

THE LANDINGS

www.eaa75.com

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

June 2017

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



In the last year I've written several times of my experience in learning IFR. I'm happy to say as of May 17th I'm an IFR pilot. I will say it has been a long road, I have only myself to blame. I picked a hard airplane to learn in. My Lancair 235/360 is a stable platform but sensitive. N61VL is easy to hold altitude and heading if that's all you're doing. Add radio communication/navigation to the mix and you have a handful. This experience has given me a great appreciation for the military's pilots of the past. I can't imagine spending 8 hrs following a compass and altitude. I'd be exhausted after two hrs. Having said this, I put in an autopilot in the plane and it makes the IFR trip enjoyable and effortless, I love it.

Next month I'll write about my first IFR flight from KDVN to T67 to visit my son. I'll talk about getting my IFR ticket. In the past I talked about my training and I appreciate the help from many different people. Now I'll talk about my experience with the process.

First I had to get signed off by my instructor saying I was ready for the test. Then I had to go online to file on IACRA. The FAA's way of keeping the form in the cloud. Once I found an FAA designated examiner I

could set up a time to take the oral exam and flight test. My examiner spent a half hour correcting some errors on my IACRA then he went through my logs to see if I qualified. Then we went through airplanes documents to make sure it complies (ARROW). Ok time for test. I'm not a very good book learner, but after two years of learning I do know a lot about IFR. Some questions I didn't get right off, but when he asked a different way I knew the answer. The goal of the examiner is not to trick you, it's to see if you understand the information. Areas talked about were, instruments, icing, weather, airspeeds and airspace. After 2 hrs I passed, a note here you do not pass your IFR exam you only demonstrate your abilities to meet the FAA's test standards.

As we moved to my airplane to take the flight exam the examiner realized the plane didn't qualify as I never put rudder pedals in the passenger seat. As the examiner needs dual controls, the plane won't do. He gave me 60 days to come back with another plane. To be honest I was exhausted after the oral exam and dreaded holding altitude in my plane, coming back worked for me.

After securing and practicing in a Warrior I called for my flight test. Unfortunately my examiner had a stroke and was not able to give me the test. Now I'm back looking for another examiner. Two weeks later I found one and I was ready to take the test. I knew I was ready, I know this stuff. Having said that I didn't sleep well the night before worrying about failing. I'll be the first to say worrying about failing is stupid. You do your best and if you fail you fail. Forget about logic, I was stressed out. During the exam I did well with maneuvers. While setting up for localizer 03 into Clinton I was behind the machine and I busted through my minimums. On the way back to DVN I did well on my ILS to landing but the examiner had no choice but to fail me on the Clinton run. I thought about this later, why did I do so bad. It occurred to me I was stressed and because I had to change examiners I had not flown under the hood for two to three

(Continued on page 2)

**Next Meeting - Saturday, June 10th, 12 Noon - Potluck at Clinton Airport
Fly-In or Drive In**

June 10th Chapter Meeting

The June Chapter potluck lunch will be held on **Saturday, June 10th at NOON**. It will be held at the Clinton Airport.

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)

weeks. Post flight, the examiner gave me good advice on the changes I needed to make. The next morning I practiced with instructor for two approaches to localizer 21 into DVN. Then the examiner got in and we did the same approach with a circling turn to 15 for landing. Once plane was shut down, he turned to me and said "quite a difference from yesterday".

I put the plane away and when I came in, I was an IFR rated pilot. Easy-peasy, so now I'm done training and can start learning.

AND, in the column on the right a few photos of my 1st IFR trip from Davenport to T67 (Hicks Airfield, Fort Worth TX.

Jerry

May Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter 75 President Jerry Coussens at 1800.

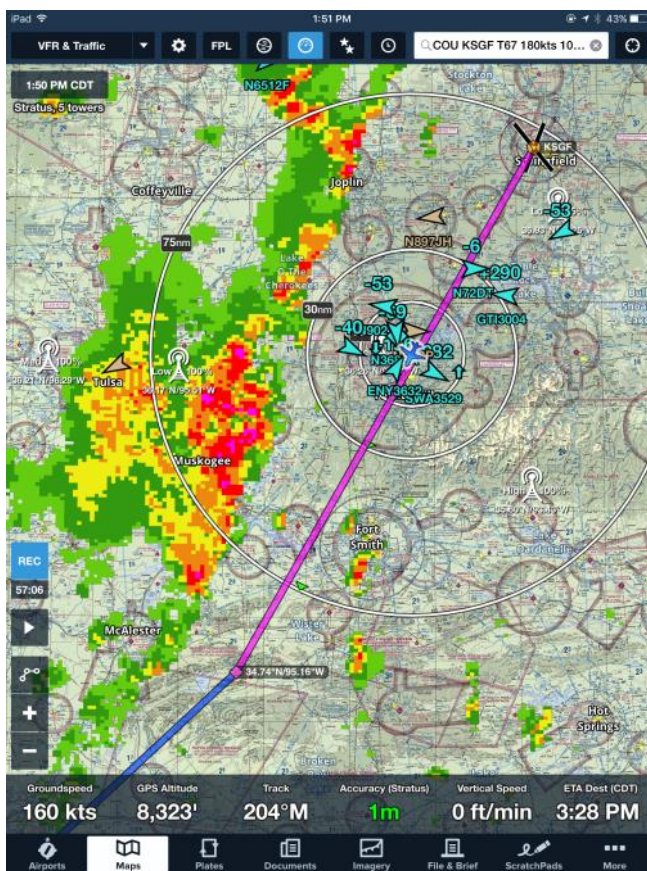
MEMBERS PRESENT: Jerry Coussens, Ron Franck, Ron Erhecke, Wayne Sapp, Dave Jacobsen, Ed Leahy, John Riedel, Nick Anagnos. Mike Nightingale.

OTHERS PRESENT: Jim Smith, Marty Santic

TREASURERS REPORT: The treasurer's report was read by Ron Erhecke. A motion to accept the treasurer's report was made by Dave Jacobson and

(Continued on page 3)

My First IFR Flight - KDVN to T67



May Board of Directors Meeting Minutes

(Continued from page 2)

was seconded by Nick Anagnos. Approval by the board was unanimous.

APPROVAL OF MEETING MINUTES: A motion to approve the minutes as published in the last newsletter was made by Dave Jacobson and was seconded by Jerry Coussens. Approval of the board was unanimous.

OLD BUSINESS: Discussion continues concerning replacing the Chapter's prop balancer. No decision has been made at this time.

NEW BUSINESS: A conference call with the representative of Aviation Nation was conducted by the board concerning the possibility of building an RV 12 in partnership with the Pleasant Valley school system. Aviation Nation is doing this across the country in hopes of promoting aviation and aviation related careers. They have built 20 aircraft, and currently have five more active builds going on. Pleasant Valley's representative is a teacher, Mr. Larry Johnson. Cost of the project is handled by asking local industry for grants. When the aircraft is sold, the funds are used to help finance another project. Involvement in the project by EAA members requires the same background check as is used for the Young Eagle program. Involvement by EAA members is encouraged in hopes of getting new (and younger) members involved. Nothing was decided at this meeting as coordination with Mr. Johnson, costs, and potential liabilities need further study.

A motion to adjourn the meeting was made by Mike Nightingale and was seconded by Dave Jacobson. The meeting was adjourned at 1850 (time).

These minutes respectively submitted by Chapter Secretary, Wayne Sapp.

May General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 1905 by Chapter President, Jerry Coussens.

VISITORS AND NEW MEMBERS: Winston Rock and Mike Byington.

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

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

TOOL LIBRARY: A separate committee will be established to discuss the prop balancer

TECH COUNSELOR REPORT: Nothing to report.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: 55th anniversary party was discussed. The organization of a work party is under way to insulate the building.

YOUNG EAGLES: The Geneseo airport will have a fly in event on Father's Day, June 18th. Young Eagle participants are being solicited.

PROGRAM COORDINATOR: Nothing to report.

AIR ACADEMY ADVISOR: Nothing to report.

MEMBERSHIP COORDINATOR: Nothing to report.

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

NEWSLETTER EDITOR: Nothing to report.

WEB EDITOR: Nothing to report.

IMC CLUB: Nothing to report.

OLD BUSINESS: None

NEW BUSINESS: None

PROGRESS REPORTS / GENERAL DISCUSSION / INFORMATION:

After the progress reports, a motion to adjourn the meeting was made by Jerry Coussens and was seconded by Dave Jacobson. The meeting was adjourned at 19:38 (time).

THE EVENING PROGRAM: History of the Davenport Smith Mini-Plane as presented by Bob Singer, Jim Smith, Henry Rahlf, Wayne Sapp and Ron Ehrecke.

These minutes respectively submitted by Chapter Secretary, Wayne Sapp.

From the May Edition of the 1st Saturday Coffee



From the May Edition of the 1st Saturday Coffee



Road Kill (from Richard Lowe)

Last weekend, I was north bound on I-35 just south of Mason City. I was in my Ford with the cruise set at 70 MPH. The weather was below IFR minimums with drizzle and a strong surface wind from the west blowing at least 20 mph. I noticed a chunk for road kill in the center of my lane, about 100 meters ahead. As I approached it, I saw a large turkey buzzard approaching from the west, with the tail wind. He turned a close-in left base and entered a short final back to the west with a planned touch down on the road kill. It was more of a touch and go than a landing. He grabbed the road kill and attempted to climb out to the west.

Then, he must have seen me. He immediately dropped the road kill in my lane right in front of my car, and, with a couple pumps of the wings, (and I would guess a notch of feathered flaps) was able to pass just over my Fusion. He must have been out late Saturday night as I noticed his bloodshot eyes as he went over the top. It was that close. The road kill did not hit the car and the bird escaped in the slip stream without hitting the car.

I got to thinking about the incident, and found, as many of the early aviation pioneers found out, you can learn a lot from watching birds.

1. Situational Awareness: This includes not only the traffic around you, but also the speed and direction of the surface winds. He did not realize that when he went from a 20 mph tail wind on the downwind to a 20 mph headwind on final, the ground speed would be greatly reduced. He did not have room to escape the converging traffic that was off to his right as he entered the down wind.
2. In the pattern, you need to focus on everything going on around you, and not just the spot of intended landing. He had his eye on the roadkill and did not notice I was approaching from his 9 o'clock.
3. Aircraft performance: Gross weight is a major factor in aircraft performance. When he picked up the road kill, he was not able to climb out as well as he had planned. It almost led to his demise.
4. Experience: As we all know in aviation, there is no substitute for experience. This was not this boy's first flight.

He realized immediately if he was going to escape to fly another day, he had to pickle the sling load in order to decrease his gross weight and increase his rate of climb. He made the instant decision to do so, thus

saving his life, and probably the windshield of my Ford. He knew from past experience that he could re-enter the pattern and pick up the load on the next attempt. I hope he took into account the Peterbuilt that was at my 6 o'clock before he turned cross wind. When I returned down I-35 the next day, I saw a turkey buzzard on patrol in that area, so I am guessing he survived the close encounter and learned a few lessons from the flight.

Richard Lowe
vicriclowe@aol.com

Spacewalker II Engine Progress (from John Bruesch)

In recent chapter meetings I've been reporting progress on the O290G conversion and the necessary case modifications. I've now completed the engine mounts chamfering, removed the front mounting flange, drilled/tapped the large oil breather hole, and cleaned and re-painted the finished cases. I still need to buy a starter ring gear / flywheel assembly, so if anyone in the Chapter has a lead on one (P/N 60880) I'd be really interested. Thanks, John.



Chapter Name Tags Available

If you would like to order another name tag or one for your co-pilot you can place your order with the Treasurer, Ron Ehrecke. Name tags are \$5 each.

Warren Brecheisen Awarded Wright Brothers Master Pilot Award

Chapter member Warren Brecheisen was recently awarded the Wright Brothers Master Pilot Award.

Bob Thomas - Out with the Old and In with the New - Bob's New Cub

Bob made room in the hangar by deconstructing the ultralight to make room for his new Piper Cub.



Congratulations Warren Brecheisen!
for being awarded the
Wright Brothers Master Pilot Award
FAA's most prestigious award recognizing individuals
who have exhibited
professionalism, skill, and aviation expertise
for at least 50 years



An Update from Christine Visco

Here a couple of photos from a tour of the MITAC Mitsubishi Regional Jet (MRJ) flight test aircraft. It had landed in Rockford, IL while conducting icing testing. We are performing environmental testing on the parts of the UTC Aerospace Systems High Lift Actuation System (slats/flaps) as well as writing the qualification test reports. Have a good holiday, Christine

From the Last Chapter Meeting - Our Presenters (from John Riedel)



Regional Activities (Compiled by Adam Santic)

EAA's Ford Tri-Motor Coming to Bolingbrook, IL (June 1-4)

Anyone interested in seeing or flying aboard a Ford Tri-Motor, one of the first mass-produced airliners and step back in time to aviation's golden age, can do so at 1C5 – Bolingbrook's Clow International Airport, 130 Clow International Pkwy C, Bolingbrook, IL 60490 from Thursday, June 1 to Sunday, June 4 from 9a-5p.

To schedule a flight you can book online by visiting (<https://www.eaa.org/en/eaafly-flight-experiences/fly-the-ford-eaa-ford-tri-motor-airplane-tour/ford-tri-motor-tour-stops>) or by calling 1-877-952-5395.

Tickets:

Advance Flight for Adults: \$70
Walkup Flight for Adults: \$75
Children 17 & Under: \$50

EAA Chapter 241 Fly-in/Drive-in Breakfast (June 4)

EAA Chapter 241 is holding a fly-in/drive-in breakfast at the KDKB - DeKalb Taylor Municipal Airport, 3232 Pleasant St, DeKalb, IL 60115 on Sunday, June 4th from 8:00 AM to 11:30 AM. **Adults - \$8.00. Kids 12-6 - \$4.00. Kids 5 & Under - FREE.** See flyer on **PAGE** for more information. <https://eaa241.files.wordpress.com/2017/05/june-4th-2017-pancake-breakfast-flier.pdf>

EAA's Ford Tri-Motor Coming to Jacksonville, IL (June 8-11)

Anyone interested in seeing or flying aboard a Ford Tri-Motor, one of the first mass-produced airliners and step back in time to aviation's golden age, can do so at KIJX – Jacksonville Municipal Airport, 956 Baldwin Rd, Jacksonville, IL 62650 from Thursday, June 8 to Sunday, June 11 from 9a-5p.

To schedule a flight you can book online by visiting (<https://www.eaa.org/en/eaafly-flight-experiences/fly-the-ford-eaa-ford-tri-motor-airplane-tour/ford-tri-motor-tour-stops>) or by calling 1-877-952-5395.

Tickets:

Advance Flight for Adults: \$70
Walkup Flight for Adults: \$75
Children 17 & Under: \$50

EAA's B-17 "Aluminum Overcast" Coming to Cedar Rapids, IA (June 23-25)

Anyone interested in seeing, touring or flying aboard a Boeing B-17G "Flying Fortress," the legendary heavy bomber that helped our nation achieve victory in World War II, can do so at the KCID - The Eastern Iowa Airport, 2121 Arthur Collins Pkwy SW, Cedar

Rapids, IA 52404 from Friday, June 23 through Sunday, June, 25 2017 from 9a-5p.

To schedule a flight you can book online by visiting (<http://www.eaa.org/en/eaafly-flight-experiences/aluminum-overcast-eaa-b-17-bomber-tour/b-17-aluminum-overcast-tour-stops>) or by calling 1-800-FLY-NB17 (1-800-359-6217). You can also purchase tickets in person at the event.

Tickets:

Advance Flight for EAA Members: \$409
Advance Flight for Non EAA Members: \$449
Walkup Flight for EAA Members: \$435
Walkup Flight for Non EAA Members: \$475
Ground Tours for an individual: \$10
Ground Tours for Family (adults/children up to 17): \$20
Ground Tours for Children under 8 (with paying adult): FREE
Ground Tours for Veterans/Active Military: FREE

AOPA Rusty Pilots Seminar Hosted by Marshall County Airport (June 24)

A Rusty Pilots event will be held at C75 - Marshall County Airport, 1315 IL-17, Lacon, IL 61540 on Saturday, June 24. It will begin at 9:00am and is **FREE for AOPA members and \$69 for nonmembers.** **Registration is required. You can register at the following link.** <https://hangar.aopa.org/events/item/52/242>

EAA's B-17 "Aluminum Overcast" Coming to Springfield, IL (June 30-July 2)

Anyone interested in seeing, touring or flying aboard a Boeing B-17G "Flying Fortress," the legendary heavy bomber that helped our nation achieve victory in World War II, can do so at the KSPI - Abraham Lincoln Capital Airport, 1200 Capital Airport Dr, Springfield, IL 62707 from Friday, June 30 through July 2, 2017.

To schedule a flight you can book online by visiting (<http://www.eaa.org/en/eaafly-flight-experiences/aluminum-overcast-eaa-b-17-bomber-tour/b-17-aluminum-overcast-tour-stops>) or by calling 1-800-FLY-NB17 (1-800-359-6217). You can also purchase tickets in person at the event.

Tickets:

Advance Flight for EAA Members: \$409
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Ground Tours for Family (adults/children up to 17): \$20
Ground Tours for Children under 8 (with paying

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Regional Activities (Compiled by Adam Santic)

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adult): FREE

Ground Tours for Veterans/Active Military: FREE

32nd Annual Dubuque Fireworks and Air Show Spectacular (July 3)

The 32nd Annual Dubuque Fireworks and Air Show Spectacular will be happening at A.Y. McDonald Park in Dubuque, Iowa over Lock and Dam Number 11 on Monday, July 3. The airshow is from 6:00 PM to 8:30PM, followed by some dazzling fireworks at dusk. **The event is FREE. Parking is \$5.00. Bring lawn chairs.**

Airshow Lineup:

- *Air Combat Command A-10 Thunderbolt II & P-51 Mustang - Heritage Flight
- * Aerostars Formation Aerobatic Flight Team - Yakovlev Yak 52-TW
- *United States Navy F/A-18 VFA-122 Super Hornet Demo Team
- *United States Marine Corps AV-8B Harrier II Demo Team
- *United States Army Golden Knights Parachute Team
- *Michael Wiskus - Pitts S-1-11B
- *Sikorsky MH-53 Pave Low
- *Luke Carrico - Airshow Announcer
- *Missing Man Formation
- *Tribute to Our Troops
- *Fireworks

Additional Information:

<http://fireworks.radiodubuque.com/>
<http://fireworks.radiodubuque.com/air-show/>
<http://fireworks.radiodubuque.com/schedule-of-events/>
<http://fireworks.radiodubuque.com/parking-information/>

Neat Links

- 2016 STIHL National Championship Air Races (1 of 3) - <https://youtu.be/vUI1khpeJuA>
 2016 STIHL National Championship Air Races (2 of 3) - <https://youtu.be/5JlCzCLCpFk>
 2016 STIHL National Championship Air Races (3 of 3) - <https://youtu.be/a9K3ioEcebA>
 A400M Atlas demo at Melbourne Air and Space Show 2017 - <https://youtu.be/HSkNbdIUoio>

Patrouille de France performing at Melbourne Air and Space Show 2017 (Sat.) - https://youtu.be/tAj7swgEL_A
 Patrouille de France performing at Melbourne Air and

Space Show 2017 (Sun.) - <https://youtu.be/uSILW76ttVg>

Patrouille de France performing at Sun 'n Fun International Fly-in & Expo 2017 - <https://youtu.be/NT2OiwCF6fl>

Patrouille de France performing at Atlantic Trident 2017 - <https://youtu.be/hgWYj8KWeHA>

An Easy Way to Estimate the Crosswind

from www.pilotworkshop.com

"There is an easy, but apparently not frequently taught, way to estimate the crosswind component for a given runway and reported wind direction"

-If the wind differs from the runway heading by 15 degrees, the crosswind component is roughly one-quarter, or 25% of the wind velocity. Divide the reported wind speed by four to estimate the crosswind component.

-If the difference between the wind and runway heading is 30 degrees, the crosswind is half of the reported wind speed.

-If the wind makes a 45-degree angle with the runway, the crosswind component is three-quarters, or 75% of the overall wind speed.

-When the windsock is pointing 60 degrees or more from the runway centerline, assume the crosswind component is the same as the reported wind speed.

For example, say you're planning to fly to Stearman Field, a very nice residential airpark just east of Wichita, Kansas. The airport is served by a single paved runway, Runway 17/35. The typically strong Kansas surface winds are reported to be from 220 degrees at 20 knots, so you anticipate landing on Runway 17. This means there is a 50 degree angle between the runway heading, approximately 170 degrees, and the reported wind. What is the approximate crosswind component for landing?

Using the estimation technique, a 50-degree wind angle means the crosswind component is somewhere between 75% and 100% of the reported wind speed—between roughly 15 and 20 knots of crosswind. This puts the crosswind component at or above the maximum demonstrated crosswind for almost all general aviation airplanes. It's far beyond the crosswind component most pilots practice regularly. As much as you'd like one of Stearman Field's chicken roll-ups, it's probably not a good idea to land there for lunch today."

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 THE MOLINE AIRPORT**

SATURDAY, JUNE 3, 2017
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Ron Ehrecke and the Bunch
in Hangar Row G



DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Ron Ehrecke and others in Hangar Row G. Come for some good hangar talk and see some neat planes!

DRIVE IN: DRIVE IN: Just drive to the Quad Cities Intl, Airport. We will be at Hangar Row G at the South Tee hangars. The entrance if driving will be Gate 34. Call Ron Ehrecke at 309-236-9785 if there is no one at the gate near the south T-hangars to let you in.

FLY IN: Of course! Fly to KMLI. Folks that fly in will be able to park their planes in the big area when entering the south tee's off taxiway Lima. Ask the tower for the south-T's.

Sky Diving
Demonstration
(Weather
Permitting)



Vintage Auto
&
Aircraft
Displays

ANNUAL FATHER'S DAY FLY-IN / DRIVE-IN BREAKFAST

\$ 6.00 ADULTS

\$ 3.00 CHILDREN

**Gen-Air Park is located 2 miles east of
GeneSEO, IL**

**Sunday
June 18, 2016
7am - 11am**

For more information call 309-912-0437 or 309-489-6572

**Young Eagle Rides for children ages 8 to 17, Weather
and aircraft availability permitting from 8:00 to 11:00
AM. Must be between the ages of 8 and 17.**

Website: <https://www.gen-airpark.com/>

See us on Facebook – Gen-Airpark

1954 Piper Tri-Pacer For Sale

1954 Piper Tripacer PA22-150 \$25,000

3090 AFTT, 190 SMOH (Nov 2011). Aircraft flying frequently so times subject to change. Fuselage recovered in 1991 with Razorback fabric and Randolph's butyrate dope. Hangared since recover. (Exterior 8.5 of 10)

Original interior (interior 7 of 10) with Airtex carpeting new 2012, Airtex cowl pad and headliner & seats new 2013. Steve's Gascolator New 2012, New lower cowl 2010, refinished nose bowl 2013, new windshield 2013, new flexible oil lines 2011, New Aero Classic oil cooler 2013, mags rebuilt 2011, Rebuilt Altimeter 2011, InterAv Alt. conversion 2013, Hawker lightweight battery conv. 2014, Carb rebuilt 2007, B&C oil filter conv. New 2013, Reif Heater 2010, Muffler shroud 2007. Cleveland Disc brakes, Narco Com810 digital flip flop, Narco AT-50 w/ Mode C encoder. PM1000 intercom (4 place). Univair sealed struts. Dual 18 gallon tanks with Peterson auto fuel STC, Dakota Cub fuel valve new (2014) replaced wing fuel hoses (2014). Approx 740 Useful load. Gyro instruments with vacuum pump. (Six pack), EGT/CHT, June 2016 annual. LED strobe navigation lights 2013, * Right gear collapse in 62. no other known damage. Complete logbooks since new.

All AD's currently C/W. Very well cared for Tripacer with all the desired upgrades.

Reasonable offers considered. Email mkmreed@mchsi.com or call Matt Reed at (515) 306-6444 and I will do my best to answer any questions and can email additional pics.



A Few Interesting Links

Adam Santic - [Neat B-29 Video](#) - Watch to the end!

Wally Beck - [Floatplane Takeoff without Water](#)

Mike Nightingale - [Quick Flight Around Ireland](#) in a Zenith CH701

Mike Nightingale - *Fundamentals of Aircraft Vibration* - [What is Vibration](#)

Don Fey- [Forty Boeing 737s in a Month](#)

Marty Santic - [Surviving an Engine Fire](#)



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
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 Sale: 1959 Piper Comanche 180

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



NEW ITEM Also FOR SALE

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

\$125



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

Contact David Leners at 563-357-5104.



UPDATED Local Calendar of Events

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

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

Upcoming EAA Webinars

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

5/31/17 7 p.m. CDT
Lithium Batteries Explained

6/7/17 8 p.m. CDT
Major or Minor Alteration?

6/14/17 7 p.m. CDT
Tips for Flying into EAA AirVenture Oshkosh 2017

6/21/17 12 p.m. CDT
UNINSURED – Flying Naked!

6/28/17 7 p.m. CDT
Tailwheel Flying Techniques

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

Classified Ads

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

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

For Sale: One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496 GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. **NOW Asking \$2000 - Price REDUCED AGAIN.** Dan Murphy 309-230-2679, 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



For Sale: Quad City Flying Eagles Shares
Shares for sale, Quad City Area Flying Eagles. Contact Ray Holland, [563 359 0450](tel:5633590450).

For Sale: Garmin 496 Complete w/ Everything in the Box \$600 or Best Offer. Mike Nightingale 309-798-0028.

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

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

Chapter 75 Merchandise Now Available

(from Marty Santic)

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

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

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

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



Baseball Cap in Light Khaki

Chapter Website
www.eaa75.com

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(Effective January 2017)

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

Chapter Website
www.eaa75.com

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
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Membership dues for EAA Quad Cities Chapter 75 are \$10/year.
 Make checks payable to EAA Chapter 75

Mail application/renewal to:
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Tool Committee Tech Advisor Flight Advisor
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What are You Building? _____

What are You Flying? _____
