

THE LANDINGS

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

August 2019

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



I came back from Oshkosh 8:30 pm last Friday night. With two days to catch up on jobs at home and sleep I can finally write up the story of going to Oshkosh 2019.

The month before Oshkosh my plane was sitting in hanger grounded because of air show and airport closure. A week before Oshkosh I took the plane up on Thursday night to check it out. I planned to pick up Dave Skinner from Milan, TN. Friday. After takeoff I headed for Clinton, no specific reason. I noticed the electric fuel pump on so I shut it off. Fifteen seconds later my engine stumbled. I turned on the pump and switched tanks. The problem went away. Over Clinton airport I circled, with fuel coming from other tank I turned off the alt. pump and 15 seconds later the engine stumbled. OK I have a bad fuel pump. I head back to Davenport and land with alt. pump on, no problem. Taxing to hanger I turned off the alt pump and the fuel pressure drops from 20 psi to 11 psi and the engine quits. I ordered the pump from Aircraft Spruce that night. There was a problem with my order, Spruce couldn't reach me Friday to rectify it. So the pump didn't leave Chicago till late. This moved delivery schedule to Monday afternoon. To remove



the fuel pump I had to remove the oil cooler I had shoe horned into that area last year. The tight fit didn't help cooling so I decided to relocate the cooler again. On Monday I installed the pump, test flew on Tuesday morning and we are ready for Oshkosh. Having installed new pump and modified oil cooler I wasn't excited about not testing more but, things were working great so let's go.

John Eagles arrived for departure at 8:45, right on time. We loaded the plane with luggage and tent then filled up with fuel. After topping off tanks I did my walk around then strapped in and started her up. Taxied to 210 for departure, did my preflight check list and we departed. I turned to heading 210 degrees. My plan, climb to 5,500' and head to a little airport west of Madison. The direct route to Ripon will take you right over Madison. So I head a little west of them to stay out of their space, I could go over it, but I would rather stay west and approach Ripon from west. I have approached Ripon from South before but I feel it is busier then west, (no facts to support that). I also like the fact that a west approach feeds directly into Ripon the South approach takes a right turn into traffic. As we pass Madison I'm listening to Fisk Approach. They are holding planes at Rush and Green lake. As I'm listening we are doing 190 kts, no reason

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Next Meeting - Saturday, August 10th, NOON - Potluck Lunch at Geneseo Airport
Fly In or Drive In

August 10th Chapter Meeting

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

FLY IN or DRIVE IN!

Bring a dish to pass and your eating utensils. Should be a great time!!

And bring a NEW chapter member !!

From The Desk of the President

rushing to get in line so I throttle back for a leisure approach of 165 kts. I stayed at 5,500' no reason getting into the hornets' nest if we don't need to. Knowing we will be holding at Green Lake I head for the SE shore for a left turn swinging wide and above the pattern. Once I do that I can lower into the pattern to my desired height of 2,300'. As we approached the SW shore of Green Lake the controllers started emptying Rush Lake. Before we arrived at the SE shore they started taking flights from Green Lake. Now we are the only ones showing ADS-B on the North side of lake. I follow the North shore dropping 700' fpm. As I round the SW lake shore I'm at 2,300' with no one in front of me. I do see planes below me, not as many as I see on ADS-B. I'm passing them as 2,300' is reserved for 135 kts. During this entire time ATC is broadcasting, arrival from the SW shore of Green lake is being reviewed as a new way of entering with Ripon as a way point along the route. Having experience it I like the new approach, it gives us more room to get in line. We are now following the tracks. I'm still a few miles from Fisk when I hear ATC say blue and white aircraft rock your wings. I rock mine, ATC says take the route to 270 past the gravel pit. Although I'm right on track to do this I'm thinking we were too far South for him to see us and that clearance was meant for someone else. No problem we'll stay on railroad tracks and wait for further orders. As we reach Fisk the controller tells me to turn right to follow Fisk Ave and land on 360. Now I know it wasn't for me, but I have my clearance now. Approaching the final for 360 I swing a little South as I have turned to final before with slower traffic in front of me and I have to "S" turn to stay behind them. Two Stearman pass in front of me to land on 36. Great how am I going to slow down for them. With the runways off my left wing the tower clears me to land on 36R. We bank hard left adding power to stay safe. As I align with runway I'm told to land long as I need to taxi to the end to get to parking. The wheels touch-down midway and I let it roll to the end of runway.



John, we are on the ground at OSHKOSH. I've heard the stories, I've flown to Oshkosh at least 20+ times and have only had challenges twice. I find Sun and Fun more challenging.

To close, the plane worked great, my oil cooler location is working great. Because I wanted to park in the 1000+ hrs category there was some confusion to where I was parking. They sent me around to get back to parking. In the past my oil temp started to rise the moment I landed and would keep climbing till red line. Then the engine stopped with vapor lock. This time my temp climbed to 223 and stayed there (cooooool). Good thing that fuel pump failed so I could fix the heating problem. **I'm so lucky.** Upon departure Friday my brake cylinder seal had leaked fluid out so I had to add some to get home. **Thank God for emergency repair.** I fixed brakes yesterday so my plane should have all the bugs out of it. This summer it seems I had one break down after another. My plane is 17 years old and has 1300 hrs on it. Some ball park math-- 200+ mph x 1300 makes 260,000 miles flown, I know it's ball park but by any standard I can't complain too much. See you at the potluck;
--Jerry

July Coffee at the Davenport Airport Hosted by Jerry Coussens and Tom Shelton



July Potluck Chapter Lunch at the Davenport Airport



Harvey (from Richard Lowe)

About three years ago, I transferred my American Legion membership (member of the Legion for 37 years) to a local post so that I could be more active in the organization. This post was the one that stood in the pouring rain to render military honors for my wife's burial at the National Cemetery when she died four years ago. She was a veteran also. As soon as I started to attend monthly meetings, I made a number of great friends in that post.

We meet once a month and our cooks prepare a full meal for each member to start the meetings. One of the guys who sat across the table from me one night was a rather rough looking character. He needed a hair cut, facial hair was not up to military standards, he used a walker to get around, etc. However, I immediately noticed he had a set of Army Air Force pilot wings on his cap and a small metal P-51 fighter next to them. I asked about his service and he proudly told me he flew the fighter off of Iwo Jima in the spring of 1945. He made eight trips up to Japan escorting B-29's before the war ended.

His last trip he got separated from the others, came home alone, over hundreds of miles of open ocean and landed on fumes after cutting into landing traffic. He never flew again.

After the war, he worked at a number of different jobs. He was a VA job counselor for the state job service, a security officer on an arsenal, a manager of rental property, just to name a few. When I met him, he lived alone. He was well into his 90's. He did not drive anymore; post members picked him up and brought him to meetings. He had been commander of a post out east, a commander of our post, and a member of the executive council among other things. He was vocal at the meetings and was always on the post commander to improve our PA system and to get more media to cover our post activities. Some saw him as sort of a pain in the a**.

One night I gave him a couple 8 x 10 photos of P-51's taken from some old CAF calendars. You though I had given him my first born son. The next day, he called me again to thank me for the photos and told me he had them displayed in his kitchen. A week or so later, I got a letter from him in the mail again thanking me for the photos. I never expected such an outpouring of appreciation, especially from a tough old bird like this one.

A few months ago, he started down hill. They had to call an ambulance for a hospital trip one time when he fell. Our post chaplain took him to the VA clinic a

couple times. Then we learned he went to hospice and was not there long before he made his final flight. We think he was about 95. His one son made arrangements for a small luncheon at our post where several of us joined his extended family, mostly co-workers, for a final farewell.

This guy was one of sixteen million who wore the uniform of the U.S. armed forces during WW II. There is less than a half million left. He did his duty and then came home to continue to make this a better country. When you meet one of these guys or gals, (you can often recognize them by their ball caps) take the time to thank them for their service. Ask them what they did. They wear the cap not to draw attention to themselves, but to show the pride they have in their service. You might have a wonderful experience like I did when I took the time to ask this old gentleman about his service.

The Mystery P-51 Pilot (from Bob Weil)

This 1967 true story is about an experience by a young 12-year-old boy in Kingston, Ontario, Canada. It is about the vivid memory of a privately rebuilt P-51 from WWII and its famous owner/pilot.

In the morning sun, I could not believe my eyes. There, in our little airport, sat a majestic P-51. They said it had flown in during the night from some U.S. Airport, on its way to an air show. The pilot had been tired, so he just happened to choose Kingston for his stopover. It was to take to the air very soon. I marveled at the size of the plane, dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the pilot's lounge. He was an older man; his wavy hair was gray and tossed. It looked like it might have been combed, say, around the turn of the century. His flight jacket was checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance.

He filed a quick flight plan to Montreal ("Expo-67 Air Show") then walked across the tarmac.

After taking several minutes to perform his walk-around check, the tall, lanky man returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up, just to be safe." Though only 12 at the time I was allowed to stand by with an extinguisher

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The Mystery P-51 Pilot (from Bob Weil)

(Continued from page 5)

after brief instruction on its use -- "If you see a fire, point, then pull this lever!", he said. (I later became a firefighter, but that's another story.)

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar. Blue flames knifed from her manifolds with an arrogant snarl. I looked at the others' faces; there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge we did. Several minutes later we could hear the pilot doing his pre-flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds. We ran to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not. There we stood, eyes fixed at a spot halfway down the runway. Then a roar ripped across the field, much louder than before. Like a furious hell spawn set loose -- something mighty this way was coming.

"Listen to that thing!" said the controller.

In seconds the Mustang burst into our line of sight. Its tail was already off the runway and it was moving faster than anything I'd ever seen. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic. We clasped our ears as the Mustang climbed hellishly fast into the circuit to be eaten up by the dog-day haze. We stood for a few moments, in stunned silence, trying to digest what we'd just seen.

The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment.

The radio crackled, "Go ahead, Kingston."

"Roger, Mustang. Kingston tower would like to advise the circuit is clear for a low-level pass."

I stood in shock because the controller had just, more or less, asked the pilot to return for an impromptu air show!

The controller looked at us. "Well, What?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!"

The radio crackled once again, "Kingston, do I have

permission for a low-level pass, east to west, across the field?" "Roger, Mustang, the circuit is clear for an east to west pass." "Roger, Kingston, I'm coming out of 3,000 feet, stand by." We rushed back onto the second-story deck, eyes fixed toward the eastern haze.

The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive G's and gravity. Her wing tips spilling contrails of condensed air, prop-tips again supersonic. The burnished bird blasted across the eastern margin of the field shredding and tearing the air. At about 500 mph and 150 yards from where we stood she passed with the old American pilot saluting.

Imagine A salute! I felt like laughing; like crying; she glistened; she screamed; the building shook; my heart pounded. Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory.

I've never wanted to be an American more than on that day! It was a time when many nations in the world looked to America as their big brother. A steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the old American pilot who'd just flown into my memory. He was proud, not arrogant; humble, not a braggart; old and honest, projecting an aura of America at its best. That America will return one day! I know he will! Until that time, I'll just send off this story. Call it a loving salute to a Country, and especially to that old American pilot: the late JIMMY STEWART (1908-1997), Actor, real WWII Hero (Commander of a US Army Air Force Bomber Wing stationed in England), and a USAF Reserves Brigadier General, who wove a wonderfully fantastic memory for a young Canadian boy that's lasted a lifetime.



Duane Fey's Aeronca on the Cover of the Aviator

Ray Scholars Including Our Ray Scholar, Nick Hayes, Gather at Airventure

Through the generous support of the Ray Foundation, EAA provides up to \$10,000 to deserving youths for their flight training expenses, totaling \$1,000,000 in scholarships annually.

"It's fantastic to have 33 of our currently 75 Ray scholars here in Oshkosh, I can't think of a better place than AirVenture for these kids to spend time around other aviation enthusiasts, chapter members, and just people within the industry to learn, get motivated, and go back to their home airport to finish up their flight training," said Chapter Field Representative II David Leiting.

Director of the Ray Aviation Scholars Program Chuck Ahearn said, "With women in aviation at a low percentage, accounting for 6 percent of the pilot community across the industry, EAA is proud to announce that 30 percent of the recipients are not only females, but extremely hard-working, talented, and well-deserving recipients."

Recipient Jazmin Spreiter currently has 21 hours under her belt and hopes to solo when she gets back home from Oshkosh.

"I wanted to go to UND or a college that had a flight school, but that wasn't an option for me because my parents didn't have enough money and my GPA wasn't good enough to get scholarships for college out of

Airventure 2019 - Final Facts and Figures

Comment from EAA CEO and Chairman Jack Pelton:

"What I'm most proud of this year is how our volunteers, staff, and the community joined to overcome the challenges resulting from the massive storms that hit the airport and campground just prior to opening day. It took a true team effort to meet the additional demands on time and resources to provide services to our members and visitors."

Attendance: Approximately 642,000 – 6.8 percent above of 2018's record total. Comment from Pelton:

"EAA members and aviation enthusiasts attended in large numbers, and stayed throughout the week. On July 22, we thanked Oshkosh residents for 50 years



Nick is in the Middle of Top Row

high school," Jazmin said. "I just kind of felt stuck for a while. I was cleaning people's airplanes and working [at] a local airport to get hours, and I was trying to scramble everything I had to pay for flight lessons. Without this scholarship, I would have gotten really far behind, and I might have even given up on my dream."

Chuck said his favorite part of this event is the overwhelming enthusiasm of the adults and chapter members.

"We're carrying on James Ray's mission, and his mission was to help young people in this country develop life skills through aviation," Chuck said. "If you have the discipline to go through flight training successfully, you have the discipline to go through anything you want to do successfully."

of support with free opening-day tickets and more than 8,700 of them attended – which equates to 13 percent of the city's population. Throughout the rest of the week, our efforts to create unique attractions and aviation highlights across the grounds were incredibly successful in creating 'Only at Oshkosh' moments."

Total aircraft: More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 16,807 aircraft operations in the 11-day period from July 19-29, which is an average of approximately 127 takeoffs/landings per hour.

Total showplanes: 2,758 included: 1,057 homebuilt aircraft (including a record 592 homebuilt aircraft campsites), 939 vintage airplanes, 400 warbirds (6 percent increase), 188 ultralights and light-sport aircraft, 105 seaplanes (40 percent increase), 62 aerobat-

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Airventure 2019 - Final Facts and Figures

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ic aircraft, and 7 in other categories.

Camping: More than 12,300 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

Volunteers: More than 5,500 contributing in excess of 250,000 hours.

Commercial exhibitors: 863.

Forums, Workshops, and Presentations: A total of 1,500 sessions attended by more than 75,000 people.

EAA aircraft flights: 3,051 people flew aboard EAA's Ford Tri-Motors, while 3,173 people flew aboard EAA's Bell 47 helicopters and 669 flew aboard EAA's B-17 Aluminum Overcast.

Social Media, Internet and Mobile: More than 17.6 million people were reached by EAA's social media channels during AirVenture; EAA's website had more than 2.1 million page views; EAA video clips during the event were viewed 4.5 million times; and EAA's 2,740 photo uploads were viewed more than 13.3 million times. Additionally, EAA web streams were accessed more than 1.6 million times by viewers in more than 200 countries, who watched more than 315,000 hours of activities from the AirVenture grounds. The AirVenture app was downloaded and used by nearly 47,000 attendees. EAA Radio reached more than 104,000 listeners in 158 countries with 6,735 hours of audio, and more than 47,000 viewers of 405,000 minutes of streaming video.

Guests registered at International Visitors Tent: A record 2,772 visitors registered from 93 nations, also a record total. (Actual counts are higher since international visitor registration is voluntary.) Top countries represented by registered visitors: Canada (561 visitors), Australia (386), and South Africa (177).

The Gathering shines: The EAA Aviation Foundation's annual event to support its aviation education programs attracted some 1,400 people and raised more than \$2.8 million dollars that will be focused on EAA's mission of growing participation in aviation.

Media: 851 media representatives on-site, from six continents.

Economic impact: \$170 million for the five counties in the Oshkosh region (Winnebago, Outagamie, Fond

du Lac, Calumet, and Brown). - based on 2017 University of Wisconsin Oshkosh economic impact study

What's ahead for EAA AirVenture Oshkosh 2020 (July 20-26, 2020)? Comment from Pelton:

"Planning is well underway for next year's event, including discussions during AirVenture 2019 about possible features and attractions for 2020. In the next few months, we will be finalizing highlights in all areas to make the 68th annual EAA fly-in convention the World's Greatest Aviation Celebration."

Wayne Peach Working for Dinner Just After a Flooding Rain (Yes - That is a Homemade Fishing Pole in Vintage Parking)

Many were referring to the first few days of Airventure as Sloshkosh 2019. Not quite as severe as the original Sloshkosh, but, the heavy rains prevented a number of planes from parking and the highways, parking lots were just swamped with motorhomes and camping units as the ground was too soft to allow them to enter the campground. Things settled down a few days later. Wayne was praying, but, did not get one.



Neat Video - XP-82 Cockpit from EAA AV OSH19 (from Adam Santic)

North American XP-82 Twin Mustang (N887XP) Cockpit Cam - EAA AirVenture Oshkosh 2019. Uploaded by AirShowStuffVideos.

<https://youtu.be/xT9aMC0IPIE>

Trevor Christoffersen at the EAA Advanced Air Academy

I recently went to the EAA Advanced Air Academy. Attached are some pictures that I took from the time I was up there. I want to give a huge thank you to the chapter for giving me this opportunity and I plan to do a full presentation of my visit later this year.



Emergency Aircraft Repair - 2019 Seaplane Recovery (Photos by Duane Fey)



Emergency Aircraft Repair Photos



At or Near Emergency Aircraft Repair



34th Annual Dubuque Fireworks and Air Show Spectacular (from Adam Santic)

On Wednesday, July 3rd, I visited the Dubuque Fireworks and Air Show Spectacular. The 34th annual event was held at A.Y. McDonald Park in Dubuque, Iowa over Lock and Dam Number 11 that is located over the Mississippi River. The event started at 5:30 pm and went all the way until 10:30 pm. At 10:00 pm, the fireworks blasted the nighttime sky.

The Dubuque Fireworks and Air Show Spectacular is a must-see event for all aviation enthusiasts or for a fun thing to do in the state. This air show never disappoints.

The weather threw us a curveball early on which caused about an hour delay for the start of our show, but as the clouds cleared it made for a very pleasant evening. The weather delay caused two acts to be cancelled. The cancelled acts were the Team Aero-stars Formation Aerobatic Team and the first of two jumps for the United States Army Golden Knights Gold Parachute Team.

The air show started off with a beautiful rendition of the National Anthem. The National Anthem was followed up by Michael Wiskus who performed in his Pitts S-1-11B biplane nicknamed "The Super Stinker." His aerobatic routine teared along the beautiful skies at 195 mph and he climbed at a rate of 4,000 feet per minute as his Lycoming IO-540 engine and Hartzell propeller took a beating from all those 5 to 6 Gs that he does in his performances.

The second act was the Air Combat Command A-10C Thunderbolt II Demonstration Team. The pilot who was under the controls for the act was Pilot and Commander, Major Cody "ShIV" Wilton. The crowd really enjoyed the Fairchild Republic A-10C Thunderbolt II unique maneuverability in the sky.

The third act was the United States Air Force Heritage Flight. This heritage flight was put on by the Air Combat Command A-10C Thunderbolt II Demonstration Team and the United States Air Force Heritage Flight Foundation. The aircraft participating in this flight was a Fairchild Republic A-10C Thunderbolt II and a 1991 North American TF-51D "Bum Steer" which was flown by Tommy Williams.

The fourth act was the Vanguard Squadron. This show consisted of David Meyers (lead), Mark Ketcham (slot), Joe Brewster (wing) and together they fly a dazzling formation aerobatic routine in Vans RV-3A's powered 100 percent by ethanol. This marked my first time seeing this aerobatic team. Their routine consists of maneuvers such as a finger-



tip loop, fingertip to diamond roll, diamond loop, quarter cloverleaf turn, heart in the sky, triple rolling rejoin, echelon-formation cascade roll, a series of follow the leader tail chases, a big e in the sky and a photo pass to end their exhilarating act.

The fifth act was Mil Moscow Helicopter Plant Mi-2, which was owned by the State of Iowa. A Mil Mi-2 is a small lightly armed turbine-powered transport helicopter that could provide close air support. It did a series of flybys as the announcer, Luke Carrico explained details about this unique helicopter.

The sixth act was a performance by Captain Lochland "L.D." D. Jeffries from Popular Grove, Illinois. He performed in his FLS Microjet. His FLS Microjet is affectionally known as "Lil Devil." The FLS Microjet is the world's smallest jet, which is based on the Bede BD-5 design. It also has the world's fastest landing

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34th Annual Dubuque Fireworks and Air Show Spectacular (from Adam Santic)

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gear which it fully extends and full retracts in less than half of a second. The FLS Microjet has a top speed of 320 mph, a stall speed of 67 mph and a wingspan of 17 feet. It comes with an empty weight of 430 lbs. and once you put L.D. Jeffries in it with the fuel it only weights 860 lbs. It is powered by a PBS Velka Bites TJ-100 engine which produces 280 lbs. of thrust. This marked my first time seeing L.D. Jeffries perform.

The seventh act was the Missing Man Formation performed by the Vanguard Squadron. This act is an aerial salute performed as part in remembrance of all that has fallen while serving for our great nation. To pull off the Missing Man Formation, it usually consists of 2-3-4-5 aircraft in the finger-four formation with one aircraft designated as the pull-up/split-off to honor the person or persons who has died.

The eighth and final act was the United States Army Golden Knights Gold Parachute Team. The team made its sixth straight appearance at the event. Once in the air, the Golden Knights threw ribbon out of the De Havilland Canada DHC-8-300 to test the wind and find their target. This support aircraft, a De Havilland Canada DHC-8-300 is the newest aircraft that they added to its fleet as they bought it in July 2018. This marked my first time seeing the brand new De Havilland Canada DHC-8-300 in its glorious United States Army Golden Knights Parachute Team colors. The act continues as they circle around the target while the pilots time out their flying. Once they're prepared, it's showtime. The main difference between a Golden Knights day jump and the

ADS-B Approaching Ripon in Jerry Coussen's Lancair 360

To the right see a screenshot of Jerry Coussen's i-Pad as he approached Ripon, inbound to Oshkosh.

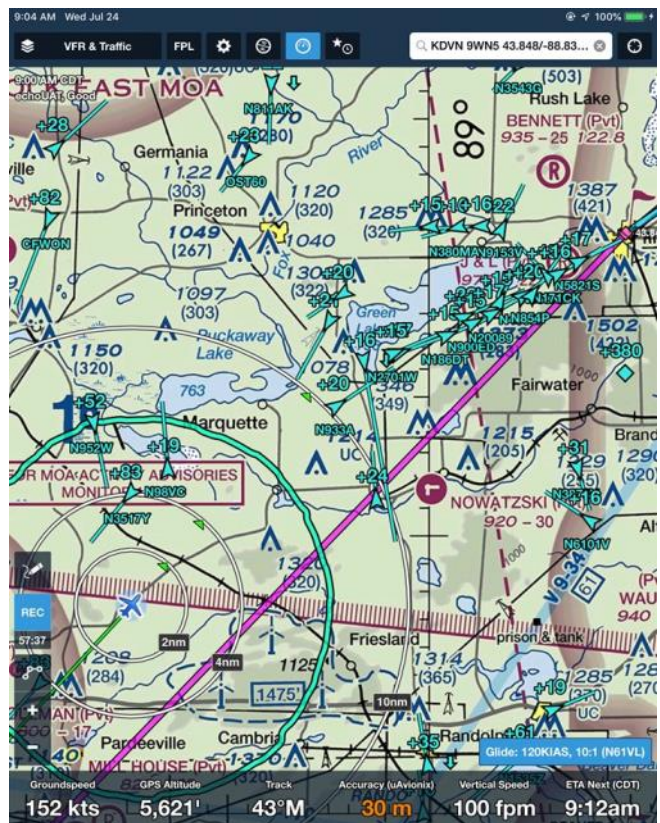
Per Jerry, the photo shows the Oshkosh traffic lining up behind each other to come in and land, I'm circling lake to come in behind the others. As they were in line first. Because they are supposed to maintain a speed of 90 kts. I pick the higher route which is 135 kts 400' above as my plane doesn't like 90 kts. Those Cessnas slow down to 50 kts on final and I fall out of the sky at 80 mph.

Jerry is the blue plane in the lower left of the photo.



nighttime jump is that the nighttime jump consists of pyrotechnics that lights up the skies as they land safely into the jump zone. The Golden Knights did one jump as the earlier jump got scrapped due to weather. Since the air show is over the Mississippi River, the static display was sparse. On static display was two Mil Mi-2 owned by the State of Iowa, a United States Army display and food vendors.

Overall, this marked my 3rd time going to this air show as I last attended it in 2017. The air show is FREE and best of all parking is \$20.00. I hope this recap will encourage you to put this on your list of air shows to come see. The 35th Annual Dubuque Fireworks and Air Show Spectacular will happen on Friday, July 3, 2020.



An Update from One of Our Young Eagles - Kyle Voltz

For those of you who don't know me, my aviation journey started with my father Doug Voltz, who you may have met at a chapter meeting. My father built an airplane but when it was wrecked in a storm while it was in the hangar, aviation was put on the back burner. Life however, has a funny way of working out. Mike Nightingale convinced my father to bring me to a Chapter meeting and I ended up attending the Air Academy in 2008 sponsored by EAA Chapter 75.

After graduation from High School I attended the University of Dubuque for Aviation Management. I've been working at EAA HQ in Oshkosh for the last 7 years, gaining flight time and experience and paying off my student loans. This year, everything has seemed to come together for me to make the move to flying full time. In January I finished paying off all my debt and student loans, and in May I accepted a SIC position with Flight Logistics, a part 135 charter company out of Green Bay, WI.

So far, I love the position, and am having a blast! I started with three weeks of training on the King Air 200 and King Air 90. The first week was ground school, second week was Sim training, and third week was flights in the actual aircraft and check rides. The process has been like drinking from a firehose, but I'm enjoying a completely different type of flying then I was previously used to. I still volunteer at EAA and Flying Young Eagles at EAA's Pioneer airport as a volunteer pilot. I'm also continuing flight testing and ferry flying, (so if you know anyone that need those services let me know!) and I hope to get more time to work on the Q200 project. I want to once again thank the Chapter for all the support. I hope to see you all soon!

The Care and Feeding of New Tires and Tubes (from Ron Franck)

1. Verify that the tire and tube are of the correct size for the assembly and aircraft, per the airframe manufacturer's manual.
Clean the inside of the tire and dust with talc.
2. Slightly inflate new tube and insert into tire.
3. When assembling tire//wheel, be sure that the wheel bolts are torqued to the wheel manufacturer's specifications prior to inflation.
4. After verifying the bolts are properly torqued, inflate tire to rated pressure specified by the aircraft manufacturer.
5. Deflate tire to equalize stretch, then reinflate to



- the rated pressure.
6. Recheck air pressure in 12-24 hours. If pressure has dropped more than 5% then check valve for leakage. If the valve is ok then disassemble and check the tube for a leak.

Why use a new tube?

Aircraft tubes are made of natural and/or synthetic rubber. All tubes are manufactured slightly under-sized so that they will fit easily into a new tire. Aircraft tires will "grow" slightly in service and so will the new tube. The tube will now take a permanent set to the now larger inside tire dimension. If a used (now larger) tube is put back inside a new tire it may be too large for the inside cavity of the new tire and this can lead to a resulting fold or wrinkle. These folds may eventually wear through the tube causing the tube to lose the ability to retain air.

This wear down process will result in seepage of air from the tube and the pilot/owner will continuously keep having to add air to maintain correct operating pressure. Moreover, the tube may become torn in taxiing or during takeoff, especially if left underinflated. It may go flat in mid-air without the pilot realizing what is wrong. Considering the risks associated with using a used tube in a new tire it is recommended to always install a new tube when replacing tires.

Source: Specialty Tires of America

Piper Cherokee For-Sale (Tim Baldwin)

1968 PA-28-180 CHEROKEE D MODEL • \$39,500

All original Piper Cherokee 180 D. Lycoming O-360. I'm the second owner since new. 2728 TTAF, 713 SMOH (1995). Complete Logs Since New. Just out of extensive annual. Located at KDVN. Spin on oil filter, new tires all the way around, new Concord battery, new ELT battery, overhauled brake system (pedals on pilot side only). Piper AutoControl III single axis AP w/electric trim, TKM MX12, KT-76A, Narco ADF, No intercom (been using portable). Excellent, hands-off flight characteristics. Ready to fly anywhere! • Contact Tim Baldwin, Owner - 309-781-7686 or tpbaldwin@gmail.com



Upcoming Young Eagle Events (from Bob Thomas)

We have rescheduled Sterling for September 21st and it will be a pre-register event. Also we will do a rally on August 24 in Clinton as part of the Touch A Truck event. It will not be pre-register though, folks will just show up. Thanks.

Upcoming EAA Chapter 75 Young Eagles Events:
More Details provided in the links below.

*Saturday, August 24, 2019 at the Clinton Municipal Airport in Clinton, Iowa (8:30am-NOON); first come, first served: <https://www.facebook.com/events/527198044716823/>


*Saturday, August 31, 2019 at the Davenport Municipal Airport in Davenport, Iowa (8:30am-12:30pm); must register to attend: <https://www.facebook.com/events/830408814012266/>



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							



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

**FREE COFFEE AND DONUTS AND SOME
GOOD HANGAR TALK AT DAVE MILLS' HANGAR**

SATURDAY, AUGUST 3, 2018
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Dave Mills and
Paul Kirik
Quad Cities Intl Airport



FLY or DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Dave Mills and Paul Kirik. Come for some good hangar talk and see some neat planes!

DRIVE IN: Drive to the General Aviation entrance on the far south side of the Quad Cities Intl Airport (from the main entrance of the airport, follow Route 150 east and then south as it follows the east fence. Turn west on 78th Avenue to the GA entrance). Follow the entrance road to the control tower area. There are two hangars just west of the control tower. Dave Mills' hangar is furthest west. The door says Space Industries. Call Paul Kirik's cell at [\(309\) 781-0002](tel:3097810002) if you have a problem.

FLY IN: Park on the ramp in front of the hangar just west of the control tower.



Brennand Airport Fly-In

Saturday, August 17 ~ 9 am to 3 pm

- ✈ Helicopter and Airplane Rides
- ✈ Radio Control Air Show at Noon
- ✈ Grand Raffle and Bucket Raffles
- ✈ Airplane and Hangar Display
- ✈ Corvette Club Display
- ✈ Local Fire Department Display
- ✈ Food and Beverages
- ✈ Fox Cities Composite Squadron - Civil Air Patrol

Family Fun Fundraiser

Come celebrate aviation and find out what EAA Chapter 41 is about.

Public Welcome!



Fly-In: 79C, Brennand

CTAF: 122.900

44°9'35.94" N / 88°33'34.40" W

Drive-In: Brennand Airport

3282 Breezewood Ln

Neenah, WI 54956

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.

I Wanna Sue Someone
Wednesday, August 7 at 7 p.m. CDT
Presenter: Mike Busch

Rotax 912iS Sport Engine Overview
Wednesday, August 14 at 7 p.m. CDT
Presenter: Jorge Tavio

What Is Scenario-Based Training: How to Use It in Your Everyday Flying - Tuesday, August 20 at 7 p.m. CDT
Presenter: Tom Johnson

Loss of Control – Root Causes and Innovation Opportunities
Wednesday, August 28 at 7 p.m. CDT
Presenter: Loss of Control Committee Members

Send event information on those activities that would interest the membership. Will be delighted to include any information

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

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

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. 3H5. 309 230 0944.

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

Twin Cities Flying Club - Located at the Whiteside County Airport. Limited memberships in a 1984 Piper Warrior are available. See www.twincitiesflyingclub.org for more information.

Hangars available at the Whiteside County Airport. Prices range from \$92 - \$140/month depending on the hangar unit. Visit www.whitesidecountyairport.org or call Darin Hefelfinger at 815-626-3750 for availability. Drew Wilkins. My cell is 909-912-9175.

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)

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Jim Smith (See Above)

Ed Leahy (See Above)

Paul Fisher (See Above)

Marty Santic (See Below)

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 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!

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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

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? _____
