

# THE LANDINGS

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

**February 2018**

**THE EXPERIMENTAL AIRCRAFT ASSOCIATION**

## From The Desk of the President



I'm back from my Florida trip. Got back last Tuesday about 2:00, easy ride home with a few events worth mentioning. But I digress, lets start at the beginning.

I like taking a trip to Florida in January for the obvious reason of warmth, but I also like long cross country trips in my plane. Going by airline takes a lot of fun out of the trip. Julie won't fly with me so that makes it a guy's week which works for me (had lots of fun). Also I stopped at several airports which would make it an expensive trip with airline tickets.

I departed Davenport approx. 8:00 AM on Wednesday the 17<sup>th</sup>. I filed IFR for fuel stop in Lagrange, GA. Fuel prices were good and it's over half way to my destination. Outside temperature was "0" degrees F this morning. I wish I had the plane already fueled but the past several weeks haven't been much better. So I taxied over the pumps for fuel, zipped up my coat and topped of the tanks. I assume it was the cold but the nozzle shot fuel out the sides every time I stopped fueling. Full of fuel I got in the plane and closed the canopy, Burr!! Started her up and taxied to 21 for departure. Did my run up called for my

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**PLEASE Take a Moment and Pay  
Your 2018 Chapter Dues!**

**Still \$10 - Pay at the Chapter Coffee at  
the Next Chapter Meeting or Mail to Ron  
Ehrecke - See the Final Page of the  
Newsletter for Ron's Address**



**Next Meeting - Saturday, February 10th, 7PM - Aviation Nation RV-12 Build**  
**[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)**

## February 10th Chapter Meeting

The February Chapter meeting will be held on **Saturday, February 10th at 7P**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

Local aviator Larry Johnson will be giving a presentation on a potential RV-12 build with Pleasant Valley High School students and Chapter 75 participation.

**HOPE to see many more at the monthly meeting!!**

## From The Desk of the President

*(Continued from page 1)*

clearance and was cleared direct to KLGK. After departure I was cleared to 11,000' my requested cruising altitude. Why 11,000,' cause I like being high, and I thought if I run into any clouds I'd be too high for ice. So at my altitude the outside temp was -8 degrees C and it stayed there until I passed into Florida. It was a beautiful day plenty of sunshine and you could see for miles. I didn't hear much traffic on the radio either. I guess I was crazy flying in this weather with the whole country in a deep freeze. The good news, the plane is running great with a true airspeed of 197 kts. With a nice quartering tail wind I had 212 kts ground speed. I recently installed a uAvionix ADS-B and was enjoying seeing the occasional traffic. The closet traffic I saw was 100' below me (it was me), (a ghost image) and after a bit it quit warning me. This is new for me and I don't really trust it yet, plus I'm not sure it's getting the correct barometric pressure. It's electronic, when it works its great but when not, it's Greek to me.

As I flew in to KY a cloud bank closed in below me and all I saw was white fluff below. Coming to the mountains of Southern TN the clouds broke up and I could see the mountain range that divides the two states. Coming into GA now, I'll be stopping at Lagrange soon. After I was handed off to Atlanta Approach the controller told me that KLGK was closed due to snow on the runway, what are my intentions?

I told him I decided to go to Pine Mountain (PIM). After thinking about this, PIM is a small airport, not really on my way so I changed my destination to Columbus, GA (CGS). I was cleared to Lagrange VOR to KCGS. After passing the VOR I was cleared to descend to 6,000' then 4,000' then 3,000'. I hit 3,000' about the time the airport was out my right window so the controller cleared me for a left 360 and I could contact tower. As I was on final the tower told me what number the braking action was. After land-



ing they asked me what I thought and I told them it was good, I usually let the plane coast to a slower speed without braking so I thought it was good. I was told to contact ground who directed me to the FBO. I was the only plane operating on the field. Outside temp was 28 degrees and windy so I assume everybody was staying inside. When I mentioned the cold to the line man he said he was from Buffalo so it was-

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## From The Desk of the President

*(Continued from page 2)*

n't bad for him. I could have gone to self serve but I was ready to get inside and told him to top me off.

Here I was at Columbus airport next to Fort Benning , my son Seth graduated from officer candidate school here. When I visited him I was always looking for planes taking off and landing at this airport. Not thinking I'd ever land here, you just never know. After a break and opening a new flight plan from Columbus to KFMY Fort Meyers, FL.

I went back out and did my preflight, got my clearance and departed to the North for left turn on course climbing to 7,000'. On climb out I engaged the auto pilot and found it to be acting up, it wanted to turn to the right. I've had this problem before when I get rain behind the dash, but at 28 degrees, where was the water. Maybe condensation, I may never know. I hand flew the plane, which was easy when you just focus on flying. I just hopped I wouldn't get any requests from ATC.

As I flew I would occasionally check to see if it was drying out. As I was approaching the FL border it started working correctly again. Sure makes my life easy. I can see the Gulf of Mexico to my right the afternoon sun reflecting its calm. The temp in the cockpit is rising fast and dressed like an Eskimo I'm getting hot fast. How do I get this winter coat off in these tight quarters? I tried to get my arm out of my sleeve but couldn't quite get it. I was afraid I would get stuck, then what. All this time I was concerned ATC would call and I would need to change frequencies. Ended up the only way I could do it was work the coat up over my head and ear phones. The hardest part of this flight was getting my coat off.

When I filed my flight plan I had a hunch ATC would redirect me around Tampa so I was proactive and filed for LAL (Lakeland) then to KFMY. One hundred miles from LAL center called and gave me a course change. I was to continue to LAL then to Rinse, Quincy , then KFMY. I love this Garmin 430 what a pain it would be to find these places on the map.

This was my second time getting a course change in IFR, I'm getting better. For those of you that are not IFR, these way points are GPS locations or VOR intersections we can go to on a map. It's a way for ATC to time the flow of planes into an airport. With these coordinates in the GPS and the auto pilot synced with the GPS it's a breeze. As I approach the waypoint the GPS warns me we are going to be turn-



ing to new course. As we pass over it the plane banks and levels on a new course, watching this happen is too cool. As I passed Quincy I was cleared to 3,000' and told to expect straight in for 23. I landed at FMY and taxied to Flight Ops (FBO). Flight time so far 5.3 hrs. .

I topped off the tanks and waited for my buddy Ron to get to the airport for the last leg of the journey. While waiting for Ron, I filed a flight plan from KFMY to X51 (Homestead, FL) at 8,000'. After paying for my fuel we got in the plane, did my check list and called for clearance. As this is busy airspace getting direct is not easy. The clearance I was given was Depart FMY to DEEDS then to X51, not knowing where DEEDS was I programmed the GPS and poof, out it pops. With clearance in hand I taxied to 23 and did my run up. Once airborne the tower told us to fly runway heading and contact approach. Approach told us to fly 200 degrees and climb to 8,000'.

Soon we were cleared to DEEDS . As we were approaching DEEDS we were handed off to Miami Center. I called them with no answer, after two tries I went back to Fort Meyers and verified the frequency. The controller said we may be too far away, so stay with me. Soon he said try again and this time we got them and he gave me a new route to WORPP. I wasn't ready for this change so I looked on the map to see if I could find it then went back and asked him to spell it.

By this time he was annoyed and said disregard and sent me to DEEDS. We are now over the Everglades and there are not many places to land which is why I picked 8,000' for my cruise alt. Miles and miles of grass and shrubs and ALIGATORS and SNAKES.

We pass over I-75 and leave it behind, the engine seems to run rougher than before. Soon we pass over

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## From The Desk of the President

*(Continued from page 3)*

a 10,000' runway in the middle of the Everglades. Make a note someplace to land, I was told that it was going to be Miami Int. at one time but was too far away. Who knows. After a 35 min flight I have Homestead Airport in sight and cancel IFR. The controller tells me there are many targets in the area. I thank him, switch frequencies and start looking for traffic. We lineup between a plane flying touch and goes and another that had just dropped off parachuters. Busy place, we land and taxi to Roberts Air service to park for three days. We are here, time for a beer.

The return flight will be next month. ...**Jerry**

## January Board of Directors Meeting Minutes

**CALL TO ORDER:** The meeting was called to order by chapter President Jerry Coussens at 6:12pm.

**MEMBERS PRESENT:** Jerry Coussens, Ronald Franck, Ron Ehrecke, John Riedel and Nick Anagnos. Others present: Marty Santic.

**MEMBERS NOT PRESENT:** Wayne Sapp, Ed Leahy.

**TREASURERS REPORT:** The Treasurers Report was read by Ron Ehrecke. A motion to accept the Treasurers Report was made by Ron Franck and seconded by Jerry Coussens. Board approval was unanimous.

**APPROVAL OF MEETING MINUTES:** A motion to approve the minutes of the November meeting as published in the newsletter was made by Ron Ehrecke, seconded by Ron Franck. Motion passed by unanimous vote.

**OLD BUSINESS:** The Chapter is still in need of Program Coordinator. Richard Lowe will be approached during the general membership meeting to inquire if he would fill the position. The Board discussed ideas on boosting meeting attendance. Hosting hands-on building demos was a popular topic. Mr. Larry Johnson is still developing a plan of action with Pleasant Valley Schools for a student RV-12 build project and wishes to speak to the membership at the next regular chapter meeting in February.

### NEW BUSINESS:

Galen Johnson sought approval to purchase a set of lifting straps for use at Oshkosh to replace a lifting

strap found to be unserviceable during AirVenture 2017. A motion was made by Nick Anagnos to authorize up to \$50.00 for the purchase, seconded by Ron Ehrecke and approved by the Board.

**MOTION TO ADJOURN:** A motion to adjourn was made by Nick Anagnos and seconded by Ron Ehrecke. The motion was passed by the board and the meeting adjourned at 6:57 PM.

**These minutes submitted by Ronald Franck, interim Recording Secretary, EAA Chapter 75.**

## January General Meeting Minutes

**CALL TO ORDER:** The meeting was called to order at 7:05 pm by President Jerry Coussens.

**TREASURER'S REPORT:** The treasurer's report was read by Ronald Ehrecke. A motion to approve was made during the Board of Director's meeting. Motion passed.

**TOOL LIBRARY:** It was approved by the Board to spend up to \$50.00 lifting strap replacement. John Bruesch, chapter tool librarian reminded the tool check-out people to not remove the printed tool list from the tool room. John also reported that \$218.00 had been spent on replacing tools as earlier approved including enjoying savings on a new cordless drill by purchasing it during the recent "Black Friday" sales event.

**TECH COUNSELOR REPORT:** Jim Smith assisted two callers in solving their technical questions during the past month.

**FLIGHT ADVISOR REPORT:** No report.

**REPAIR BARN:** EAR Chairman Tom was out of town for the meeting but left word that EAA would soon be starting their AirVenture Chairperson teleconferences in February.

**PROGRAM COORDINATOR:** We still need a volunteer to fill this position. Richard Lowe will take on some of the responsibilities of coordinating programs.

**AIR ACADEMY ADVISOR:** No report

**YOUNG EAGLES:** Bob Thomas discussed working with a Scout troop in obtaining their Aviation Merit Badge with Young Eagle flights, warmer weather being decisive. **Bob also said the Young Eagle Fa-**

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## January General Meeting Minutes

(Continued from page 4)

cebook page had been updated.

**MEMBERSHIP COORDINATOR:** No report.

**ACTIVITIES / FLY-IN/OUT COORDINATOR:**  
No Report

**NEWSLETTER EDITOR:** Marty Santic seeks contributing editors for newsletter submissions. No experience necessary but your enthusiasm is desired. One paragraph, one column or one page would be most appreciated.

**WEB EDITOR:** Nothing to report.

**IMC CLUB:** The next meeting is February 5th, 18:00 hrs., at Lindquist Ford, Bettendorf, Ia. Members attending are reminded to arrive a few minutes prior to 18:00 hrs as the dealership does close and lock the doors after that time.

**OLD BUSINESS :** Mr. Larry Johnson is still developing a plan of action with Pleasant Valley Schools for a student RV-12 build project and wishes to speak to the membership at the next regular chapter meeting in February. The school advised they do not have the physical space to house the proposed project. If the membership has a lead on any suitable location they are encouraged to forward that information to one of the chapter officers.

**NEW BUSINESS:** No new business was discussed.

**PROJECT REVIEW:** There was an outstanding turnout of 27 members in attendance giving updates on their various projects, flights and recent trips abroad. Well done, members!

**ADJOURNMENT:** The meeting adjourned at 7:45 pm to coffee and donuts.

**EVENING PROGRAM:** Ron Franck presented a program on his Sport Performance Aviation PANTHER project highlighting some of the tools and tips used in the ongoing construction. (See photos of Ron's presentation to the right). In addition, an excerpt for the most recent EAA Chapter Video magazine was shown featuring EAA Chapter 288 and the Spruce Creek Fly-In community, followed by a short Help for Homebuilders video clip on securing control cables in engine compartment.

Respectfully submitted by Ron Franck, interim Reporting Secretary, Chapter 75



Photos from John Riedel



## From the Chapter V.P. - Ron Franck *Chapter Programs - What Can You Do?*

Chapter 75, in response to member requests, has launched a new series of hands-on program presentations. These programs will center around building techniques, tips and the tools used in an effort to help the membership, the individual builder and the aircraft owner better understand the “how to” and the “why” of proper construction and aircraft maintenance.

I foresee the bulk of these programs to be conducted during our regular, monthly membership meetings but, depending on the nature of the program some of them will be conducted during our monthly morning coffee and donut gatherings. I'm sure Deere-Wiman would not appreciate a welding demo in their Carriage House, right?

To make this new series successful we need each and every member to provide us with ideas on what particular questions they have on aircraft building and maintenance. We all have strengths and weaknesses in the varied aspects of building, maintaining and flying our aircraft and we will draw on those weaknesses to create future programs as well as your strengths to be a program presenter. Knowledge is power so let's empower every chapter member by sharing that knowledge through these hands-on demonstrations.

Contact Richard Lowe at [vicriclowe@aol.com](mailto:vicriclowe@aol.com) (put “Chapter Program” in the subject line or header) or contact any of the chapter officers with your suggestions and ideas. We'll start a list and develop these programs. We really want to bring these programs to our membership. We have a great Chapter with a long and rich history. Let's all contribute, even in a small way to continue that tradition. I look forward to your contributions, large or small.

### **Grand Canyon** (from Richard Lowe)

During the last holidays, I spent a couple weeks with my daughter who lives in North Las Vegas. Our adventure this time was a flying trip to the Grand Canyon. By last count, I have been on five continents, visited over 12 countries and set foot in 46 states, but I had never seen the Grand Canyon.

It was time. We booked a day trip with Grand Canyon Scenic Airways out of Boulder City. The trip took about seven hours and cost a few hundred dollars. Early one morning we drove to the Boulder City Airport. (They will pick you up at a hotel if you so de-

sire). We arrived about 0545 and checked in. When you check in at the counter, you are standing on a scale and the agent can record your weight with out your knowledge. They do this to come up with a load plan for the Twin Otter you will ride to the canyon. Seat assignments are then made based on the data, and they do their best to keep groups together also. A colored sticker is attached to your jacket to identify your flight.

At 0630, our "Pink" flight was called and we boarded a small bus for a ride to the flight line. After a traditional photo with the flight crew, we went aboard the sixteen seat Twin Otter. We used fifteen of them. It was the perfect plane for the mission as it had large windows, high wing and two thirds of the seats were next to the window. A bullet proof Pratt & Whitney PT-6 hung under each wing. Each seat had a Bose headset and a selection of four channels: English, Spanish, Korean and Mandarin Chinese.

I gathered that they had these on our flight as we had passengers whose primary language was one of the four. They ask when you book the flight. I am sure they have others such as German, French, Japanese, Arabic and Hebrew.

We took off just at dawn and flew over to the Hoover Dam, then across Lake Meade. The route then followed just off the south rim of the canyon during which the recorded narrative in the headset provided information on the canyon, the lake, the dam, the vegetation and wild life. We landed at a modern airport at the east end of the canyon and were met on the ramp by our bus driver. She had been herding buses for forty-four years, fourteen of them at the canyon. There was not much she did not know. We rode through the little town and north about five miles to the south entrance of Grand Canyon National Park.

The wait was about five minutes for our bus to reach the toll station where the Ranger (big hat and all) took our payment from the driver. Then into the park where we got a sort of box brunch and made our first stop on the south rim. The north rim is closed in the winter. We were told the trails to walk, what to look for, the shops to visit if we wished and when to be back at the bus. After that, we moved to another observation point for more views of the canyon. We headed out of the park before noon, and when we got to the south entrance, the line of cars waiting to enter the park stretched for about five miles, all the way into the village.

The tactic for the early arrival made sense at that time. It also gave us different views of the canyon as the light changed with the rise of the sun. Another flight

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# January 1st Saturday Coffee and Donuts Gathering at the Meyer's Cabin



Photos from Cy Galley





# January 1st Saturday Coffee - BIG Thanks to Our Hosts - Rick and Shari Meyer!!





## Grand Canyon (cont.)

*(Continued from page 6)*

of an hour or so, and we were back on the ramp at Boulder City. You could take a helicopter flight at the canyon if you wanted, but both of us have experienced the thrill of the fling wings before, so we did not take that option. It is a good way to see the canyon and it was a pleasant flight for an old aviator. The copilot told me they operate about sixteen Twin Otters; probably one of the biggest fleets still operating. I recommend this trip to any one, especially old aviators.

## Mark Clark's YouTube Video - Clean Way to Remove an Oil Filter from the O-360

<https://www.youtube.com/watch?v=r4WJtvTfPTE&t=77s>

I put a video on YouTube on a clean way to pull the oil filter off an O-360. Its not the best video, but, should get the word across!

## The Return of Fresh Cab Rodent Repellent (from Tom Shelton)

I have been using Fresh Cab for over 10 years now. Having had serious mouse damage in the electrical wiring on some equipment in 2005, an equipment dealer suggested I start using Fresh Cab to deter the mice. Since that time, I have used it in my Super Cub and also in my U206 with good results. The

fragrance emitted is pleasant to humans but not to mice. A number of KDVN plane owners are using this product. It was off of the shelves temporarily but now back on the market. I purchased



Fresh Cab at Farm and Fleet and Theisen's. It may also be available at ACE Hardware Stores. A bag of Fresh Cab on the floor of the plane might just prevent unwanted mouse damage. *From their ad....*

When Fresh Cab debuted in 2007, it was the first indoor-use botanical rodent repellent to meet federal EPA standards for safety and effectiveness. Since then, demand for natural alternatives and proactive solutions has grown beyond my wildest dreams. Making the decision to halt production of our best seller while we conducted a 10 year review was not an easy one, but I knew it had to be done. I want to thank each and every one of you for your patience and support while Fresh Cab was unavailable.

Like it says on the package, "When buying this product, you support US family farms and our precious environment." Our procedures make it easier than ever to stand by our 100% Money Back Guarantee. Plus, a new review by the EPA confirms the continued quality of Fresh Cab. ...Tom

## 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



### 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

## EAA Chapter 75 Member - Mike Hackwith (from George Bedeian)

Mike is a chapter 75 member that retired from Case IH in East Moline a few years ago, and has since moved to Oshkosh after his retirement. He has been very active at the EAA museum ever since, working displays and help keeping the aircraft shiny and many other volunteer projects. Mike always comes down to the repair barn visits with us, and pays his yearly dues at the same time. In fact Mike was the one who introduced me to EAA, years ago.

### Fueling the Future of General Aviation

For Mike Hackwith, EAA Lifetime 193113, a decades-long passion for aviation started with family. He caught the flying bug as a young boy, when every week 30 to 40 people would gather at his grandparents' farm for Sunday dinner and flights in a neighbor's Piper Cub. In addition, "all my uncles were pilots in World War II," Mike said.

Becoming a passionate member of the EAA community was natural for Mike. Over the years, his giving has included membership in the Founder's Wing, gifts to support Compass Hill and scholarships to sponsor youth attending EAA's Air Academy. But Mike's giving has been more than financial; from 2005 to 2011, he hand-cut 1,000 wood propellers each year for KidVenture.

Looking back Mike said he can see how his involvement in EAA has made a difference. "I watched a little girl sanding her heart out on one of my propellers and her passion made it all worthwhile," he said. "That's how important our organization is. Any time you give to EAA, you are providing resources that fuel the future of general aviation."



To learn more about **how you can support** the programs at EAA, contact Ken Strmiska at [kstrmiska@eaa.org](mailto:kstrmiska@eaa.org) or at 920-426-5901.



***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, FEBRUARY 3, 2017**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Tim Baldwin**  
**Davenport Airport**



***DRIVE IN or FLY IN – HOPE TO SEE ALL***

This month, hope to see all at our 1<sup>st</sup> Saturday of the Month coffee hosted by Tim Baldwin. Come for some good hangar talk. Plenty of room for all.

**FLY IN:** Davenport Airport (KDVN). We will be meeting at Tim Baldwin's T-Hangar, I4. These are the new hangars in the northeast corner of the hangar area. The gate should be open.

**DRIVE IN:** Just drive to the Davenport Airport. See you there!!!

## For Sale: 1959 Piper Comanche 180

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



**NEW ITEM Also FOR SALE**

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

\$125



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

Contact David Leners at 563-357-5104.





## UPDATED Local Calendar of Events

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

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

## Upcoming EAA Webinars

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

**What? No smoking gun?**  
Wednesday, February 7 – 8 p.m. CST  
Presenter: Mike Busch

**IFR Decision Making: Chasing Choices**  
Tuesday, February 13 – 7 p.m. CST  
Presenter: Andy Miller

**So, You Want to Build a Jet?**  
Wednesday, February 21 – 7 p.m. CST  
Presenter: Lance Hooley

**Avoiding the Base to Final Spin Accident**  
Tuesday, February 27 – 7 p.m. CST  
Presenter: Gordon Penner

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.

**For Sale: Wampus Cats Flying Club Share**  
Here is your opportunity for very economical flying! Wampus Cats Flying Club has been in existence since the 1950's. We have a well kept 1978 Cessna 152 which was purchased new and has always been hangared at Davenport. It has 5000 airframe hours

and 500 SMOH. Monthly dues are \$39.00 and hourly rate is \$50.00 wet. For more information on joining our Club please contact Bernie or Chris Nitz. (309) 798-2011. [bernien@visioncrest.com](mailto:bernien@visioncrest.com) or [cnitz@visioncrest.com](mailto:cnitz@visioncrest.com)



**Want to RENT -** Safety minded, conscientious, courteous, congenial 500 hour IFR and complex rated pilot is looking to rent a plane 20-30 hours a year; no weekends, only on weekdays. Would prefer an Arrow or similar type (all my hours are in Pipers), but would be amenable to discussing other options. Mike Van Dyke 563-209-7752 [mikel@cmeflow.com](mailto:mikel@cmeflow.com)

Plenty of room for your ad. Send them to [marty.santic@gmail.com](mailto:marty.santic@gmail.com) Get rid of your stuff!

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

## Chapter 75 Merchandise Now Available

(from Marty Santic)

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

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

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

If you would like a cap, please send me an e-mail. [marty.santic@gmail.com](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

**OPEN POSITION - NEED SOMEONE to STEP UP and VOLUNTEER!!**

#### Board of Directors

**OPEN POSITIONS (2-Board of Director's Positions)**

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

**John Riedel**  
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**Nick Anagnos**  
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**Jerry Coussens - President**

**Ron Franck - Vice President**

**Ron Ehrecke - Treasurer**

**Wayne Sapp - Secretary**

#### Flight Advisors

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**Jim Smith**  
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#### Repair Barn Chairman

**Tom Shelton**  
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#### Tool Librarian

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

#### Tool Committee

**John Bruesch (Chair)**  
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**Roger Nightingale**  
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**Cy Galley**  
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**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)

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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:  
 Ron Ehrecke - EAA Chapter 75  
 1597 Deer Wood Dr  
 Bettendorf, IA 52722

National EAA offices:  
 Experimental Aircraft Association  
 EAA Aviation Center  
 PO Box 3086  
 Oshkosh, WI 54903-3086  
<http://www.eaa.org>

National EAA Membership:  
 1-800-JOIN-EAA (564-6322)  
 Phone (920) 426-4800  
 Fax: (920) 426-6761  
<http://www.eaa.org/membership>

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  
 Hospitality       Board Member       Newsletter

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