

# THE LANDINGS

[www.eaa75.com](http://www.eaa75.com) [www.facebook.com/EAA75/](http://www.facebook.com/EAA75/)

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

October 2018

### THE EXPERIMENTAL AIRCRAFT ASSOCIATION

#### From The Desk of the President



September 1<sup>st</sup> I was invited to go to the Ohio State vs. Corvallis, OR football game. I told my friends I couldn't make the game but I'd be over for the post game party. After all what good is a fast plane if you don't use it. I flight planned Columbus, OH to be 1 hrs. 40 min trip. Even though with weather in the area I figured it'd be longer. I filed IFR for a 11:00 departure from KDVN, with an enroute altitude of 9,500'. I figured the rain showers that started early morning would clear out by then.

I attended the Chapter 75 coffee and donuts at Marty's hangar then I prepped the plane for an 11:00 departure. I received my clearance to depart 21 at approx. 11:10 am. The weather had cleared up nicely and was turning into a beautiful VFR day. The rain had moved 50 miles to the East. ATC asked if I wanted to deviate to avoid the showers, I said, "I was expecting it". They sent me to a fix called "VICKS" which is 20 miles northwest of Peoria. This would take me south of the line of storms then it'll be smooth sailing to KOSU. By the time I reached the Indiana, border the scenario was changing. Rain storms started popping up and I made a few deviations to stay out of the heavy rains. As I approached

the Ohio Border the storms were starting to merge, but the ride was pretty smooth. Although I was concerned as I zipped in and out of clouds I hadn't seen any lightning so I wasn't too worried. I could see the heaviest buildups on my IPAD which was receiving radar imagery from the ADS-B in. I could fly between the heavy rains, but it was pretty rough when I penetrated the clouds. Having said that, I've had worse. It was more like riding in a boat with rough sea's the plane would yaw side to side with up and down motion. I only banged my head twice.

After each buildup I was in the clear with good VFR conditions. On the ADS-B I could see heavy rain was going to move over Columbus before I could land there. My approach course for 27 would take me through the middle of the storm. ATC was talking about having me loiter west of the airport till the rain moved past. This would be awhile because it was moving slow.

ATC soon asked if I was Okay with landing downwind on 9R. It was only a 10 kts tailwind so I said, "sure". The controller vectored me to the ILS, 9R. Now I'm off balance I had planned on the wind favored runway of 27L. I was not set up for an approach to land on 9R. Before I could get set up I was cleared to the ILS 9R, now I'm behind the airplane and the controller caught me turning away from the glide slope and decided to take me around again.

So I headed west to intercept the slope again. Once again I didn't have time to make sure I was all set up for the approach. As she vectored me to intercept the glide slope my GPS told me I needed to turn left to line up, so I turned left and I had another full defecation. Another botched approach, she told me she would set me up for an approach at another airport. I told her, "let me do it one more time I can do this". As you read this you're probably thinking I'm flustered and in trouble. Fact is the showers had moved off the field and I could see the runway in clear conditions. I was annoyed cause I can do this approach and I wanted to do it right. She turned me to intercept

**Next Meeting - Saturday, October 13th, 7PM - John Bruesch - Alaska**  
**[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)**

## October 13th Chapter Meeting

The October Chapter meeting will be held on **Saturday, October 13th at 7P. It will be held at the Deere Wiman Carriage House. Our normal meeting location.**

**October's meeting program. John Bruesch, his trip to Alaska. Should be VERY Neat!**

Hope to all at our meeting.

## From The Desk of the President

*(Continued from page 1)*

the glide slope, as I started lining up on the glide slope my GPS said I had to turn left again.

Enough is enough so I turned off the Autopilot and hand flew the glide slope, piece of cake. Especially when I looked up and could see the runway anytime I wanted.

What happened and what did I learn? Not taking the time to set up properly set me up for failure and with each attempt I still didn't get set up appropriately and I failed again. Why did the GPS send me left not on course? On the first approach it was set on GPS not ILS so I was following the wrong approach.

On the second approach the AP sent me left because it was trying to do the hold. The same for the last approach but I hand flew it in and ignored the GPS. This all could have been avoided if I had briefed a plan for both runways not just the wind favored one. Since I was not ready I should have requested to be sent further west to give me more time to get set up and confirm my plan. After this snafu I landed, taxied to parking and got an Uber to the after party and had a great time. The next morning the weather was clear all the way home and a piece of cake. Moral of the story is, its easy to get rusty with IFR even if you do the required approaches and holds.

See you at the General meeting at Deere Wiman.  
.....Jerry

## September Board of Directors Meeting Minutes

**CALL TO ORDER:** The meeting was called to order by Chapter President, Jerry Coussens at 6:03 pm.

**MEMBERS PRESENT:** Jerry Coussens, Ron Franck, Ron Ehrecke, Don Fey, Ed Leahy, John Riedel, Marty Santic.

**THOSE NOT PRESENT:** Nick Anagnos.

**OTHERS PRESENT:** Tom Shelton, Jim Smith, Bernie Nitz

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

**OLD BUSINESS:** Jerry received an email from Moe's Southwest Grill (4046 E. 53rd Street Davenport, IA) offering Chapter 75 the opportunity to "host" an evening at the restaurant. The chapter would receive a percentage of the evening's receipts. **Let Marty know if YOU would pick up a sandwich that day!!**

Discussed the results of Marty's survey regarding chapter meeting night. 50% of members responded, and the result was split 50/50 exactly. Ed Leahy moved to leave the meeting night as is, seconded by Ron Ehrecke. Motion carried.

**NEW BUSINESS:** The need to appoint a Nominating Committee for elections was discussed. President Jerry Coussens appointed Jim Smith and Bernie Nitz to the committee. A third and possible fourth member will be sought at the general meeting.

Jim Smith submitted a report of 2018 Emergency Aircraft Repair activities at AirVenture. Ron Ehrecke moved (2<sup>nd</sup> John Riedel) to accept the report and send a copy to John Hopkins – EAA contact. A summary will be shared during the general meeting, and Marty will publish it in the Newsletter.

Marty offered kudos to Tom Shelton for his EXCELLENT work as EAR chairman. All Tom's preliminary organization and coordination with EAA resulted in another excellent year at AirVenture. The board concurred unanimously.

The board discussed the EAR chairmanship. Tom Shelton agreed to stay on another year, since he had done all the preliminary work for 2018, but hadn't

*(Continued on page 3)*

## September Board of Directors Meeting Minutes

*(Continued from page 2)*

been able to “train” his replacement. Bernie Nitz, who served as co-chair this year, will shadow all Tom’s activities for 2019, and assume the chairman position for 2020.

Marty noted that the Snap-On tool box needs to be inventoried coming in and going out.

Marty Santic donated a Dell laptop computer with mouse and case to High Flight to support Young Eagles. Discussion on where to keep it suggested the Tool Crib.

Ron Ehrecke donated a home-made bearing removal tool to the Tool Crib.

Don Fey donated a Dremel tool kit to the Tool Crib.

Jim Craven donated several repair manuals to the Tool Crib.

A motion to adjourn the meeting was made by Ed Leahy and was seconded by Ron Franck. The meeting was adjourned at 6:51 pm.

These minutes respectfully submitted by Don Fey.

## September General Meeting Minutes

**CALL TO ORDER:** The meeting was called to order at 7:01 pm by Chapter President, Jerry Coussens.

**VISITORS AND NEW MEMBERS:** Sam Bevans, EAA Youth Academy participant. Tom Yates. New member: Carl Brown.

**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:** Missing a couple items: ¼” torque wrench and a spare tool kit left at OSH. Both are expected to “turn up.” 9/9/18 is the latest Tool Crib inventory.

Craig Olsen donated a 24v battery charger to the Tool Crib

**TECH COUNSELOR REPORT:** Nothing to report.

**FLIGHT ADVISOR REPORT:** Nothing to report.

**REPAIR BARN:** Bernie Nitz, 2018 EAR Co-Chair, presented a synopsis of Repair Barn activities. Bernie and Co-Chair Jim Smith offered kudos to Tom Shelton for having all ducks in a row to insure smooth sailing in Oshkosh. A copy of the full report will be included in the Newsletter.

**YOUNG EAGLES:** Clinton had 400’ ceilings for the last scheduled event. There are 30 applicants ready to fly.

**PROGRAM COORDINATOR:** The program following the October meeting will be a report of an Alaska trip.

**AIR ACADEMY ADVISOR:** Sam Bevans, recent attendee, presented the chapter a collage picture, and read a letter describing his experience at camp. Enthusiastic doesn’t begin to describe his presentation.

**MEMBERSHIP COORDINATOR:** Nothing to report.

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

**NEWSLETTER EDITOR:** Please keep your pictures and stories coming.

**WEB EDITOR:** Nothing to report.

**IMC CLUB:** Nothing to report.

**OLD BUSINESS:** Results of the survey regarding changing our meeting night from Saturday was 50/50 – 44 votes to change and 44 votes to keep it Saturday. Of the 44 who voted to change, Wednesday and Thursday were tied, followed by Tuesday and Monday in that order. With no clear consensus to change, the board voted unanimously to leave our meetings as is, on the second Saturday of the month.

Several donations were made:

Marty Santic donated a Dell laptop, with mouse and carrying case to High Flight to support the Young Eagles program. Ron Ehrecke donated a bearing removal tool to the Tool Crib. Jim Craven donated several repair/technical manuals to the Tool Crib, and Don Fey donated a Dremel tool kit to the Tool Crib.

*(Continued on page 4)*

## September General Meeting Minutes

*(Continued from page 3)*

Jim Smith and Bernie Nitz now form the nomination committee. Dave Jacobsen was added during this meeting.

**NEW BUSINESS:** Need a volunteer to organize and manage our growing Technical and Service Manual Library. Carl Brown volunteered to serve.

**PROGRESS REPORTS / GENERAL DISCUSSION / INFORMATION:** The project to have students build an airplane at Arconic's Riverdale Training Center is "pending," but hoped to get legs as the school year progresses.

A motion to adjourn the meeting was made by John Riedel and was seconded by Tom Shelton. The meeting was adjourned at 7:45 pm.

**THE EVENING PROGRAM:** Jim Smith presented an interesting and informative history of Chapter 75, followed by a session explaining several aspects of wood and metal aircraft construction.

These minutes respectfully submitted by Don Fey.

## Chapter Officer Election Nominations - Need to Finalize to Slate of Nominees at the October Meeting

From the Nominating committee appointed September 8 2018 by President Jerry Coussens, James Smith chairman, Bernie Nitz, David Jacobsen.

### Class 1 Directors

Only the Secretary and Treasurer need to be elected this year for the 2019-2020 term. The current President and Vice-President will continue in their roles in 2019.

Nominated for Secretary - Donald Fey – Has accepted the nomination.

Nominated for Treasurer – Ronald Ehrecke – Has accepted the nomination.

**Additional Nominations for Secretary and Treasurer will be taken from the floor at the October 13, 2018 meeting.**

### Class 2 Directors

Two Class 2 Directors need to be elected for the 2019-2020 term. Nick Anagnos, Ed Leahy and John Riedel will continue in their roles on the Board of Directors in 2019.

Nominations for the Board of Directors 2019-2020

Marty Santic – Nominated by Jim Smith  
James Skadal - Nominated by Dave Jacobsen

**Additional Nominations for Class 2 Directors will be taken from the floor at the October 13, 2018 meeting.**

Reference : EAA Chapter 75 June 08, 2015 Bylaws. The final slate of nominees will be published in the November newsletter. Voting will take place at the November meeting.

**Respectfully submitted by the 2018 Nomination Committee, James Smith chairman, Bernie Nitz, David Jacobsen.**

## Nice List of Nearby Places to Fly

Place	Attraction
Algona, IA	Algona POW Camp Museum
Baraboo, WI	Circus World
Boone, IA	Boone and Scenic Valley Railroad
Boone, IA	Mamie Dodd Eisenhower Museum
Burlington, IA	Snake Alley-Once was declared crookedest street in the world by Ripley
Cassville, WI	Stonefield Historic Site
Cedar Rapids	National Czeck and Slovak Museum and Library
Cedar Rapids	Brucemore-Historic estate
Charles City	Floyd County Historical Society Museum
Clarinda, IA	Glenn Miller Birthplace
Clarion, IA	Heartland Museum-Farming history
Clinton, IA	The Sawmill Museum
Coralville, IA	Antique Car Museum
Council Bluffs	Union Pacific Railroad Museum
Council Bluffs	Historic General Dodge House
Council Bluffs	Pottawattamie County Squirrel Cage Jail & Museum
Decorah, IA	Vesterheim Museum-Norwegian/American museum
Des Moines	State Capitol Tour
Des Moines	State Historical Museum
Dixon, IL	Ronald Regan Boyhood Home
Dubuque, IA	Fenelon Place Elevator Co.
Dubuque, IA	National Mississippi River Museum

*(Continued on page 7)*



# September's Meeting Program - Jim Smith - Building Techniques

(Photos by John Riedel)





## Brodhead Wisconsin - MAAC Fly-In

(from Jim Skadal)

Brodhead, Wis. C37, One of the best kept secrets in Midwest aviation! EAA CHAPTER 431 is located there. Brodhead is the host of two major fly-ins, the 1st is the weekend before Oshkosh next year July 18, 2019, it is the Pietenpol fly-in and then the 2nd one is the weekend after Labor Day it is the MAAC fly-in.

I know many of you had been to Brodhead in the past but this was one of the first trips that I had taken, (fly-in) in 25 years or so up to Brodhead. It was one of the most, almost (Free) almost (Flying, Relaxing, Entertaining & Enjoyable), trips that I've made in a long time. Fees were, join MAAC and then a \$5.00 Registration fee once you arrive. They had stated that you should join before July 31 of the year to make sure that you could have space available up there, MAAC has about 800? Members but the rain had made this yr. a disappointing showing and their attendance was way down this year. They were afraid the field was going to be too wet and that people with campers would get stuck and they asked them not to show up, or go to other camp grounds. I happen to have a chance to talk to the president of MAAC and he said no shot, flying in and register once you get here and join MAAC.

We left out of here, KDVN Friday morning just before it started the second deluge of rain for the week, it was just sprinkling about nine 9:15. When we departed a flight of two, Glen Desplinter and he in his PA 15 and I in the Taylorcraft BC 12D. The day before we had prepped, but not loaded our gear, because not sure if we might end up driving, loaded our gear and few snacks. We're ready to go as we departed we went straight out runway, 21 the only one open at KDVN, and this was our initial heading. Heading of 21 takes us right straight over the top of Clinton and then just to the south of Savannah. Airport Tri County. Then on about a mag compass heading of 30 or 35 with a headwind of about 9 to 10 mph, straight on the nose, almost. It does cause a few corrections. It took us a little longer than an hour to get up there which is just a very easy dead reckoning, Pilotage flight/course to get there.

Glen (cheated) kinda, because I went all the way down to the south west end of 3/21 and departed ahead of him, he turn at the midfield junction and made a call that he was departing midfield which helped him catch me. As we were headed towards Clinton, him with his 85 hp Vagabond, he caught me in just a little bit. Glen has been there many times over the past few years so I wanted him to lead and navigate once we got past Clinton. We were not offi-



cially racing but it was great fun to try to match his 85 hp with my Taylorcraft 65 hp. I would have to push the nose over and gain a little' A little speed so that I could keep up with him a couple of times. I fell behind and ask him to cut back 100 RPM which made us match pretty well at about 105 to 110 mph. On the way up there we did pass through a small shower but we could see a golden glow off to the north east knowing that it was clearing up by Brodhead. It did not rain the whole weekend up there.

The week before we had charted everything out on the sectionals and drew our red lines and we're both

## Brodhead Wisconsin - MAAC Fly-In

(from Jim Skadal)

navigating that way but here is how I hedged my bets. I turned on my iPhone and use my Google map as if I was driving and lo and behold which I had tested it before it tracked me/ my route with no problems except I had to keep zooming in on the map to find out exactly where I was at times but it tracked me right to Brodhead and I knew exactly where I was at all the times, very good (back up), I thought?

We had a sandwich lunch, about \$3.00, pulled pork sandwich provided by Chapter 431. Then that evening a \$11.00 GREAT BOILED FISH MEAL, with potatoes, carrots and boiled onions. These were all cooked in 4 or 5 large pots. Saturday evening was a \$14.00 pork chop meal. Needless to say nice price and great food all weekend. Breakfast were good, the normal fly-in breakfast for a donation.

Saving the best for last, of course there were all kinds of Taildragger's. Pietenpols,

Travel Air, A Trainer that flew all the way in from Arkansas, Aeroncas, Wacos, a beautiful Restored Funk, way too many to list. The walking tour of the south hangars at Brodhead airport is educational to say the least, there are some amazing experimental designs or home builders at that location. One that sticks out in my mind is of course a Taylorcraft with a radial Warner 90 hp engine mounted on the front.

Wanted to add, a thanks to Bob and Cheri Gipson for driving up Saturday and taking a few pictures and dropping off a few donuts.

Also nice to see/ and hang out with Dion Carr, who drove up, Saturday afternoon, got to pick his brain and talk more about maintaining aircraft!

Flight home was a piece a cake, clear air and a tail wind of about 9 to 10 mph out of the NE on the ground. At about 3000 feet the air was smooth as glass and I had a report from Gary Ahoe, this Wed at the 1300 hr coffee, at Carver Main Terminal, he was coming back from up in Wisconsin also, that he showed it was about a 30 mph tail wind at 3500. We could see Eldridge from Savannah all the way across Clinton I could see the elevator. Made a very smooth landing headwind straight down runway 3/21 and were home by about 11 o'clock Sunday morning.

Last, details: I burned 6.7 gallons of BP high octane car gas, Taylorcraft has an STC for car gas, about \$21.00 to get there and about 5 gallons to get home,

tailwind really helps. Sure enjoyed my ALMOST, (FREE) Weekend.



## Green Castle Aero Pumpkin Drop

October 21<sup>st</sup>!!! SAVE THIS DATE!!

Green Castle Aero Club Foundation, Inc. is looking forward to giving YOU \$10,000.00 just for dropping a pumpkin! The odds of winning the Lottery is 1 in millions but if you land your pumpkin closest to the target on October 21<sup>st</sup> you'll have a chance to pick 1 money bag out of 100. Choose the right one and you'll be \$10,000.00 richer!

Mark your calendars and start practicing your pumpkin dropping techniques!

## Nice List of Nearby Places to Fly

*(Continued from page 4)*

	and Aquarium
Fairfield, IA	Maasdam Barns
Faribault, MN	Faribault Woolen Mill
Forest City, IA	Winnebago Factory Tour
Fort Dodge, IA	Fort Dodge Museum
Fort Madison	Shaefer Pen Museum
Fort Madison	Old Fort Madison
Greenfield, IA	Iowa Aviation Museum and Hall of Fame
Jefferson, IA	1875 Historic Furniture Shop and Museum
Keokuk, IA	George M. Verity Riverboat Museum
Knoxville, IA	National Sprint Car Hall of Fame
La Crosse, WI	Dahl Auto Museum
Le Mars, IA	Blue Bunny Ice Cream Parlor

*(Continued on page 9)*

# Emergency Aircraft Repair Summary - Air Venture 2018 (from Bernie Nitz)

Air Venture 2018 began for Chapter 75 on Wednesday July 18<sup>th</sup> loading tools. About 10 helpers participated in the effort. Tie down accessories had to be developed to secure tool boxes. A caravan of volunteers departed for Oshkosh the next morning arriving at the repair barn site before lunch. The building looked great with new steel siding and three new entry doors, thank you to Steve Taylor and his staff for that upgrade. With Tom Shelton unable to attend Jim Smith and Bernie Nitz were able to follow all of Tom's planning efforts and detailed list he had created before the event started. He had every detail meticulously covered.

The week started off with on and off rain causing some aircraft traffic to stay out for a couple of days. Then it dried out and in they came. The Repair Barn got busy by mid week with 33 operations on Wednesday the 25<sup>th</sup>. Every one pitched in and helped, tools and equipment were flowing in and out from job sites at a rapid rate. Tear down was completed Sunday afternoon following the completion of a few late tasks.

### Some highlights this year.

- Tie downs installed in trailer for tool box security. Ron Franck removed them before returning trailer
- Ron Franck pulled the tool trailer to and from Oshkosh.
- Nathan Shelton brought a third gator for our use just as we were getting busy
- Operations meeting with all on Monday to present procedures recommended for EAR
- We made sure someone not experienced with an operation went along to get the experience
- We met with John Hopkins through the week and discussed EAR operations
- Operation Thirst was supplying us from two operations on the field. With their greatly appreciated assistance inventory was well controlled
- Flight Line Safety provided two scooters for guiding aircraft in and out of EAR to assure wingtip clearance
- Cooperation by all volunteers made the week go fast.

Thanks to All!

### Delegation of tasks to Co-Chairs - 2108

- Pre convention prep and tools loading - Ron

### Summary Statistics from AirVenture 2018 Operations

Total operations	356	Operations by type	Tires	22
Max in one day	33		Battery	19
Min in one day	3		Misc. Engine	12
			Electrical	11
Operations by day			Mags	6
7-21	7		Flaps	7
7-22	9		Tow	5
7-23	20		Charging system	5
7-24	20		Wheels	3
7-25	33		Avionics	3
7-26	22		Other	54
7-27	26			
7-28	36			
7-29	3			
Number of volunteers during week	36*			
Total volunteer hours	2124			
Volunteers working more than 32 hours	28			
Average total volunteer hours per day	266			

\*Four of the volunteers on site were not pre-registered by April cutoff (180 total combined hours)

Volunteers on site by day	
7-21	20
7-22	24
7-23	28
7-24	29
7-25	30
7-26	31
7-27	31
7-28	31
7-29	28

### Frank

- Post convention unloading - Ron Frank
- Setup and teardown process, housekeeping oversight - Warren Brecheisen
- Pick up EAA documentation, passes, etc. - Jim Smith
- Distribute and maintain records of all passes, T-shirts, work days - Jim Smith / Bernie Nitz
- Manage financial issues - Ron Ehrecke
- Volunteer reference booklet - Craig Olson
- Tool inventory - John Bruesch
- 2018 succession assistance - Bernie Nitz
- Overall Chairman back up - Jim Smith

### Successful Outcome 2018

The efficacy of our services is driven to a great extent by a large group of volunteers focused on helping others, presenting a professional and caring image of Chapter 75, of Emergency Aircraft Repair, of the EAA, and on having fun. Our services cannot be optimized, however, without the help and guidance of EAA staff always ready to help at a moments notice. Special thanks is deserved by John Hopkins, our staff liaison, who is our vital link to support from EAA. His patience, timely guidance and helpful attitude is greatly respected and appreciated by all Chapter 75 EAR volunteers. Additional thanks goes out to AirVenture Headquarters who gladly answered our many questions and took care of our special needs, Operation Thirst who helped us manage our changing needs, and Flight Line Safety who provided a scooter

(Continued on page 9)



## Emergency Aircraft Repair Summary - Air Venture 2018

(Continued from page 8)

for each wing while guiding aircraft in and out of the EAR area.

### Continuous improvement effort for 2019

- Prepare additional training presentations on EAR procedures, tool usage, and safety
- Kirk Foecking worked with the sign people. New signage has been created and is ready to install in 2019
- Establish new EAR customer routing to eliminate congestion at repair barn door
- Establish vehicle parking policy to maximize limited parking space at EAR
- Add an "Repairs Made" block on the Job Completion forms
- Make up an additional "GO" box for remote job sites
- Spark plug box needs additional items
- Add miniature ratcheting screw driver (removable bit), extra set of combination wrenches, and allen wrench set to "GO" boxes
- Acquire special surgical forceps that fit valve stems
- Perform pre and post AirVenture inventory of Snap-On tool box

## Nice List of Nearby Places to Fly

(Continued from page 7)

- |                |  |
|----------------|--|
| Le Mars, IA    | Ice Cream Capital of the World Welcome Center                                |
| Maquoketa, IA  | Clinton Engines Museum   |
| Marshalltown   | Big Treehouse  |
| Mason City, IA | The Historic Park Inn Hotel and City National Bank-Frank Lloyd Wright design |
| Mason City, IA | Stockman House Museum-Frank Lloyd Wright design                              |
| Mason City, IA | Music Man Square-Recreation of River City from Music Man                     |
| Mineral Point  | Mineral Point Railroad Museum  |
| Newton, IA     | Rusty Wallace NASCAR Driving Experience-Must schedule ahead                  |
| Newton, IA     | Maytag Dairy Farm Best bleu cheese in America?                               |
| Oskaloosa, IA  | Nelson Pioneer Farm and Museum   |
| Ottumwa, IA    | Airpower Museum  |
| Pella, IA      | Historical Village, Vermeer Wind mill and Schlote House                      |
| Perry, IA      | Iowa Fire Museum   |

- |                  |  |
|------------------|--|
| Pocahontas, IA   | The Kaleidoscope Factory                             |
| Prairie du Chein | Villa Louis-Victorian mansion                        |
| Red Oak, IA      | The Restored Burlington Northern Depot & WWII Museum |
| Red Wing, MN     | Pottery Museum of Red Wing                           |
| Red Wing, MN     | Red Wing Shoe Store and Museum                       |

- |                |  |
|----------------|--|
| Rochester, MN  | The Plummer Building - Mayo Clinic Historical Site |
| Rochester, MN  | Plummer House                                      |
| Rochester, MN  | Mayowood Mansion                                   |
| Sibley, IA     | Hawkeye Point-Highest point in Iowa                |
| Sioux City, IA | Mid America Museum of Transportation and Aviation  |
| Sioux City, IA | Sioux City Public Museum                           |

## Ron Plante Travels Everywhere Empire State Aerospace Museum, Schenectady NY (from Ron Plante)

It's in the former General Electric flight test facility on the north side near the tower and GA. On the south side is 109AW (NYANG) with the LC-130H. Inside is state aviation history, mostly civil with displays on civil and military manufacturing and the history of GE flight work. Inside are also military history displays and a huge model of the Japanese carrier Akagi.

All the military planes are outside, including a Huey, A-6E, A-7E, RA-5C, F-4D, F-105G, A-10A, and lots more. A complete list is at the [link](#).



## News Item - The C-47 (from Richard Lowe)

Those of us who read a lot of military history recall an article where Ike was asked what equipment helped win the war. He mentioned number of support items: on the list was; the Jeep, the Higgins Boat, Radar, the bulldozer and the C-47. The C-47 was a military transport that was derived from the commercial DC-3. The Brits called it the Dakota. It was used to transport cargo, medical patients, passengers, tow gliders and carry paratroopers. It was arguably the most important military transport of the war.

A close second was the Curtiss C-46 Commando. It was considered to be the largest twin-engine tail dragger at the time. It flew faster, had a greater range and carried significantly more than the C-47. The Army took an interest in the plane in 1941.

Like a lot of stuff used in the war, it was pushed into service before all of the testing and bugs had been worked out. The plane had some problems, mainly the leaks in the fuel system where fumes gathered in parts of the plane and several fatal accidents resulted when a spark set off an explosion.

The Army bought 3180 of the planes built by Curtiss in several locations. They were delivered between 1942 and 1945. The Navy acquired 160 of the Army production run and passed them to the Marine Corps who flew them as the R5C-1. Movie star Tyrone Power flew them between Iwo Jima and Okinawa as a Marine Lieutenant.

The plane served mostly in the China-Burma-India Theater. It was used as a main hauler on the "Hump". It carried 15,000 pounds, twice that of the C-47. By the end of the war, the bugs were out of it and it continued service in Korea and during the early years of Viet Nam. The First Air Commandos flew the plane in the early RVN years. The Marines flew the plane until 1956 and the USAF retired the last of theirs in 1968.

If you watched the reality show Ice Pilots, you saw Buffalo Airways fly some of them out of their base in the North West Territory of Canada. It took forever to preheat the Pratt and Whitney R-2800's for a cold morning start. The max speed was 270 mph, but you could do 3000+ miles at 173 mph. I think the CIA operated more than a few in their front airlines in SE Asia. I recall seeing one that had seen better days parked at the back waters of Quin Nhon AFB about 1968.





# September 1st Saturday of the Month Coffee





# Thank You!!!



Thank you so much for sponsoring me to go to the Young Eagles Air Academy! I had the most amazing time learning about aviation and I couldn't have done it without you!

Sam Bevans



***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 DAVENPORT AIRPORT**

**SATURDAY, October 6, 2018**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Craig Olson at the**  
**Davenport Airport**



***FLY IN or 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 Craig Olson at the Davenport Airport. Come for some good hangar talk and meet your fellow chapter members. Craig's Hangar is G4.

**FLY IN:** Davenport Airport (KDVN). Flying in, just taxi to the T-Hangars at the northeast end of the airport. You will see us.

**DRIVE IN:** Come to the North side of the airport at the T-Hangars. Call Craig Olson (563-549-0855 if you do not know the gate code.



## **Next AOPA Air Safety Institute Seminar - October 17th - John Deere Global Aviation Services**

Weather is often blamed as the cause of accidents when, in reality, it's poor decision making that's the culprit. The go/no-go decision-making process starts long before entering the cockpit. But the right choice at a crucial moment before or during a flight can be difficult to make. In this new seminar from the AOPA Air Safety Institute, you'll learn:



- Why getting the big weather picture is important
- How to improve your go/no-go decision-making process
- Tips to “weatherize” your mindset and avoid traps like flying VFR into IMC
- Why technology can be a great tool and your worst enemy in weather flying

Starting at the crash scene and working backwards, you'll step into the shoes of an accident investigator and examine accidents in which weather played a role. Our expert presenters will guide the discussion about what went wrong, why, and how to avoid making the same mistakes.

**October 17, 2018  
6:00 p.m. – 8:00 p.m.**

**John Deere Global Aviation Services  
5600 69<sup>th</sup> Avenue  
Milan, IL 61264**

**Special Thanks to John Deere Global Aviation Services**

**Find out more today: [www.airsafetyinstitute.org/seminars](http://www.airsafetyinstitute.org/seminars)**



This seminar is brought to you by SiriusXM Aviation  
[AOPA.ORG/SIRIUSXM](http://AOPA.ORG/SIRIUSXM)



## October Events (from Adam Santic)

### AOPA Carbondale, Illinois Fly-In (Oct. 5 & 6)

Celebrate the end of the sweltering summer by joining AOPA in Carbondale, Illinois, for their third fly-in of 2018. Meet several thousand new friends at the KDH - Southern Illinois Airport, 556 N. Airport Rd., Murphysboro, Illinois 62966 for this area's aviation event of the year on Friday, October 5 and Saturday, October 6, 2018. The AOPA Fly-In kicks off on Friday with a series of all-day workshops and ends Saturday with a Pilot Town Hall with AOPA President and CEO Mark Baker. If you are planning on going to this event it is a perfect opportunity to take a friend or friends because these events are fun. This is a perfect trip to take and a wonderful opportunity to sleep under the confines of your aircraft. Make sure you read everything on the website to know what is happening because they have NOTAM procedures, daily schedules, local information and lots of other things about the fly-in. <https://www.aopa.org/community/events/aopa-fly-ins/2018-aopa-fly-ins>

### AOPA Rusty Pilot Seminar (Oct. 20)

A Rusty Pilots Seminar will be held at KSQI - White-side County Airport, 10950 Hoover Road, Rock Falls, Illinois on Saturday, October 20, 2018. It will begin at 1:00pm and is FREE for AOPA members and \$69 for nonmembers. **Registration is required.**

<https://ww2.eventrebels.com/er/Registration/StepRegInfo.jsp?Activity-ID=26927&StepNumber=1&ga=2.204219920.120302025.1537727121-1542075011.1518827303>

Life may have gotten in the way, but the dream of flight can be yours again. Returning to the skies is not as difficult as most rusty pilots think. We're inviting

## 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

you back in the cockpit and will help you get there. Come and participate in this Rusty Pilots program with fellow lapsed pilots. We will help you understand what's changed in aviation since you last took the controls and brush up on your aviation knowledge. For More Information: <https://hangar.aopa.org/events/item/52/1789>

### Kirk Foecking Featured in EAA's Air-Cam Homebuilding Video

Chapter member Kirk Foecking is featured in this video titled "EAA's AirCam Build." He along with several other EAA volunteers helped build this Lockheed AirCam. The sole purpose of this ultralight is to give introductory flights to youths as a part of the EAA Young Eagles program and to take stunning air-to-air photography. You can see Kirk Foecking in the video at the 3:49, 4:00, 5:16, 5:19 and 5:26 marks.

Watch the video here <https://youtu.be/DPzq3nSVd0Q> and for more information about this completed project, it can be found here <https://www.eaa.org/en/airventure/eaairventure-news-and-multimedia/eaairventure-news/eaairventure-oshkosh/07-21-2018-eaa-aircam-to-fly-young-eagles>



**EAA Chapter 75 IMC Club**  
 "To promote instrument flying, proficiency, and safety"  
<http://eaa.org/imclub>

Meets First Tuesday of each month at 18:00  
 Lindquist Ford, 3950 Middle Rd., Bettendorf, IA

For more information contact:  
 Paul A. Fisher - rv7a.n18pf@gmail.com  
 Bernie Nitz - bernien@visioncrest.com  
 Ron Franck - ronaldfranck1@gmail.com

## UPDATED Local Calendar of Events

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

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

## Upcoming EAA Webinars

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

**Turbocharging Systems Wednesday, October 3 – 8 p.m. CDT - Presenter: Mike Busch**

**EAA Flying Clubs — Growing Participation in Aviation  
Wednesday, October 10 – 7 p.m. CDT  
David Leiting, Chapter Outreach Specialist**

**How to Prepare for an Unknown Aerobatic Sequence  
Tuesday, October 23 – 7 p.m. CDT - Jim Bourke**

**Flying to the Bahamas  
Tuesday, October 30 – 7 p.m. CDT  
Presenter: Mike Zidziunas**

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.

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

**For Sale: One share in the Four Seven Jays Flying Club.** The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496 GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. Dan Murphy 309-752-3887, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

**Want to RENT -** Safety minded, conscientious, courteous, congenial 500 hour IFR and complex rated pilot is looking to rent a plane 20-30 hours a year; no weekends, only on weekdays. Would prefer an Arrow or similar type (all my hours are in Pipers), but

would be amenable to discussing other options. Mike Van Dyke 563-209-7752 [mikel@cmeflow.com](mailto: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](mailto: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.

### NEW For Sale:

Bose A20 headset with Bluetooth \$750.00, One Telex ANR headset \$150.00, One Bendix KX99 handheld \$75.00, One Sporty's SP-200 handheld \$75.00 Offers considered. Call Rich Qualmann 309-235-9545

Have Anything to Sell? Will be more than Happy to List It Here!!

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

## Chapter 75 Merchandise Now Available

(from Marty Santic)

### STILL HAVE a Few Left!!

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

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

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

If you would like a cap, please send me an e-mail. [marty.santic@gmail.com](mailto: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](http://www.eaa75.com)  
 Facebook: <https://www.facebook.com/EAA75/>

### EAA CHAPTER 75 OFFICERS

(Effective January 2018)

#### President

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

#### Vice President

**Ron Franck**  
 ronalffranck1@gmail.com 309-937-2751

#### Treasurer

**Ron Ehrecke**  
 ehrecke@sbeglobal.net 309-236-9785

#### Secretary

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

#### Board of Directors

**OPEN POSITION (1-Board of Director's Position)**

**Ed Leahy**  
 me24nas@mchsi.com 563-275-8935

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

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

**Marty Santic** (Contact Info Below)

**Jerry Coussens - President**

**Ron Franck - Vice President**

**Don Fey - Secretary**

**Ron Ehrecke - Treasurer**

#### Flight Advisors

**Bernie Nitz**  
 bernien@visioncrest.com 309-787-0813  
**Kyle Voltz**

[kvoltz21@gmail.com](mailto:kvoltz21@gmail.com) 309-945-5188

#### 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

**Tom Shelton**  
 tshelton72@gmail.com 563-468-9039

#### Tool Librarian

**John Bruesch**  
 bruesch@mchsi.com 708-341-7083

#### Tool Committee

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

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

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

**Terry Crouch** (Contact Info Above)

**Paul Fisher** (Contact Info Above)

**Ron Franck** (Contact Info Above)

**Jim Smith** (Contact Info Above)

**Bernie Nitz** (Contact Info Above)

#### Tool Loan Officers

**John Bruesch** (Contact Info Above)

**Roger Nightingale** (See Above)

**Jim Smith** (See Above)

**Ed Leahy** (See Above)

**Paul Fisher** (See Above)

**Marty Santic** (See Below)

#### Coordinators

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

**OPEN POSITION (Fly-Out Coord.)**

**Tim Toal - (Air Academy Advisor)**  
 timtoal@mchsi.com 309-235-0087

**John Riedel - (Membership Coord.)**  
 johnriedel57@gmail.com 563-209-6005

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

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

#### Web Site Editor

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

#### Newsletter Editor

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

#### Social Media Editor

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

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





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

Chapter Website  
[www.eaa75.com](http://www.eaa75.com)

**QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM**

<p>New Member <input type="checkbox"/></p> <p>Renewal <input type="checkbox"/></p> <p>Info Change <input type="checkbox"/></p> <p>Membership dues for EAA Quad Cities Chapter 75 are \$10/year.</p> <p>Make checks payable to EAA Chapter 75</p> <p>Mail application/renewal to: Ron Ehrecke - EAA Chapter 75 1597 Deer Wood Dr Bettendorf, IA 52722</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 <a href="http://www.eaa.org">http://www.eaa.org</a></p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 <a href="http://www.eaa.org/membership">http://www.eaa.org/membership</a></p>	<p>Name: _____</p> <p>Copilot (spouse, friend, other): _____</p> <p>Address: _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone (Home): _____ (Work): _____ (Cell): _____</p> <p>Email Address: _____</p> <p>EAA#: _____ Exp Date: _____</p> <p>Pilot/A&amp;P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with: _____</p> <p>_____</p> <p>_____</p> <p><input type="checkbox"/> Tool Committee      <input type="checkbox"/> Tech Advisor      <input type="checkbox"/> Flight Advisor</p> <p><input type="checkbox"/> Repair Barn          <input type="checkbox"/> Young Eagles      <input type="checkbox"/> Social/Flying</p> <p><input type="checkbox"/> Hospitality          <input type="checkbox"/> Board Member      <input type="checkbox"/> Newsletter</p> <p>What are You Building? _____</p> <p>_____</p> <p>What are You Flying? _____</p> <p>_____</p>
---	---