher and more often. I'm starting to pass in and out of cloud tops and it's a wild ride. It's rough but not really bang your head rough more like rough waves on a boat I feel the plane gaining altitude and sliding left and right. I hold my hand on the stick and watch the attitude indicator to see what the plane is doing in case the AP shuts off. I see streams of water travel across my canopy but not really hard rain.

Ahead to the right I see an anvil shaped cloud, I look at my ADS-B and it shows Green and Yellow. As I pass the area I can see dark under cloud, assume they



are getting rain. As I pass into Iowa I'm handed off to Chicago, now I'm hearing "attention all aircraft, check HWAS for Significant weather outlook in WI, IA, IL". I tune in the nearest VOR and listen to the warning. I look in the distance and see what looks like a wall of broken anvil clouds to the North, my direction. Glad home is closer than that.

(Continued on page 5)

From The Desk of the President

(Continued from page 4)

When I see DVN I tell Quad City approach, “ if there is no one in the pattern I’ll cancel IFR now”. The pattern is empty and I’m on my own. I land on runway 21 as wind direction is 230 I can feel the hot air blowing in my vents, I just spent 3 hrs in 59 F air and now I’m coming into 94 F air. As I taxi to my hangar my oil temp rises to 235 F, I need to get a larger oil cooler. That’s what happens when you build an airplane and are learning as you go. Sometimes you buy the wrong part.

To close, I have ordered a new 15 vain oil cooler, my existing cooler is only 8, just need to figure out how to shoe horn it under my tight cowl. As far as my feelings for IFR, I love it. Washington threatens to change the ATC but I tell you it’s a pretty efficient system when you’re in it.

See you at the potlucks. Jerry Coussens.

June Board of Directors Meeting Minutes

There was no formal meeting in June, thus, have no minutes.

June General Membership Meeting Minutes

There was no formal meeting in June, thus, have no minutes.

4th of July Fly-In at the Monmouth Airport (from Rob Humphreys)

I wanted to let you know that the annual 4th of July Fly-in Breakfast will be going on at the Monmouth Airport (C66). This supports the Monmouth Flying Club which provides a very economical opportunity for people to learn to fly and is also an advocate for aviation in general. There’s breakfast, displays, lots of aircraft, and the community band plays patriotic music. I thought maybe some of the members would be interested in attending if the weather is fit. Thanks Rob Humphreys, EAA member (RV12 building).

See this VERY NICE video from 2017. <https://www.youtube.com/watch?v=-jnh7Jb787U&feature=youtu.be>



A Call to RETURN ALL Borrowed Tools

If you have a loaned tool from the chapter tool inventory, please return it to the tool crib at the Davenport airport.

ALL are needed for Airventure. They must be back in inventory no later than July 14th so we can conduct a pre-Oshkosh inventory.

Call John Bruesch or one of the tool loan officers listed at the end of the newsletter to arrange the return. OR bring the tools to the JULY potluck lunch. Thanks!!

Plan Your AirVenture Schedule! (from Adam Santic)

EAA AirVenture Oshkosh 2018 schedules and news. See the links and plan your schedule.

[Master Schedule:](#)

[EAA Exhibitor List/Locator:](#)

[Daily Airshow Schedule Afternoon/Nighttime/
Twilight Flight Fest:](#)

[Fly-in Theater Schedule \(Camp Scholler\):](#)

[AirVenture Grounds Update:](#)

[Vintage Forum Schedule:](#)

[IAC Aerobatic Forum Schedule:](#)

[Warbirds in Review Schedule:](#)

(Continued on page 6)

Guns in the Cockpit (from Richard Lowe)

After the unfortunate events of 9-11, the call was made for many new measures to help prevent it from happening again. Hardened cockpit doors, better screening of passengers, etc. were all demanded by some of the public. One of the measures suggested was the arming of aircrew members. The idea was not unique. There were guns in the cockpits for nearly 100 years. In 1918, the first airmail service began between Washington, D.C. and New York. The first pilots were Army aviators. They were quickly replaced by post office employees and then, in 1925, by contract pilots when the contract air mail routes (CAM's) were established. Civilian pilots have been hauling the mail ever since, except for a short period when the Army again tried to haul the mail in 1934 while they sorted out corruption in the route bidding process.

It was the policy of the Post Office Department that persons who handled the mail be armed. This was the case with not only pilots who flew the air mail, but workers on the railway postal cars, and some who handled the mail on the ground. It was more of a cash based economy in those days and much cash moved through the mails. I recall my sister who worked in the bank at home telling me that when we saw the chief cashier go to the post office with his little hand cart, he was picking up shipments of cash for the bank. My uncle, the police chief, kept a sharp eye on "Pinkey" while he made his run down main street. Many firms paid in cash in those days. Pay checks were also cashed and the money not deposited. I suppose some still did not trust banks after the depression failures of the 1930's.

To meet the arming requirement of the P.O. Some of the airlines purchased small pistols and placed them, along with a magazine of ammo, in sealed containers in the cockpits. Others issued them to the captain when he was promoted and he kept it his entire career with that line. Some were given the chance to buy it from the line when they retired. According to a recent article in the NRA magazine, American Rifleman, some of the weapons were the Colt 1908 .380 caliber automatic. It was hammer less and small enough for the uniform pocket, although a small leather holster was often issued with it. I recall the writings of Ernest K. Gann where he mentioned carrying one in is flight case when he flew the line for American.

After 9-11, a program was set up by the TSA allowing volunteer air carrier pilots to again carry weapons in the cockpits. The volunteer had to undergo background checks and special training by the federal

government in order to participate in the program. When qualified, the pilot was deputized and appointed as a Federal Flight Deck Officer. The number of pilots who are in the program is not well known outside a need to know circle. The value is that, when you (or a nasty) goes aboard an air carrier today, it is not known if the crew is armed or not. That alone serves a deterrent. I recall hearing of only one incident where an airline pilot shot himself in the leg with his carry on pistol, but there still seems to be a Barney Fife that comes along every now and then, even today.

The NEXT Chapter 75 Young Eagles Rally is on July 14th - PLEASE HELP!

Bob Thomas is doing a fantastic job as the Young Eagles coordinator and NEEDS pilots and ground support personnel for the event at the Davenport Airport prior to the chapter potluck on July 14th!!

Unfortunately we had to turn away a number of kids at the rally in Geneseo on Father's Day due to the limited number of pilots. Was very hard to witness their disappointment. **YOU CAN HELP!**

ALWAYS NEED MORE Pilots!! - You get the privilege to fly them. If you want to do this, please call Bob with your airplane type, N number, number of passenger seats and EAA Membership number.

Also could use help with Ground Operations, Registration, Escorts, Ground School Instructors, help w/ Certificates

CALL Bob Thomas at 563-343-1825

Plan Your AirVenture Schedule! (cont.)

(Continued from page 5)

[Theater in the Woods Schedule:](#)

[What Airplanes are attending?:](#)

[Military Aircraft that are Attending:](#)

[Anniversaries Being Celebrated at EAA AirVenture:](#)

[Red One Market Hours of Operations:](#)

[Buses/Shuttle Schedule:](#)

Moline Airport Electrical Upgrades

(from Ron Erhecke)

Next month the Quad City International Airport (MLI) will begin a construction project to rehabilitate a substantial portion of the airfield lighting electrical systems. During this project we will be replacing several airfield taxiway circuits and the main runway circuits. The work will include replacement of edge light fixtures and power cables, two holding pad geometry reconfigurations, one taxiway corner geometry reconfiguration, and electrical vault modifications. All work has been scheduled in phases to ensure taxi routes are available for all flight ops.

This work will require a CLOSURE OF RUNWAY 9/27 for a maximum of 45 days for the contractor to complete their work. During this time, 13/31 will be the only available commercial service runway. The ILS approaches will not be available during this time.

The work will also require 7 NIGHTLY AIRPORT CLOSURES to complete work in the midfield runway intersection where all three runways meet. All runways will be closed during the overnight work period. We anticipate completing this work during the month of September and will advise when we have confirmed the proposed dates of the overnight closures.

The current project schedule for the project start and main runway closure is as follows:

7/9 - Project start / Mobilization
7/16 - Taxiway H Phase I - closed between H1 & H3.
8/13 - Runway 9/27 CLOSED
9/27 - Runway 9/27 OPEN

After the Runway 9/27 work is complete we will return to Taxiway work phases including work requiring Runway 13/31 closures while in that runway safety area.

We will provide more details of the specific taxiway and Runway 13/31 closures as we get closer to the start date. We will provide regular progress/schedule updates throughout the project. NOTAMs will be issued for all surface closures and NAVAID outages. Please check the FAA NOTAM system for the current list. As a reminder, the FAA NOTAM system accepts NOTAMs up to, but no more than, 72 hours in advance.

As always, please contact me if you have any questions. We place a high emphasis on ensuring the maximum level of safety and business continuity for your flight operations and are working to ensure the

smallest practical impact for our users.

BRADLEY C. GANTT, A.A.E., ACE
Office: 309.757.1759 | Cell: 309.781.6129

NATA Formation Clinic at DBQ, July 19-23, Volunteers Needed

(from Ron Plante)

I flew the 152 into DBQ this morning and learned the North American Trainer Assn (NATA) is holding a formation clinic Jul 19-23. There will be lots of T-28s, some B-25s, and for sure other war birds:

http://nata.clubexpress.com/content.aspx?page_id=87&club_id=812035&item_id=667789

<http://www.airnav.com/airport/KDBQ>

DBQ Jet Center is looking for volunteers to help on the ramp. Gordy Vetsch said it will be 4-5 hour shifts, mainly welcoming pilots as they park. Contact him at 563 589-4136 or gvetsch@cityofdubuque.org

I'll be there at least one day, not sure which.

Are You Aware of the Mason City BBQ? ALL are Welcome!

(from Adam Santic)

Check out this video that Martin Pauly (<https://www.youtube.com/user/martinpauly>) uploaded on June 2, 2018 to YouTube about the Mason City Third Thursday BBQ at the Mason City Municipal Airport in Mason City/Clear Lake, Iowa. <https://youtu.be/h-8o8xHh-Ls>

If you want more information about the Mason City Third Thursday BBQ you can find it here <https://www.facebook.com/burgerburn/>

Chapter-Sponsored Air Academy Trip Leads to EAA Job - Chapter 75's Kyle Voltz

(from Cy Galley)

Chapter 75's Kyle Voltz is featured in this VERY GOOD article.

[Kyle Voltz and Chapter 75](#)

June Coffee at the Moline Airport



Geneseo Father's Day Breakfast and Young Eagle Rally



Geneseo Father's Day Breakfast and Young Eagle Rally



Chapter 75 June Potluck Lunch at the Clinton Airport



EAA CHAPTER 75 – QUAD CITIES
1ST SATURDAY COFFEE AND DONUTS
MEMBER OR NON-MEMBER
ALL ARE INVITED – BRING THE FAMILY

**FREE COFFEE AND DONUTS AND SOME
GOOD HANGAR TALK AT DAVE MILLS' HANGAR**

SATURDAY, JULY 7, 2018
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Dave Mills and
Paul Kirik
Quad Cities Intl Airport



FLY or DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Dave Mills and Paul Kirik. Come for some good hangar talk and see some neat planes!

DRIVE IN: Drive to the General Aviation entrance on the far south side of the Quad Cities Intl Airport (from the main entrance of the airport, follow Route 150 east and then south as it follows the east fence. Turn west on 78th Avenue to the GA entrance). Follow the entrance road to the control tower area. There are two hangars just west of the control tower. Dave Mills' hangar is furthest west. The door says Space Industries. Call Paul Kirik's cell at [309 781-0002](tel:3097810002) if you have a problem.

FLY IN: Park on the ramp in front of the hangar just west of the control tower.

A Nice 2017 Airventure Compilation, American Barnstormers Tour and Phalanx Aviation at the Clinton Airport (from Adam Santic)

EAA AirVenture Oshkosh 2017 Mega-Compilation Video by AirshowStuffVideos:
<https://youtu.be/zmTjHMKxvO4>

The 2018 American Barnstormers Tour will be making its stop in Ames! Central Iowa Air Service is pleased to host this amazing event July 8-10 at the Ames Municipal Airport. See the attachment. Hope you'll include it in the newsletter as its an amazing event!

Phalanx Aviation, a new aircraft maintenance facility that recently opened up at the Clinton Municipal Airport in Clinton, will be having an open house on Saturday, July 7, 2018 at 2:00pm. Stop by to find out all it has to offer. Michael Sawyer is the Director of Maintenance. For more information visit: <https://phalanxaviation.com/>

Be a One Week Wonder Homebuilding Ambassador

As part of the [One Week Wonder](#) project at EAA AirVenture Oshkosh 2018, EAA is looking for homebuilding ambassadors — volunteers who are eager to talk to others and answer questions about the project.

If you are outgoing and positive about homebuilding and the future of aviation, we encourage you to volunteer. If you would like to volunteer to be a homebuilding ambassador, please sign up [here](#).

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



JULY 8-10, 2018!

AMES MUNICIPAL AIRPORT
 CENTRAL IOWA AIR SERVICE
 AMES, IA

Join the Barnstormers of the American Barnstormers Tour for three days of open cockpit biplane rides, vintage biplane static displays, and daily aerobatic demonstrations, as they bring to the community of AMES, IA, some of the rarest and most beautiful biplanes in the USA.

<https://www.facebook.com/tour2018>



THREE DAYS ONLY!

Biplane Rides
 Daily
 \$80 per
 passenger

Aerobatic
 Demonstrations
 Daily

Vintage Biplanes
 on Display

BROUGHT TO YOU BY:



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

For Sale: 1959 Piper Comanche 180

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



NEW ITEM Also FOR SALE

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

\$125



PRICE REDUCED!!

NOW \$34,000

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

Contact David Leners at 563-357-5104.



UPDATED Local Calendar of Events

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

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

Upcoming EAA Webinars

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

Don't Shoot Yourself in the Foot
Tuesday, July 10 – 8 p.m. CDT
Presenter: Mike Busch

Flying Club Scheduling: Challenge or Strategic Advantage?
Wednesday, July 11 – 7 p.m. CDT
Presenter: Josh Bowser

Get Out Of Dodge! Preparing for Cross-Country Flight
Tuesday, July 17 – 7 p.m. CDT
Presenter: Prof. H. Paul Shuch

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)

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

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

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

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



Baseball Cap in Light Khaki

Chapter Website: www.eaa75.com
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(Effective January 2018)

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

Chapter Website
www.eaa75.com

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 City: _____ State: _____ Zip: _____
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What are You Building? _____

What are You Flying? _____
