

THE LANDINGS

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

December 2019

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

Merry Christmas!!



As I'm writing this, Julie is at home getting ready for our trip to Key Largo, we are meeting the kids for Thanksgiving. When we travel she gets all stressed out. Better I'm at office talking to you then home getting pushed around. After this letter I'll go home and be packed in 15 minutes, BAMMM done. We have a 5:30 flight out of MLI so we'll get up about 4:00 to get through security. Julie wants to go to airport by way of I-280 to avoid the traffic at new bridge. I told her at 4:00 AM you don't have to worry about traffic anywhere in QCA.

Today I was at work but my brain has already left for FL. so I took off early and worked on the Lancair 4 for bit. The fuselage (or canoe depending how you look at it) is at my heated garage parked next to my truck. Over the last month I've not done much with it or wings as we have a rental house that needs some tender loving care and its taking my free time. I've decided to sell it. To many rentals take time away for the real cash cow, my remodel company. I've reached that age where I evaluate everything. Is this something I want to do or have to do. If it doesn't fall into those two categories it's got to go.

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Next Meeting - December 14th 6PM - Chapter 75 Christmas Potluck
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

December 14th Chapter Meeting-6P

WE are at Deere-Wiman in December!!

The December Chapter Christmas Potluck Dinner will be held on **Saturday, December 14th at 6PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

This is a POTLUCK affair, so please bring your favorite dish to pass and a spoon with which to serve it, as well as your table service. Meat, ham and turkey, will be prepared by Ed and Mindy Leahy.

From The Desk of the President

(Continued from page 1)

What I did on the Four project was install a bubble level above the floor between the pilot and copilot. To build the interior of the fuselage I need to have the plane level, which it is at this time. I use the laser level occasionally to check and be sure it is while I work on it. Now I can just check the bubble level and confirm it is ready to go. In case someone bumps it.

As you can tell from this letter I haven't been flying anywhere fun this month. I did fly to Sterling to drop off my Garmin 430 to be repaired then picked it back up after a few weeks. For nominal fee they installed a new mother board. Now my 430 is working but my Autopilot is not/sorta. As you know from my last story I came back from Florida without either. My Trutrak autopilot should have worked without the Garmin though. After reading up on it, I found you need to use the GPS to program the compass during flight. A simple method I have used in the past, but forgot about it. With AP on and in level flight you enter the compass calibration program and the autopilot takes over. It turns north for a minute then reads "turning west" we fly west for a minute then turn south, then east. After east it says "calibration complete". Then I can fly without GPS using the AP compass. Now it says "calibration cancelled". It won't calibrate. The autopilot compass is 90 degrees off of true. This is a problem for me as ATC tells me to turn to different headings. It's easy to do when the AP is working. If you haven't figured it out yet "it bothers me when my plane is not working properly". I called Bendix King tech-line to see about repair and they told me that unit is obsolete with no hope of repair. I checked and I bought the unit in 2003 so I got my use out of it. They also told me the Trutrak Vizion controller will talk to my existing servos so I don't need to replace them, just the controller. The Vizion name has been changed to the Cruze 100 and is marketed to RV guys. The unit comes with the new ser-



vos, which I don't need. You can guess what's coming, not much discount if you just buy the controller. Today I came up with a plan, buy the kit and install

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From The Desk of the President

(Continued from page 2)

the two servos in my Lancair 4 for the future AP, no wasted money. With this in mind I bought the Cruze 100 and it is on the way.

During December I plan to practice IFR then install the new AP plus get plane ready to fly in the New Year. I plan to travel more next year. This year I had to work on the company to make it profitable. I believe I have succeeded with that, so next year Jerry gets to play more. I have a trip planned for Florida in late January then a business trip in March to Austin TX, then Sun in Fun. Things are looking up already. See you at Xmas party.....

.... Jerry, Soon to be ex president, Jim is our new president and will do a great job for the chapter. Marty has made me promise to keep writing story's so I can do that, I just hope I can keep you interested.

November Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter VP Ron Franck at 6:03.

MEMBERS PRESENT: Ron Franck, Don Fey, Ed Leahy, John Riedel, Marty Santic, Jim Skadal.

THOSE NOT PRESENT: Jerry Coussens, Ron Franck, Ron Ehrecke, Nick Anagnos.

OTHERS PRESENT: Jim Smith, Carl Brown, Rich Lowe, Adam Santic, Beth Riedel.

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

OLD BUSINESS: Nick is "on track" with Christmas (Santa) preparations.

The board agreed that discussion regarding the possible purchase of a trailer, for movement of tools and supplies to AirVenture and other uses as may arise,



will be deferred to the Tool and EAR committees. Their recommendation will then be referred to the board for any action.

NEW BUSINESS:

The question to buy 2020 EAA calendars will depend on interest by the membership at the general meeting. Ron Franck spoke briefly on an RC Aircraft project. No further action was taken.

EAA notified chapters in our area of the availability of a Sonex project. The board voted unanimously via email to go ahead and apply, which was done. We await selection or rejection of our chapter by EAA.

Bob Gibson has been asked to "see about" the availability of chapter logoed "stuff." (A similar activity was conducted several years ago with little interest by members.)

Ed and Mindy Leahy will prepare the meat for the Christmas party – ham and turkey.

Ron Franck will handle drinks – lemonade or similar. We are seeking aircraft memorabilia to be used as prizes at the party.

A motion to adjourn the meeting was made by John Riedel and was seconded by Marty Santic. The meeting was adjourned at 6:33.

These minutes respectfully submitted by Don Fey

November General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:02 by Chapter VP, Ron Franck.

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November General Meeting Minutes

(Continued from page 3)

VISITORS AND NEW MEMBERS: Dan Jones, RC pilot.

TREASURERS REPORT: The treasurer's report was read by Ron Franck. The treasurer's report was approved at the Board of Director's meeting. Jim Smith reported on our funds held by The Moline Foundation. Most recent balance, after two withdrawals for Air Academy attendees and gains made by the foundations' investments, is \$37,335.25.

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: Nothing to report.

TECH COUNSELOR REPORT: As is usual, Jim Smith handles several calls from members, including questions about ailerons on Ed Leahy's Air Bike.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: The Repair Barn (EAR) Committee held a "wind down" meeting. That discussion included improvements to the "housekeeping" of the North wall, and better organization of the plastic boxes that contain all the "stuff" that fits in them.

YOUNG EAGLES: The year ends with 146 Young Eagle flights logged. The number would have been much larger if weather had cooperated.

PROGRAM COORDINATOR: Richard Lowe advised of coming First Saturday coffee and general meetings.

The December "meeting" will be the Christmas party at the Deere-Wyman Carriage House. Dinner will be at 6:00. This is a POTLUCK affair, so please bring your favorite dish to pass and a spoon with which to serve it, as well as your table service – plates, silverware, cups, napkins, etc. Meat, ham and turkey, will be prepared by Ed and Mindy Leahy. THANK YOU!

AIR ACADEMY ADVISOR: One committed candidate for 2020 – Laura Azuela, 12-13 year old group.

MEMBERSHIP COORDINATOR: Position open – need a volunteer.

ACTIVITIES / FLY-IN/OUT COORDINATOR: Position open – need a volunteer.

NEWSLETTER EDITOR: Nothing to report.

WEB EDITOR: Adam says the updating continues. Check it out: <http://eaa75.com>

IMC CLUB: The November meeting was a report of a VERY serious panel issue. Pilot picked up a newer Lancair Evolution, pressurized, turboprop, glass panel, from having work done in Idaho. A misrouted static air tube resulted in wildly erratic instrument readings, in IMC, in mountains.

Too much story to retell here, but talk to any of the members who were there. AMAZING story! The IMC Club meets the first Tuesday of each month at Eriksen Chevrolet in Milan, 6:00 pm.

SCHOLARSHIP COORDINATOR: Nothing to report.

OLD BUSINESS: The Aviation Nation aircraft build program is looking for a location, since Arconic has opted out. Ed Leahy is investigating possibilities at Scott County Schools.

NEW BUSINESS:

Bob Wild, Rock Island/Milan School District, started an aviation education program for students 8 to 12. They have bussed them to Carver a couple of times for tours and demonstrations on a Friday afternoon from 12:40 to 2:00, depending on bus timing. Now, however, the IT guy, who has been involved, has been called off due to workload. This program can continue if we can add some support. Jim Skadal has agreed to help Bob. Members who are able to lend a hand are invited and requested to participate. Call or email Jim for further info.

Ron advised members about a Sonex project: "An EAA member recently contacted us here at EAA in Oshkosh, WI. to inquire how EAA can assist in locating a suitable EAA chapter/squadron to take ownership of a completed Sonex aircraft project. The current owner is hoping to donate the project to an EAA chapter as a fund-raising opportunity." We have made our request to EAA who will select the "winning" chapter.

We took a straw poll to determine how many members would be interested in 2020 EAA calendars. It was decided we will purchase 15 calendars, to be sold at cost – rounded up for simplicity.

The election of Office holders and At-Large board positions. The nominees recruited by the nominating committee were elected by acclamation. Officer and

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November General Meeting Minutes

(Continued from page 4)

board positions for 2020 are:

President: Jim Skadal
Vice President: Ron Franck - re-elected
Board member: Carl Brown - replaced Ed Leahy
Board member: Adam Santic - replaced Jim Skadal
Board member: Marty Santic - re-elected

PROGRESS REPORTS / GENERAL DISCUSSION / INFORMATION:

Nick has passed the oral portion of his flight test but was unable to take the practical (flying) part due to weather.

After a year, John and Beth Riedel actually flew their Cardinal on Saturday – a beautiful day for flying!

A motion to adjourn the meeting was made by Mike Nass and was seconded by Bob Wild. The meeting was adjourned at 7:49.

THE EVENING PROGRAM:

Trevor Cristoffersen gave an informative and amusing report on his experience at EAA Air Academy Camp this past summer. His enthusiasm was contagious as he recounted his education, adventures and new friendships. Several of us agree that his report was the most informative and exuberant one we've seen.

Following Trevor's story, Mike Nass, former Clinton Airport manager, gave us an interesting recap of his experience in becoming a pilot with SkyWest Airlines, who operates regional contracts for several major airlines.

These minutes respectfully submitted by Don Fey.

Electric Planes (from Richard Lowe)

A few years ago, when the heart plumber installed four stents in my main pump, and my wife required a full time care-giver, I decided that forty-four years was enough. We sold the Archer and hung up the head sets for the final time. I felt I did not need a constant reminder every time I went to the mail box that I once was a pilot, so I let a lot of subscriptions to aviation pubs lapse. One I kept off and on was "Flying". I kept it up from time to time so I could read some of the authors who wrote monthly columns which I enjoy.

This past issue, an article caught my eye. It was on



electric airplanes. Nothing new here I thought, but this seemed to have some substance.

The article talked about how, in the past, a lot of ideas seemed to be far fetched and nothing but a new fad. One that comes to my mind is the cell phone. When I was a volunteer driver for the Disabled American Veterans, taking vets to the VA hospital, we carried a portable phone in our van. It was about the size of two of the red bricks that they used to build the schools I attended in 1950. It plugged into the lighter. It had a canvas bag with shoulder strap. Not too portable.

The first chain saw I remember watching took two people to lift, carry and use it. These things got a lot better over time. Past articles I read on electric airplanes seemed to carry a common theme. The battery life was too short, resulting in limited range. The limited useful load meant not much utility, They were slow. They were too heavy.

The article in "Flying" was on the eFlyer 2 developed by George Bye and his company Bye Aerospace. George is a former USAF pilot and a guy who is able think out of the box. They showed their creation at AirVenture 2019.

He is in the process of getting it certified under Part 23. They would be the first to do so. The target is the training community. The eFlyer 2 has a target reach of 238 miles or three hours with VFR reserves. The typical trainer mission. It takes 20 minutes to charge it up after a one hour lesson. The cost per flight hour for the fuel is \$3 to \$4. They have received 150 new orders since Oshkosh. They are also developing a four seat variant, the eFlyer4.

The article went on to say the current fleet of GA planes averages about 50 years old. Most were built between 1960 and 1983. The day will come when they will just have to be parked. Looking out ten years, the electric airplane future may be bright. (No pun intended) George and his team think so. In five years, they expect to be selling several hundred flight trainers per year. In ten years, they expect to be selling several hundred eFlyer 4's per year.

Stay tuned.

November Coffee with Todd Fusco at KDVN

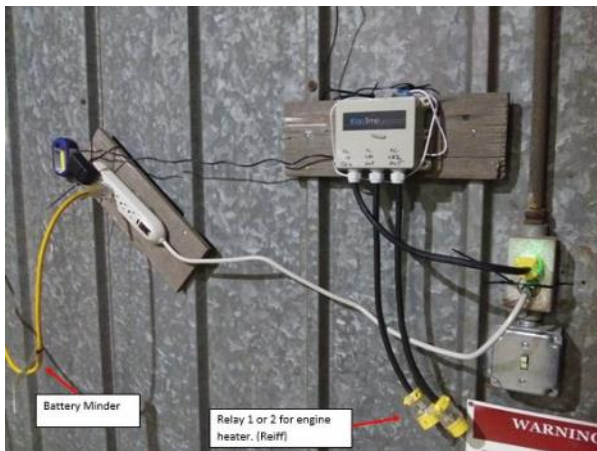
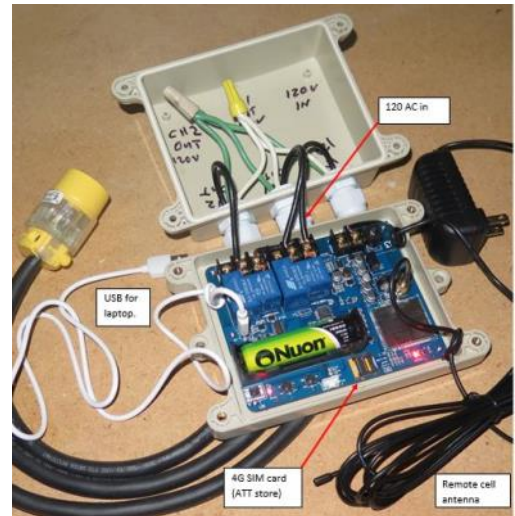
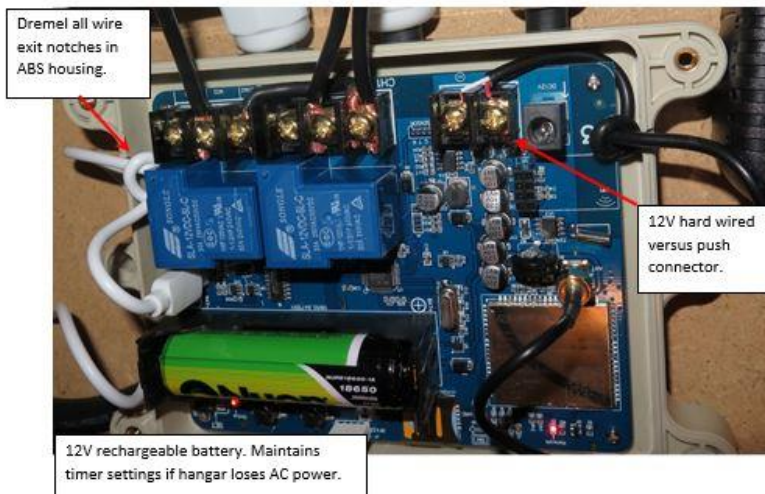
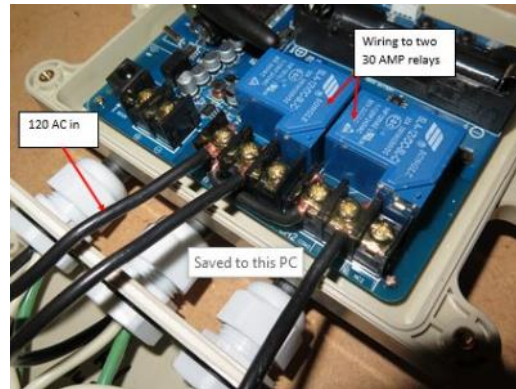


Homebrew Cellular Preheater Controller for the Hangar (from John Riedel)

I bought this unit on Amazon in October.

[Amazon Link](#)

I installed this in our hanger a few weeks ago. In January Craig Olson showed me a photo of his 2G unit so that is how I learned of such devices.



Doc and the Blue Angels (from Dennis Crispin)

Mark Novak, a retired Air Force pilot living in Dawson, just returned from flying the B-29, Doc, on a month long barnstorming tour of the west coast.

He and his crew of 7, left Wichita on Sept. 12, and proceeded to tour Albuquerque, Phoenix, Van Nuys, Chino and China Lake, CA. They also attend the Miramar NAS airshow and the Sacramento Capital City Airshow. They returned to Wichita on October 11th after flying over 5 hours from California.

While on tour, the aircraft did 20 Living History Flight Experience where enthusiast ride on the plane and experience the thrills of flying in the

very rare aircraft. While flying at the two airshows, over 500,000 people were able to see the aircraft in flight. The highlight of the month long tour was the chance to fly formation with the Navy's Blue Angels. A photo expose can be found on the both the Blue Angels and B-29 Doc Facebook pages.

As the airshow season winds down, Mark has only two more airshows on the 2019 schedule. He is planning on a very busy 2020 season as there will be many 75th Anniversary remembrance of the end of World War 2.

The Blue Angels in perfect symmetry with Doc. "Doc," top center, flying in formation with the Blue Angels.

Pilot Mark Novak looks to his left out the window of "Doc" to see the Blue Angels.



Brett Schauf
Visual Media Group

BOOK REVIEW - How to Fly a Piper Cub

(from Dennis Crispin)

In 1947 I was nine years old and had the great advantage that my home was the first stop on the school bus route. That meant that I got home in time for the afternoon kids shows on the radio. The fifteen-minute adventures would be considered politically incorrect, overly violent, sexist and maybe even racist in the modern world, but they were great entertainment at the time.

One of the shows was *Jack Armstrong – All American Boy*. In a series of episodes that went on for many weeks, Jack was learning to fly in a Piper Cub.

Advertised on the show was the “Jack Armstrong Cub Pilot Trainer Kit”. So, for the investment of 35 cents and two Wheaties box tops, I came to possess something that would have a lifetime influence. Within the kit was a copy of the pamphlet *How to Fly a Piper Cub*.

The publication – only 32 pages – was a sales hand out tool of Piper Aircraft, Inc. Full-page ads in national magazines like *Life* gave the address to order a free copy and a copy was included in each new plane.

That winter, when blizzards closed the school, I read and reread it dozens of times. I faithfully practiced the hand signals that an instructor would use to communicate with the student sitting behind in the noisy cockpit.

Seventy years went by and then the EAA’s merchandise catalog offered a reprint – I just had to order it.

How to Fly a Piper Cub begins with pictures and descriptions of the then current Piper aircraft. The *Piper Cub Super Cruiser* was claimed to be “the safest, most economical three place plane ever built”. It was obviously a deluxe aircraft because standard equipment included “deep, luxurious, comfortable upholstery, dual hydraulic brakes, steerable tail wheel and compass.” Optional was “blind flying equipment”, battery and lights.

The *Piper Cub Trainer* was described as “designed with flight characteristics which make for safe handling for beginners.” It was available with the purchaser’s choice of 65 horsepower Continental, Lycoming or Franklin engines. Nowhere in the material do they use the model designation *J-3*, for which the plane would always be known.

Most interesting to a modern observer is the plane called the *Piper Cub Sea Scout*. Basically, it is the *Trainer* with plywood or aluminum floats. The craft



came with conventional wheels so that it could be quickly converted for land use. It was described as “completely metalized to protect all parts from salt-water corrosion.” *Sea Scouts* must be quite rare – in the hundreds of *Cubs* that I have looked at over the years, I have yet to see one with a metal covering. A *Piper Cub Super Sea Scout*, based on the *Super Cruiser*, was also available.

The booklet proceeds with diagrams of the aircraft parts nomenclature and instrument panel. Descriptions of the control functions show how the plane reacts to control inputs.

The key part of the pamphlet is a photo story sequence that shows preflight, taxi, takeoff, climb, turns, descent and landing. The photos show the control input and aircraft attitude for each step in the flight. The last of the 53 frames shows the *Cub* in front of a hangar and has the caption “Turn off switch, advance throttle full forward, then close throttle. Get out of plane and push it into hanger.”

Under the heading “Some maneuvers that only experienced flyers can do” are diagrams of the chandelle, lazy 8, pylon 8 and loop.

How to Fly a Piper Cub presents flying in a rather simplistic manner, but it inspired many thousands of people to go out to the airport and give private aviation a try.

The work concludes with:

A WORD OF ADVICE FROM THE INSTRUCTOR
FLYING is fun; but to do it well, you have to make it a practice to form good habits right from the beginning. Take each maneuver as it comes along and do your best to master it. Ask questions of your instructor. Practice when you are up solo. Always remember that the “hot pilot” of today isn’t a death-defying daredevil. He is the commonsense fellow who has learned his lesson well, takes pride in precision flying and follows the rules. Now go to it – and take real flying lessons from your Piper dealer.

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

SATURDAY, December 7, 2019
8:30 – 10:30 AM (RAIN OR SHINE)

Hosted this Month by:
George Oliver at his Shop



The 7 Dec coffee will be a little unusual. Mike Nightingale has arranged for a friend, George Oliver of Orion, to show us his project. It is an early home built of Eastern European design. Only a handful of them have been built. This one is well on the way. I am told it is a two place tandem with a 150 mph cruise.

The location of the coffee will be his heated shop located in a large machine shop building in an industrial park off Andalusia Road in west Rock Island. The address is 8301 42nd St SW, Rock Island, IL 61201. Take the first exit off I-280 coming from Iowa (Andalusia Road) and head west to the traffic light. The Roadway terminal will be at 11 o'clock and the industrial park will be at 1 o'clock when you get to the first traffic light at the intersection with Andalusia Rd. The shop is in the SE corner of the industrial park. Note the time is a little different. Due to Pearl Harbor Day, and other events, the hours for the coffee will be 0830 to 1030. George has another event as do many of us on that day.

The builder asks that after your arrive at the address, use the door at the SW end of the parking lot..The project is a plans built design of wooden construction with a canard. The name is IDIS. He thinks the designer is French and there is at least one flying in Yugoslavia. Several more are being built.

What is Preventative Maintenance Webinar (from Jim Skadal)

Jim Smith and Paul Fisher were very interested in this webinar. Good webinar for those that work on their plane or work at the Repair Barn.

Title: What is Preventative Maintenance

<https://eaa.org/Videos/Webinars/Aircraft-Ownership/6101466662001>

Garmin Autoland

Very interesting!! Now available on a Cirrus.

https://www.youtube.com/watch?time_continue=134&v=IyYxbiZ1FCQ

RV-8 Transcontinental Trip

Another good video.

<https://www.vansaircraft.com/stories/hermann-schieles-epic-intercontinental-rv-8-trip/?fbclid=IwAR1DHM0lke3dwtxmQ3B4TuXVQfCHRKMCPPhLhFb8eCmBdBuVE0SI1eyUshWg>

Flight Chops IFR Training

Saving money and reviewing flying lessons with less stress at home! Visit <http://www.FlightChops.com> for behind the scenes and monthly GiveAways!

<https://www.youtube.com/watch?v=-5-DdC5tmPA&feature=em-uploademail>

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
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
e-mail - Marty Santic to add your Name to the list							

What to Look for Prior to the First Flight After Maintenance is Performed

Common Issues to Look For Before your first flight after maintenance. Your mechanic will know what needs to be watched right after an inspection or maintenance. Ask him/her.

Verify inspection covers are secured, and check for correct and unimpeded flight control surface deflections.


Ask what was removed and/or disconnected to facilitate the work performed. For example:

- Upholstery / seats, tracks, floors / emergency exits
- Interior and exterior access panels especially in hard-to-see places of the aircraft
- Yokes / control cables, linkages and surfaces
- Equipment and appliances / wires and connectors
- Hydraulic / vacuum / brake / pitot and static / fuel lines

Resources:

NTSB Safety Alert —Advanced Preflight After Maintenance: <https://go.usa.gov/cK7Py>

FAA's Advanced Preflight Pamphlet: <https://go.usa.gov/xVy44>



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

Local Calendar of Events

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

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

Upcoming EAA Webinars

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

Chapter Roster Management Application
December 3 at 7p Presenter: Charlie Becker

Is Hangaring Worth It?, December 4 at 7p
Presenter: Mike Busch

Vans RV Maintenance Gotchas, December 11 at 7p
Presenter: Vic Syracuse

IAC - Where We've Been and Where We're Going!, December 17 at 7p, Presenter: Robert Armstrong

What You Need to Know About Airframe Icing
December 18 at 7p Presenter: Scott Dennstaedt

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

Classified Ads

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

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

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

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. Call Jim Robinson, at Erie Airpark. 309 230 0944.

Hangar Space at Whiteside County Airport. Prices range from \$92 - \$140/month depending on the hangar unit. Call Darin Heffelfinger at 815-626-3750 or Drew Wilkins at 909-912-9175 for availability.

For Sale: Flo-Fast 15 Gallon Container and Pump Was \$250+ new. Will entertain your offer. Also have three 5 gallon jugs that can be used with the hand pump. Perfect for mogas. See <https://flofast.com/> Call Marty Santic 563-340-9919



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)

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 \$7.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$17. I ordered 30 and received a discount.

If you would like a cap, please send me an e-mail. marty.santic@gmail.com If you would like me to ship, send a \$17 check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807. A new order has arrived. We have about 30 caps now.



Baseball Cap in Light Khaki

Chapter Website: www.eaa75.com
 Facebook: <https://www.facebook.com/EAA75/>

EAA CHAPTER 75 OFFICERS

(Effective January 2019)

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

Vice President
Ron Franck
 ronalffranck1@gmail.com 309-937-2751

Treasurer
Ron Ehrecke
 ehrecke@sbcglobal.net 309-236-9785

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

Board of Directors
Ed Leahy
 me24nas@mchsi.com 563-275-8935

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

Jim Skadal
 yamahaman7187@aol.com 563-320-6896

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 309-945-5188

Technical Counselors
Terry Crouch
 Q1terryndt@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
Bernie Nitz
 bernien@visioncrest.com 309-787-0813

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
 rv7a.n18pf@gmail.com 309-230-8719

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
Keith Williams (Scholarship Coord.)
 kandjwilliams@mchsi.com 309-235-7766

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

Jim Skadal - (Air Academy Advisor)
 yamahaman7187@gmail.com 563-320-6896

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

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

Fly-Out Coordinator - ??
OPEN Position - Need a Volunteer! You can work with John Bender in Waterloo!

Web Site Editors
Cy Galley
 cgalley@mchsi.com 309-788-3238

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

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

Social Media Editor
Adam Santic (See Above)

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