

# THE LANDINGS

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

**October 2014**

**THE EXPERIMENTAL AIRCRAFT ASSOCIATION**



## From The Desk of the President

September brought us cooler weather and coloring of the trees, and some of the most beautiful are on the Mississippi north of Dubuque. Worth a great flight any time soon.

The runway construction at the Davenport Airport is moving along nicely.

A Young Eagle event is planned for the third Saturday in October, which is the 18<sup>th</sup>, in Clinton. Another is planned for the third Saturday in November, the 15<sup>th</sup>, at Davenport. If you have some young people interested be sure to advise them of these dates. It's usually from 8:00A.M. until noon.

These Young Eagle events were set up by Andrew Poppe who has been our Young Eagle coordinator for a time. However,

Andrew has accepted a job in Georgia and will be moving soon. John Vahrenwald has agreed to take over this chairmanship. He will look forward to any members offering to assist in continuing to make our

Young Eagle program a success. Give John a call.

We are looking for someone to take over the Air Academy coordinator position with Chapter 75. Gina Gore has been doing this for quite some time, and she will help anyone who would like to take on this position. You would need to encourage recruiting of youth to attend Air Academy through the Chapter 75 scholarship program, then follow through in assisting them with their paperwork and attendance.

If this is something you would like to do, or have questions, contact Gina or any one of the board members.

Coffee and donuts on the first Saturday, October 4<sup>th</sup> and other upcoming activities can be found elsewhere in this newsletter.

Last month's coffee & donuts at Paul Fisher's hangar was well attended by both fly-ins and drive-ins. Thanks Paul.

Jerry Coussens presented the September program on his visit to the Grand Canyon and his return taking the northern route, thus making it a 4,200 mile trip! A

*(Continued on page 4)*

## Last Month's Meeting Presentation - Jerry Coussens's Trip to the Grand Canyon



**Next Meeting - October 11th - Program -Air Academy Grads and More!**  
**[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)**

## October 11th Chapter Meeting

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

The recent EAA Air Academy graduates will be there to tell us how they liked it. **AND MORE!!**

All are invited. **Bring a friend!!**

## September Board Meeting Minutes

**CALL TO ORDER:** The meeting was called to order by chapter President Jim Smith at 6:13 pm.

**MEMBERS PRESENT:** Jim Smith, Mike Nass, Ed Leahy, Dave Jacobsen, Tom Shelton, Ron Ehrecke, and Ron Franck.

**THOSE NOT PRESENT:** George Bedeian and Marty Santic.

**OTHERS PRESENT:** Cy Galley

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

A motion to approve the minutes as published in the last newsletter was made by Dave Jacobsen and was seconded by Ed Leahy. Approval of the board was unanimous.

**OLD BUSINESS:**

**Moline Foundation:** Jim Smith reported that Ralph Stephenson has agreed to serve on that committee. Others currently on the committee are Mike Nightingale and Ron Ehrecke.

**Air Academy:** Jim Smith reported that Gina has 5 interested students for the 2015 camping season. At this time none have turned in any applications. Gina Gore has also notified Jim that she will be stepping down from her position as Air Academy Coordinator due to increasing job responsibilities. She has indicated that she would help the new Coordinator get established in the position.

**Young Eagles:** Andrew Poppy hopes to have two events yet this fall. October 18th in Clinton and November 15th in Davenport. He will be seeking volun-

teers as those dates get closer.

**By Laws updates:** Mike Nass asked where the Chapter is at with the By Laws updates. Jim Smith replied that we do need to get back to and finish that work.

**NEW BUSINESS:**

**Repair Barn:** Cy Galley reported that there were 153 operations at Airventure this summer.

**RV 9 project:** Also at Oshkosh the chapter was offered an RV 9 project, wings and tail, by a gentleman from Eastern Ohio. There are reasons why he can't complete the project. The board is going to contact Mark Ohlinger with a request to look at the project and give his opinion as to whether we want to get involved in it or not. There appear to be no strings attached; it could be sold or completed as a Chapter project or whatever. We would be responsible for moving it to our area and storing it. A motion was made by Mike Nass and seconded by Dave Jacobsen to have Cy Galley follow up on this issue. The motion passed unanimously.

A motion to adjourn the meeting was made by Mike Nass and was seconded by Ron Ehrecke. The meeting was adjourned at 6:54 pm.

**These minutes respectively submitted by David L Jacobsen.**

## September General Meeting Minutes

**CALL TO ORDER:** The meeting was called to order at 7:05 pm by Chapter President Jim Smith.

**VISITORS AND NEW MEMBERS:** We had one visitor, John Williams of Iowa City. 23 members were also present.

**TREASURERS REPORT:** The treasurer's report was read by Ed Leahy. The treasurer's report was approved at the Board of Director's meeting. Ed reported that the High Flight Fund would reimburse Jim Smith for Air Academy expenses.

**TOOL LIBRARY:** The tools are being used. A member asked who to contact for tools. Mike Nightingale, Marty Santic, Ed Leahy, and Jim Smith have keys. Contact one of them and make arrangements to get what is needed.

## September General Meeting Minutes

TECH COUNSELOR REPORT: Jim Smith discussed oil temperature issues.

FLIGHT ADVISOR REPORT: Bernie was not at the meeting. Mike Nass was asked by Jim to help out.

REPAIR BARN: Cy Galley reported there were 153 operations this year. We also had the use of a generator on a cart from the Weeks Hanger this year.

YOUNG EAGLES: Andrew Poppy wants two events yet this fall: October 18th at Clinton and November 15th at Davenport.

PROGRAM COORDINATOR: Nothing to report.

AIR ACADEMY ADVISOR: Jim reported for Gina that she has to step down due to job requirements. She will help with the 2015 group and has forms out to five possible candidates. None have yet been returned. The 3 2014 Air Academy attendees have sent letters of thanks and EAA sent the Chapter a letter of thanks for our support of the program. Jim asked the membership at the meeting to consider volunteering for the Air Academy Coordinators position.

MEMBERSHIP COORDIATOR: Nothing to report.

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

NEWSLETTER EDITOR: Nothing to report.

WEB EDITOR: Nothing to report.

### OLD BUSINESS:

For all motions, need names of both chapter members and whether the motion passed or not passed.

### NEW BUSINESS:

Ralph Stephenson is filling the vacant position on the High Flight Committee.

Jim noted that the Chapter was offered an RV 9 project at Oshkosh. This needs to be researched further. Cy will be contacting Mark Ohlinger to possibly look at the project.

### PROGRESS REPORTS / GENERAL DISCUSSION / INFORMATION:

A motion to adjourn the meeting was made by Dave Jacobsen and was seconded by Jim Smith. The meeting was adjourned at 7:50 pm.

THE EVENING PROGRAM: Jerry Coussens spoke about his flight to the Grand Canyon and back to walk on the glass bridge.

**These minutes respectively submitted by David L Jacobsen.**

## Paul Fisher - Quickie Convention - Massachusetts



## Craig Olson - Trip Up North - Autumn is Here!



## Keith Williams RV-6 Panel Update - Before and After Photos

The RV6 panel is coming along. Attached are "before" and "after" pictures.

The key parts of the upgrade are Dynon Skyview / D-6 EFIS's in place of "basic six" and GTN650 / Dynon Com in place of KX155 / KX125.

In addition to the panel changes you can see, added co-pilot brakes, and the Skyview includes carb air temp measurement, AOA and ADSB and an HSI.

Also, the Dynon autopilot is much more capable than the TruTrac it replaces.

Have not yet flown - still need to calibrate fuel gauges, set up the remote compasses, etc. - but getting close.

Weighed it this afternoon - empty weight down 13 pounds - mostly due to replacing the Odyssey lead acid battery with a Lithium based battery.

## From Todd Fusco at the Davenport Airport

For those that are used to seeing me routinely at the airport putting ridiculous hours into the Barracuda nothing has really changed just where the work is right now. I am working a cowl mold in my home garage, a two week process that's taken two months and not for lack of labor hours.

This is a plans built aircraft nothing comes easy and the cowl is barely mentioned on the blue prints except that it's a good idea to have one.



So you take everything you know add some hangar talk and technical reading then jump in and get dirty!

This piece takes multiple skills to make it all happen.

I'm still not quite settled on the intake scoop probably a do over yet but very close to laying up glass.



## From The Desk of the President

*(Continued from page 1)*

great presentation and great pictures. Thanks Jerry.

We will have a short presentation by two of our 2013 Air Academy participants at the October meeting.

As I pen these notes sitting in our back yard, the leaves are beginning to fall from our birch tree.

We are preparing for a three-day trip in our Model T to Southeast Iowa. Happy Flying, Jim

## Andrew Poppy - Our Young Eagles Coordinator Is Our Newest Private Pilot - Congratulations!!

It was almost 2 years to the date of my first solo flight, but on Sunday, September 14<sup>th</sup>, 2014, I passed my Private Pilot Checkride!

I flew from Clinton, IA to Canton, IL to meet with my examiner, David Lillie. The interesting thing about Canton's airport is that the CTAF and AWOS share the same frequency. After the legal paperwork mumbo jumbo it was show time!

The oral portion was straightforward; PIC responsibilities, transponder requirements, medications and flight criteria, weather charts, stall/spin awareness, sectional charts and flight planning, AFD, and finally the go/no-go decision. I'll admit my weather knowledge is not something to be proud of. We got out into the plane and my first takeoff was a normal takeoff. After reaching my first destination I put my hood on and did slow flight, unusual attitudes, and "VFR into IMC" procedures.

By that point he let me take my hood off and I had to find out where I was. Luckily, I could see a grass-strip just a few miles behind me and Galesburg at my 1:00, but just to please the examiner I told him my other options I could use if I still did not know where I was. Next were step-turns and power-off/on stalls; which I can say I do the step-turns pretty well and love doing them!

After those were completed he killed the power to simulate an engine failure. That grass-strip was still within reaching distance so I headed for that. No problems there either. We took off and did some turns -around-a-point before heading back to the airport.

Now it was time for the short-field and soft-field techniques. I landed short-field first and after we proceeded on from there I was feeling pretty good, since that was always my Achilles-Heel. Lastly I had to do a soft-field and a forward-slip to a landing, which made it a little challenging but nonetheless I still landed smoothly. I had done it; I had passed my checkride!! We debriefed after shutting down the plane which I really enjoyed because it gave me feedback on areas of improvement.

He took a picture of me and then I raced the sun back to Clinton with no time to call family or friends to let them know of my great news. I thought I would be home by 4pm at the latest, so when it was 7pm and I still hadn't called anyone my family and friends, in-



cluding my instructor, started getting worried. I refueled the airplane and called everyone to let them know I was safe.

It still hadn't truly hit me, although mid-way home it sort of was on my mind, that I was finally a private pilot. Truth-be-told, even while writing this letter I still don't quite feel like I'm not still a student pilot. I took my grandpa up as my first passenger that following Tuesday.

Funny thing is that I was more nervous flying my family than what I was flying with the examiner! I flew along the Mississippi river at a leisurely 100mph until I reach I-280 when I then turned north and headed back to Clinton. My mom was the next passenger I took; the last part of our flight was in the dark due to us being late to the airport, but I was night current so thankfully no legal or safety issues there. Tomorrow (September 27<sup>th</sup>, 2014) I will take my nephews us for a ride; I'm really looking forward to seeing the looks on their faces when they are flying!

As I write this letter, I am also preparing for my move down to Georgia; I accepted a position at Kia Motors in West Point, GA. EAA Chapter 75 has been wonderful to me and I am so grateful to have been your Young Eagle Coordinator! John Vahrenwald has accepted to replace me and I have no doubts he will be amazing.

I will try to plan my visits home during the second weekend of the month so that I can see everyone in person at least once or twice a year.

Thank you, EAA Chapter 75, for all of the memories!!

Send Andrew an e-mail... Congratulate him!!

[AndrewPoppy@Hotmail.com](mailto:AndrewPoppy@Hotmail.com)

## Jeff Kromer's Pober Jr. Ace Project Photos

Here's an update on my Pober Jr Ace project, N6676P. This is a plans built project, steel tube and wood construction, dacron covered, with a PZL Franklin 115 hp engine (with electric).

I started building ribs in 1998 at Scott AFB, Illinois, tacked the fuselage together while at Air Command and Staff College in Montgomery AL, did final welding and landing gear and tail feather construction while commanding my first squadron at Fairchild AFB Spokane. The wings were assembled at Omaha NE. Then the project was put on hold for eight years while

I commanded my second squadron at Spangdahlem AB, GE, attended Army War College and a Hickam AFB HI tour which included a year in Baghdad Iraq. I retired in 2011 and we moved back to my home town of Mt Carroll, built a hangar at Savanna Tr-Township Airport (SFY) and began working on the Jr Ace in earnest while attending a two-year program to obtain my A&P license from Rock Valley College.

I covered and painted the airframe, roughed in and ran the engine, control and electrical systems and am in the middle of final assembly. Still fabricating stuff like cowling and cockpit trim and fitting the ailerons (hint, don't cover your ailerons until they've been fitted to the wing to obtain the same washout twist).

I just mounted the wings this week and wanted to send the pics.

## Young Eagle Named Flight Training Scholarship Recipient

**September 17, 2014** - EAA is happy to announce that Brandon Gore of Quad Cities, Illinois, is the recipient of the Tinker Murdock Flight Training Award and will receive \$7,500 to complete his private pilot certificate training.

To be eligible for the scholarship provided by the Tinker Murdock Family Fund, applicants must be a Young Eagle and Next Step participant, a program in collaboration with EAA Young Eagles, actively involved in EAA's online ground school or other training program. Brandon, a high school junior, took his

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# September 6th Coffee and Donuts



## Mark Clark's Pigeon Trip to Denver and Beyond!

### Tuesday 12 August

I loaded up plane in the morning. It was a very nice day. Nice always seems to be a calm day rather than high winds to contend with and it generally means a smooth ride which dramatically takes the pressure off of "constantly flying the plane". When I am only going 75 kts, I end up staying in the air a long time. I find I always have the jitters when I start a trip, a trip of any length. Doesn't matter if it is around the QCA or all the way to the Rockies. About the same jitters. "Did I forget anything?", "Is the plane ready?", "Am I ready?". Once I have everything packed, in the plane and started, the jitters go away rapidly.

I took off from Moline and flew to Pella (KPEA) as my first stop of the day. The flying was uneventful. The flight was smooth and the skies were clear. I found the airport, landed, and got fuel. Pella is where I took my check ride for my private pilot license. It was good to revisit where it all started. The main reason for stopping at Pella was to see Shawn, the FAA approved examiner. My plans are to use Shawn for my IFR (Instrument rating) certification or at least as an option. It's always good to stay in touch with the examiner. I asked Shawn about the ADF (Automatic Direction Finder). Mine seems to work, sometimes. He didn't really have much to say about it. From the hits and misses I am experiencing, I believe I will have it removed. It really isn't doing me much good and is unreliable. If I had to use it in a pinch I don't expect it to do me any good. I think the plane would look better with two less antennas hanging off of it and I would save about 15 pounds of weight (almost three gallons of fuel).

After Pella I flew to Lincoln, NE (KLNK). Again, an uneventful, smooth trip. I was now actually ahead of schedule. I flew to Lincoln to meet with a John Deere Dealer. I arrived at KLNK, went into the FBO and made arrangements for a car. So nice that FBOs have cars I can use. Makes flying for business much easier to handle.

There are always those times where crap happens in threes. Well today was one of those gremlin type days. Almost like gremlins jumping out wanting to mess with me. It started out with the crew car not starting. Not a big issue. I was ahead of schedule. The FBO jumped the car and the lineperson said it should be fine. I left for lunch at a place called "Toast" about 3 miles from the airport. I set up my computer, made some calls, and had a very tasty lunch. Thought I would get an early start to my afternoon meeting. I went out to the car, didn't start. OK, called the FBO

and they were sending someone out. By now my schedule was closing in on me.

My meeting was at 3.30. I waited and waited for the FBO to come out, till a nice person sat down outside at a table beside me and we started talking. I got a jump for the crew car, just as the FBO guy pulled in. OK, now I am 20 minutes late. I got in the car and headed to the appointment. Then I missed my first turn, started going around a cloverleaf with very high banks. I am thinking "That's my three, car didn't start, car didn't start again, and now I missed the turn". At that point I was good with the gremlins. I got to my meeting and it was very successful. OK gremlins, time to go back into your box.

I got back to the FBO, jumped into the plane and headed for my final destination for the day, Holdridge, NE KHDE.

Another uneventful flight, had flight following most of the way. They did lose me on radar once, yet kept me on the radio. Quiet little airport. I landed around 7PM. I tied the airplane down, went into the FBO, found the keys to the crew car or shall I say, old, bent up crew van, loaded my luggage and went to a Super 8 for the night. Just down the road there was a bowling alley called "Gutters" and there was a small restaurant named the "Aviator's Club". Interesting place for an aviation themed restaurant, yet it was nice. I ordered a hamburger and it was delicious. A few aviation plaques on the walls. Very nice people and very inexpensive. I had a couple of beers and the fantastic hamburger and it was \$11. I left a \$5 tip it was so good and the service was excellent from Stephanie and Wendy.

### Wednesday 13 August

I got to the airport early and there were two jets sitting on the ramp. One of the jets was a brand new Cessna Citation. WOW, this is a tiny airport for so many jets. Apparently one of the Cessna Citations was there for a person to possibly purchase. The other was for a check ride. I talked to Tom and Henry. Tom looked to be about 40 and Henry looked to be about 70. Tom walked over to my plane because he had done his training in a Cessna 150. I always enjoy talking to pilots and people who once trained in a 150. They always have fond memories of those days. We discussed the altitude and density altitude of flying into the foothills. How my plane could have a "climb prop" which might help in this type of area. Then Tom said, "Make sure you do your mixture at run up to get the best climb", I responded "I had read that", Tom laughed "So you read that, hmm". He was very helpful.

Just as I was getting ready to leave, Henry was stand-



## Mark Clark's Pigeon Trip to Denver and Beyond! (cont.)

ing next to the jet. I hadn't asked why they were there. I asked "so is this your plane?", Henry responded "No, I am just here to check out Tom on this aircraft", I responded "So you are the Jet Pilot", Henry nodded and we both smiled.



As I flew toward McCook (LMCK) the land slowly went from green to sparse and the evaluation was climbing.



I landed at McCook. Got fuel, yet wasn't sure what frequency to find Flight Following. My intended destination was Centennial KAPA. I walked over to where three guys were working on an airtractor. I asked them what frequency to get "Center" then told them where I was heading. One pilot sparked up and said, "You should go to Front Range. Everything is cheaper there and you won't have as much Class Bravo to navigate". I called Front Range, and yes, everything was cheaper, the tie down was \$5 a day compared to \$20 at KAPA, the car was about \$15 a day cheaper, the fuel was almost \$1.50 cheaper. It was

about 50 minutes away from Littleton where I was heading, yet KAPA was 30 so the extra 20 minutes for the savings seemed like a reasonable trade off.

As I was flying I was hitting altitudes of 8500, 9000. The highest I had ever flown before now was 8700'. After about an hour I seemed to be experiencing a slight head ache. I rarely experience headaches, unless I have had too much "drinky drinky" the night before. I pulled out a "pulse oximeter" I bought at Oshkosh showing the amount of oxygen in the blood. Normal is 98%, my oxygen level was down to 93%. I wasn't expecting that, other than the fact I carry canned oxygen with me just in case. I sucked about 1/2 the can and my oxygen level went back up and I felt much better. I went through about a can and a half on my way to Denver.

ATC was vectoring me to Front Range KFTG then handed me off to KFTG tower. As I am flying along, tower cleared me for runway 8. I am looking at my one o'clock and I see what I thought was the biggest little airport I have ever seen. Tower called out, "Right base for runway 8, you need to head SW", I was still trying to figure out where I was going to land. Tower called out "60612 what is your present heading", I responded, Tower said "look down, the airport is right here, you are looking at Denver International", I said "Ohhhhh, sorry", Tower responded "it happens all of the time".

I landed, tied down the plane, got the car and off to the hotel I went. I got in early, yet I was tired from the traveling. I had two days of work to do in Denver so it was an early evening.

### Saturday 16 August



This was a very interesting day. More interesting than I would like. It was a beautiful day at the "Front Range". I followed a large group of bicyclists for a few miles before I turned to go into the airport.

## Mark Clark's Pigeon Trip to Denver and Beyond! (cont.)

I left KFTG around 9.30am Mountain. Skies were beautiful. Yet, I am at an elevation of 5512 feet. The highest area I had ever landed in or taken off from.

I went to the run up area, did my run up, made sure to adjust the mixture control for the altitude and off I went. The climb was good. I climbed to 7500 and contacted ATC for flight following. As I headed for Dalhart (KDHT) across the foot hills, it became very sparse of people and airports. Can only hope nothing goes wrong because a forced landing could still mean many miles for assistance. I climbed to 9500 in hopes of keeping radar coverage with ATC. Only lost radar once for a short amount of time. This was the highest I ever took the little pigeon.



The day was very calm, beautiful skies. About 50 miles out from Dalhart the skies became broken at around 15000 feet. Then I could see an area of rain moving across the ground. Very interesting sight.

Easily avoidable, yet this “Area of heavy precipitation” as ATC calls it was heading straight for KDHT. I had enough fuel so if I had to wait it out I could. I could hear a lot of chatter on the radio about pilots coming in and where the precipitation was. Fortunately the precipitation seemed to stop where it was at so I landed without incident. According to ATC the precipitation was 3 miles southwest of the field. I would say it was more like 5 miles.

My airspeed wasn't where it should have been from Front Range so by the time I got to Dalhart, I was too late to visit with a dealer I was hoping to catch up



with. The terminal to Dalhart was probably the nicest I have ever been to for a small general aviation airport. A very beautiful little building. I did get a crew truck and went to the dealership in hopes of catching the person I was looking for, yet too late.

I had a chance to talk to my contact on the phone. Then jumped back in the truck and drove back out to the airport.

The clouds were still high yet looked much more ominous. It is now around 1PM and I needed some food. The terminal had “Velinda's Airport Café”. I ordered a quick breakfast of eggs and hash browns, nothing special, yet it was cheap and fast. While I waited I checked the radar on my IPHONE ForeFlight app. There was activity all around me, yet it was showing that if I could fly 5 miles to the east, the direction I was going, I should be in sunshine.

As I was sitting there, a young woman and her small daughter were eating there also. The mother kept saying, “God is going to be bringing us some rain, get ready to see it.” The little girl was acting as if she had never seen rain before. Very cute. It did remind me

## Mark Clark's Pigeon Trip to Denver and Beyond! (cont.)

of a short story I once read, "All Summer in a Day" by Ray Bradbury. Different in the since in the story it rained all of the time with only one sunny day every seven years. The little girl was very excited to see the rain.

I was not as enthusiastic about the rain as the little girl. I ate quickly, jumped in the plane, set up my IPAD with my ADS-B receiver and started the engine. Thankfully the Air Tractor was still operating, spraying fields, so that was reassuring. I took off toward the east through the narrowest gap and got out of the rain in about 5 miles.

I contacted ATC and kept heading east. My FlyQ app on my iPad was showing clear weather as I flew east, then as the minutes pasted I started to see shades of green popping up which meant rain. The interesting thing about flying in the arid parts of the country is that rain pops up here and there with no real consistency. The lack of moisture creates this phenomena.



I am flying along and I could see down pours to my right, to my left, in my route of flight. I am thinking I might have to land, yet I was still holding out for a spot to slip through. The radio was heavy with chatter, ATC helping pilots navigate around "Areas of heavy precipitation". At one point, about 30 minutes out of KDHT, ATC called me telling me at my 12 o'clock and my 1 o'clock areas of high precipitation, which I could easily see rolling across the landscape. ATC was very helpful telling me about pilot reports of ways through the storms, yet being there seemed a bit more insightful. ATC told me if I headed south I might be able to get around a line of storms. As I headed south in my little pigeon, flying at about 70 kts it just seemed like things were getting worse to the south. Keep in mind, all of this is happening in a 50 mile radius.

As I flew south I could look off to the east and could see a gap in the merging storms. Area of virga was turning into rain, yet the gap looked promising. I would say when I decided to head for the gap, the gap was 10 miles wide and I could see beautiful sunshine on the other side.

I started to climb. I got up to 7500' and stopped because the dark clouds were right above me. I was still going to shoot the gap, yet the gap seemed to be closing. All the time ATC was telling me from what they were seeing. ATC said "there was no gap", I responded "I can see sunshine on the other side".

The two storms were intensifying and closing my gap. As I flew past the storm to my left, now lightning and thunder was being generated, to my right the virga was turning into rain dropping all the way to the surface, my gap was starting to close.

Knowing the only way to get more speed out of the pigeon was to descend. I knew I needed to shoot that gap soon or it would be "game over". From my stud-

## Mark Clark's Pigeon Trip to Denver and Beyond! (cont.)

ies, I also know there is an updraft at the infancy of a storm, a down draft when the rains come. I didn't want to drop to far down in case the down drafts were heavy.

I pointed the nose down and now I am flying at a ground speed of 95 kts, moving faster into the closing gap. Like in the movies when a space ship has to get through a closing blast door and just barely making it through.

Lightning and thunder all around me, yet I could see the beautiful sunshine on the other side. ATC kept asking me how I was doing, I kept telling them I could see sunshine.

I decided I would descend till to 6500 and start to climb again. Just as I pushed full throttle, in the middle of the gap and started to climb, the rain came. Now my normal 500' ascent was slowing. Slowing to 300 then to 200, then to 100, I did get up to 7000 before the soft hand of God started to push me toward the ground. No turbulence, just a consistent push. The pigeon was at full throttle, the nose was up, my air-speed was at climb rate, yet I kept dropping. I decided I would sacrifice speed for countering the descent because I was  $\frac{3}{4}$  of the way through the gap. The rain got heavier.

Finally the rain stopped, I was through the gap. ATC called me and I told them I should be completely out of it in 5 minutes, they acknowledged by telling me clear skies in five miles. I had dropped to 5000 feet before the pigeon started to ascend again. I kept looking at my gauges because I didn't like how warm my engine was becoming. Nothing too alarming, yet warmer than I had ever seen it in the past.

The pigeon was still struggling to get back to my cruise altitude of 7500, my ground speed was in the 60-70 kts range. Yet I was out of the storm. As I continued to fly east I noticed the shadow on the ground was ahead of me and the little airplane was still struggling to get any speed. I looked up out of the front window and I could see a dark cloud which seem to be passing me. I looked behind me and the storm seemed to be chasing me, the once two beasts of a storm had become one. As I am flying toward the light, the shadows were overtaking me.

The pigeon was at full throttle, I was only climbing at 200 feet per minute if that, my ground speed was slow and the beast was on my tail.



Again, I decided I needed speed no matter what, I pointed the nose of the plane down and the pigeon responded with speed. I got back up to 95 kts. I was losing altitude at 400 feet per minute, yet I knew I had to get out in front of the storm. I kept going till I was down to 4000', about 1500 feet above the ground. Looking behind me, I felt I had made some significant distance between the storm and me. Fortunately I did. I started climbing, now, no longer in the shadow of the storm, the pigeon was responding with a faster climb rate. The air was much more turbulent out front, the warm air pushing up so I was at times getting a 1000 foot climb. I got back to my 7500 cruise, ATC checked in on me periodically to make sure I was alright. Still lots of chatter on the radio. Several calls from a female ATC controller saying "This is a blind call to the aircraft at 9500' 15 miles from Dumas, at your 12 o'clock you have a large area of heavy significant precipitation". I knew they were talking about the area I had just barely made it through. The call went out several times, yet I don't know what hap-



## Mark Clark's Pigeon Trip to Denver and Beyond! (cont.)

As I flew east, looking at FlyQ with ADS-B, now areas of green, blue, and pink were popping up everywhere ahead of me. I kept listening to the automated weather reports from airfields I was approaching and all indicated the ceilings were still over 12000 feet. So I pushed on, looking behind me and still seeing the beast trying to catch me.

As I was flying I could see hog confinements in my path. From my altitude, I could see two confinements. I would imagine each was 10 acres in size. I am thinking I was somewhere around 3000 to 4000' feet above the ground. As I was passing the first confinement, it hit me!!! The smell of the confinement. WOW, the stink was going straight up into the atmosphere.

As I was flying to ENID, I was still with ATC Center and looking at my FlyQ I was heading straight over an air force base. I asked the controller "Are you going to route me over the air force base", the controller responded "well I see you a bit north of the base, it is closed, yet don't try to land there" with a little chuckle. I responded "Wilco".



Past the air force base, I called ATC and told them I spotted the field, KWDG. ATC handed me off to the KWDG tower and I landed on Runway 17. When I was taxiing off the field, my flaps were not coming up. Grrrrrrrr. I did finally get them up, yet now I am concerned about using flaps because I can land without flaps, I can't fly with flaps.

As Dusty tied down my plane, several air force trainers flew in right after me. As I was on the computer looking for a place to stay, I could see the "Beast" still heading straight for the field. Dusty and the air

force pilots worked feverously to tie down their trainers and then it hit. Not bad, yet it would have been tough to fight in the air.

I found a place to stay, Ramada Inn for \$110 a night. Something to do with the oil industry. Dusty got me a crew car and I was ready to relax.



I kept my flight helmet on the whole way on this trip. My face is burnt from being so high. Need to remember sunscreen.



**Monday 18 August**

## Mark Clark's Pigeon Trip to Denver and Beyond! (cont.)

It was a bit late (as far as warm rising moisture and generating storms goes) before I took off from Enid (KWDG). I did have breakfast at the hotel, yet "Barnstormers" at the airport was full of people and the smell was delicious. Everyone there seemed to be enjoying what they were eating.

I asked for fuel, loaded up the plane, and taxied to the runway. The airport was busy with general aviation and military training aircraft. I took off on 17 and started heading SE. The skies over Enid were clear, yet off into the distance I could see a layer of clouds. I had my FlyQ and ADS-B device showing me the weather. It was definitely in front of me. At one point ATC informed me there was "moderated to heavy precipitation at my 12 o'clock". I was moving at 95 kts, yet it seemed as I approached the storm, it was probably raining itself out. I did get into some precipitation, yet very light.

As I was approaching KMEZ (Mena, AR) about 50 miles out, there were a lot of mountains coming up to 4000'. My first experience of flying into a valley with mountains all around me. Very beautiful site, yet not reassuring.

I came down from 6500 at a good rate. Lined up for Runway 27 and landed with no flaps. Still in fear if I use my flaps, they won't come back up. I am working on slowing the aircraft down sooner because I am still coming in "Hot".

I had heard somewhere the phrase "Coming in Hot" came from yesteryear when air mail pilots and the like would come in on low visibility days or at night. The airport manager would light a bond fire on both ends of the runway for the marker. Sometimes the pilot couldn't stop in time before running into the fire. That makes sense.

After working (setting up my computer and making calls) in the airport and talking to a couple of pilots, the storm I went under intensified as it moved east.

The FBO manager quickly came out and put my plane in the hanger. That is reassuring when you don't know what a storm is going to produce.

While talking to the pilots in the FBO one mentioned a man named Barry Seal. I looked it up on Wiki and found out that KMEZ was a staging area for a large drug trafficking organization in the 80's. Interesting stuff.



My "crew truck" from Mena, Arkansas was an aging Dodge pickup. Not bad, no fuel, yet that's fine, it's customary to get fuel for the crew vehicle. No interior lights, that's fine, it was still day light. The rest was fine.

### Tuesday 19 August

Mena, AR (KMEN) to Greenwood, MS (KGWO)

The gentlemen from the FBO had my plane out of the hanger when I arrived. The FBO filled me with fuel. I didn't have to pay for the hanger or the crew truck. Everything was good. Rex and Keith Williams are the names of the guys there. Heard a bit more of the legend of Barry Seal. I did start out feeling a bit rushed, was in the plane, about to start then realized I hadn't check the fuel for water or the oil level or really anything else on the plane. So I got out and did a thorough preflight. I felt much better because looking straight ahead of me were mountains and a very hazy day.

The day was very moist. At 5500 I was in the mist so I decided to climb to 7500 where I found it wasn't any better, so up to 9500. Really wasn't much better up there either. I stayed up there and did start to get a bit disoriented. It was my trying to stay on course, not that I would deviate too much, yet it was noticeable. Could have been the mist and no horizon to follow. I did pull out the pulse oximeter and was again down to 93%. I sucked on my oxygen bottle. Thinking I might need something more permanent if I am going to play in those altitudes.

As I was going into the downwind for runway 24 at Greenwood. I saw a lonely little cloud just about in my path of flight. I couldn't help myself, I pointed the nose down and went right for it as if it was a target for the taking. As I dove through it, the excitement was amazing then I looked at my gauges, I was dropping at over 2000 feet per minute and my airspeed was about 150, in the yellow for the little pigeon, Grrrrrrr. I need a cloud killer for a plane. I landed and

## Mark Clark's Pigeon Trip to Denver and Beyond! (cont.)

taxied to "Cottonwood" FBO where I tied down the plane, met Jarrett. We talked for a bit. Jarrett is a young man. He told me how he goes to South Dakota during hunting season and flies hunter around the state. Even though I could listen to aviation stories all day, I got the "crew van" and went to the hotel to work.

The interesting thing about Greenwood is it is a place for large commercial jets to meet their maker. Interesting how I fly so many places and only Greenwood has a jet graveyard where the jets are disassembled and crushed. Weird site to see when there is no large number of people around.

### Wednesday 20 August

Hmm, things started great. Got up, got my coffee, had my breakfast, was in the crew van by 7.45am and talking to my customer at the John Deere dealership in Greenwood, AL about 15 minutes later. Great conversation. I was expecting an hour, it was two hours, probably could have been more, and might as well have been. I found out "Mike" is a Master in the art of Tae Kwon Do. I got my black belt about 10 years ago. Mike is also a balloonist. Both make for interesting conversation.

I was looking at the weather for KPDK –DeKalb-Peachtree. From all indications, if I could make it in before 1PM I would be golden. With a two hour meeting, I was looking at a 2PM arrival to KPDK. This was not good.

Unfortunately, a 2pm arrival is going to be too late. I was flying along, everything going well, yet I could see a lot of Wx in front of me. Lots of chatter on the radio with the "Heavies" having to divert around 50,000 foot cells of weather in the Atlanta area.

I got past Talladega, AL and things were getting worse. Visibility was dropping, it was raining, ATC said all they could see between me and KPDK were storms. ATC said "you might be able to make it to Paulding County". I looked on my iPad, maybe, yet looking out the wind screen, it only looked like death to me. Gadsden, AL (KGAD) was behind me to the Northwest about 20 miles. Listening to the ATIS from KGAD I heard "broken clouds at 5500". That to me sounded much more appealing so I told ATC where I was heading and they wished me luck.

As I approached KGAD the ATIS was saying 270 at 11 gusting to 16kts", no big deal, there was a runway

24. Well when I called out on the advisory channel I get back "Pilot, runway 24 is closed, only 36/18 is open". Hmm, well a direct 16kt crosswind should be interesting. I feel confident I have done worse, yet this time I didn't have to do any calculations. The winds were a bit stiff. I am still landing without flaps, so the landing was uneventful.

I met up with Ronny and Patsy at the terminal. Very nice people. Met Brad, the line person. All very nice. My crew car is a newer Ford. I got a room down the road at a remodeled Days Inn for \$58. Had lunch/dinner at the Ruby Tuesdays.

The bummer is that I am only 80 NM from Atlanta where my two boys are who I haven't seen in almost two months, yet better to stop and make sure I will see them tomorrow rather than plow into the ground to never see them again.

It does feel strange that in the last 7 days, I have flown an average of 5 hours a day, except for Thursday, Friday, and Sunday. I enjoy all of the hours I am not spending in a car, yet there is a bit of work with flying. Have to land, taxi, get fuel, unload the little cockpit of my luggage, computer bag, my flight bag, get a crew car, find a hotel, unload into the hotel, find a place to eat, get up the next morning, load the crew car, go to the airport, load the gear into the plane, get the plane ready for takeoff, then go go go.

It's now 6PM and had I stayed at the airport and watched the wx, I could have made it back to KPDK from all indications. Very frustrating. Now I have added to my "Rule" list:

Keep moving forward as quickly as possible – I have learned not to wait. It is better to get in the air and move forward than to wait in hopes that things get better. I think of Gettysburg, SD. I thought I would get some work done and move forward even though had I moved forward first then worked, I would not have ended up grounded for a whole day. Move Forward!

When the Wx is iffy, stay at the airport – calling Flight Services was a good move. Very helpful people. Air was unstable, and "probably" couldn't make the flight today, yet had I decided to stay at the airport till the terminal closed, in today's case, I could have flew out at about 6PM and probably made it to KPDK

### Thursday 21 August

The final leg of my journey. Got up early, had a quick breakfast, got out to the airport by 7.30am. I turned in the crew car, loaded my plane, untied it and off I

## Mark Clark's Pigeon Trip to Denver and Beyond! (cont.)

went. It was a short flight, about an hour. Seemed longer for some reason, yet I was flying at over 95 knots and only had 80 NM to go.

As I approached KPDK, I was handed off to Tower who was vectoring me in for a landing on Runway 3L. The only oddity of it all was as I was getting closer to Dobbins Air force Base, Atlanta Center told me there was a Bonanza at my 7 o'clock at 2500. Well, that meant the Bonanza was flying right over Dobbins inside Dobbins' airspace. Odd, then I spotted the Bonanza and Center handed me off to Tower. Tower told me "Cessna 60612 you are second to the Bonanza on runway 3 Left. We maybe in an emergency situation". I don't even remembering the Bonanza responding or any calls being made to the Bonanza, so not sure what the emergency was. There were no ambulances and I landed without incident.

### My route:

**kmli kpea klnk khde kmck kftg kdht kwdg kmez kgwo kgad kpdk**

**1839.2 nm/24 hours and 31.4 minutes.**

## Young Eagle Named Flight Training Scholarship Recipient

*(Continued from page 6)*

first Young Eagles flight at age 8 and has been hooked on aviation ever since. He's attended EAA's Air Academy three times, and plans to return next summer as a camp counselor.

Brandon plans to pursue a degree in aerospace engineering from Purdue University and eventually become a military test pilot. He is a cadet in the Civil Air Patrol and became the youngest person to achieve the rank of second lieutenant, the highest cadet position. He is also the executive officer and leads a group of 30 cadets in weekly drills, lesson planning, physical fitness testing, and aerospace education.

Brandon serves as a volunteer coordinator for the Quad Cities Hot Air Balloon Festival where he helps raise money, secure sponsorships, media coverage, and coordinate volunteers. He also volunteers for Pilots N Paws helping coordinate volunteer flights for animal rescues.



His career goal is to design supersonic jets for the military. Brandon also plans to become a certificated flight instructor, fly Young Eagles, and share his passion for aviation with other people all around the country.

This scholarship is made possible through the generosity of the Tinker Murdock Family Fund.



EAA Young Eagle Brandon Gore has been selected to receive a \$7,500 flight training scholarship to complete his training

## Looking for a Place in Ireland? From Member Loman O'Bryne

If you're looking for a place in Dublin here's a really nice place! [See this link](#). Loman is selling his place and getting ready to retire and move southwest of Dublin close to an airfield if he finds the property he likes.

"There is a big sign in my garden and this appeared on-line. Emotions are running high. I am oscillating between "OMG what have we done?" and "airfield living here we come!"



**EAA CHAPTER 75 – QUAD CITIES**  
**1<sup>ST</sup> 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 QUAD CITIES AIRPORT**

**SATURDAY, OCTOBER 4, 2014**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Flying Country Club at the**  
**Quad Cities Intl. Airport,**  
**Moline, IL**



***DRIVE IN – HOPE TO SEE ALL***

This month, hope to see all at our 1<sup>st</sup> Saturday of the Month coffee hosted by the Flying Country Club at KMLI. Come for some good hangar talk and see your fellow Chapter 75 members and the folks at KMLI. Plenty of room for all.

**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. Tim Leinbach will let the Control Tower know what's going on if anyone needs help getting to the event.

**DRIVE IN:** Just drive to the Quad Cities Intl, Airport. We will be at Hangar E3 at the South Tee hangars. The entrance if driving will be Gate 34. Call Jim Smith at 563-340-5131 if there is no one at the gate near the south T-hangars to let you in.

# REAL WORLD WEATHER



An Air Safety Institute Seminar

## FREE SAFETY SEMINARS IN YOUR AREA

Thursday, October 16, 2014

6:00 - 8:00 PM

John Deere Global Aviation Services

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For more information on seminar locations, please visit [www.airsafetyinstitute.org/seminars](http://www.airsafetyinstitute.org/seminars).  
The Air Safety Institute is a division of the AOPA Foundation.

Our Chapter Member, Dion Carr asked me to include this announcement.



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

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](mailto: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.

**For Sale:** Overhauled Std bare cylinders 320 wide deck 150 hp. I have all the other old cylinder parts as removed. Starter, flywheel, alternator, alternator brackets, vac pump, fuel pump & air shroud. The engine is from a 1965 Piper Cherokee 140. Contact Terry Crouch at 563-370-6126.

**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. Asking \$4000. Dan Murphy 309-230-2679, Ron Ehrecke 309-762-3210, or Ralph Stephenson 309-737-6902.

## Upcoming EAA Webinars

Go to [www.eaa.org/webinars](http://www.eaa.org/webinars) to view the schedule and to register.

**October 4th, 2014**

**EAA Chapter 75 October 1st Saturday Coffee and Donuts at the Quad Cities Intl. Airport. Fly In or Drive In. Hope to see all at KMLL.**

**October 11th, 2014**

**EAA Chapter 75 October Meeting at the Deere Wiman Center at 7PM. See Page 2 for the details. ALL are welcome! [www.eaa75.com](http://www.eaa75.com)**

**For Sale: Flying Country Club shares for sale.** Will sell any amount you need at \$35.00 per share, buyer pays transfer/activation fees, call Ray Holland at 563-359-0450.

**For Sale: Quad City Flying Eagles Share For Sale.** I have a share in the Quad City Flying Eagles Club out of the MLI airport for sale. I am asking \$1000/obo. Please contact Amanda Gray at [563-340-9937](tel:563-340-9937) or [amanda@avsafetyolutions.com](mailto:amanda@avsafetyolutions.com)

**For Sale:** My share in the Quad Cities Flying Eagles. \$1000.00 or best offer. Dave Leners. 563-357-5104

**Flight Instruction:** Flight Instructor, Dean Jones ([dnjones\\_acro@hotmail.com](mailto:dnjones_acro@hotmail.com)) (309-752-3841) ATP-MEL, CFI-I (SEL/MEL), is accepting new students for Flight training in November. Has over 1,600 hours, and experienced in a variety of aircraft from Cessna, Piper, Beechcraft, along with some L-39 and Boeing 737 sim time! For your spouse or family members, he has also taught the AOPA Pinch Hitter class with the Ninety-Nine's organization. With a 100% pass rate he can help you attain your aviation goals.

**Send me your ads. Send to [marty.santic@gmail.com](mailto:marty.santic@gmail.com)**

**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 last meeting, 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 will be available at our future monthly meetings. 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](mailto:marty.santic@gmail.com) If you would like me to ship, send a check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807

Also available via CafePress are men's clothing items such as T-shirts, sweatshirts and jackets, women's clothing items, child's clothing items, accessories and holiday items with the logo. The logo is printed and not embroidered on all of the items from CafePress. Visit our store at [www.cafepress.com/eaachapter75](http://www.cafepress.com/eaachapter75)



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

### EAA CHAPTER 75 OFFICERS

(Effective January 2014)

#### President

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

#### Vice President

**Mike Nass**  
gatewayaviation@yahoo.com 563-243-4891

#### Treasurer

**Edward Leahy**  
me24nas@mchsi.com 563-285-4352

#### Secretary

**V. George Bedeian**  
vgb@q.com 563-381-3113

#### Board of Directors

**David Jacobsen**  
davjacobsen@mchsi.com 563-243-5966

**Tom Shelton**  
tshelton72@gmail.com 563-332-4202

**Ron Ehrecke**  
ehrecke@sbcglobal.net 309-762-3210

**Jim Smith - President**

**Mike Nass - Vice President**

**Edward Leahy - Treasurer**

**V. George Bedeian - Secretary**

**Marty Santic - Newsletter Editor**

**Ron Franck - Tool Librarian**

#### Flight Advisor

**Bernie Nitz**  
bernien@qconline.com 309-787-0813

#### Technical Counselors

**Terry Crouch**  
Q1terrymdt@aol.com 563-359-4127

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

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

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

#### Repair Barn Chairman

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

#### Tool Librarian

**Ron Franck**  
franck@geneseo.net 309-937-2751

#### Tool Committee

**Ron Franck (Chair)**  
franck@geneseo.net 309-937-2751

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

**Terry Crouch**  
Q1terrymdt@aol.com 563-359-4127

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

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

#### Bernie Nitz

bernien@qconline.com 309-787-0813

**Mike Nightingale**  
csnight@icloud.com 309-798-0028

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

#### Tool Loan Officers

**Mike Nightingale** (Contact Info Above)

**Roger Nightingale** (See Above)

**Jim Smith** (See Above)

**Ed Leahy** (See Above)

**Marty Santic** (See Below)

#### Coordinators

**John Vahrenwald (Young Eagles Coord.)**  
airbike5@yahoo.com 815-508-5541

**Spence Gray (Activity/Fly-Out Coord.)**  
spence\_g@hotmail.com 563-639-3105

**OPEN POSITION - (Air Academy Advisor)**

**Paul Fisher (Membership Coord.)**  
rv7a.n18pf@gmail.com 309-230-8719

**Ron Ehrecke (Program Coord.)**  
ehrecke@sbcglobal.net 309-236-9785

#### Web Site Editor

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

#### Newsletter Editor

**Marty Santic**  
marty.santic@gmail.com 563-344-0146

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

Chapter Website  
[www.eaa75.com](http://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:  
 Ed Leahy - EAA Chapter 75  
 3211 South 25th Avenue  
 Eldridge, IA 52748

National EAA offices:  
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 EAA Aviation Center  
 PO Box 3086  
 Oshkosh, WI 54903-3086  
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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  
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What are You Building? \_\_\_\_\_  
 \_\_\_\_\_

What are You Flying? \_\_\_\_\_  
 \_\_\_\_\_