

THE LANDINGS

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

September 2018

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



Some of you already know I bought a Lancair IV kit, for those that don't know what that is. It's a 4 place experimental, which was well know for fast efficient speeds. Over the years it has been proven to be a very capable airplane that got a bad wrap because of untrained pilots thinking it's a Bonanza or Cessna.

I've had a love affair with this plane for the past 20 years. In 2004 I bought the wing kit from a guy in New Hampshire and brought them home. Finished the wing kit in 2006 and started to look for a fuselage kit to finish the plane. Then came the market crash and my remodel business lost 40% of its income. I put the wings in the back of Tom's and my hangar. I'm getting older and starting to feel like I don't have the drive to build another airplane. For the past ten years I've been thinking "I can't afford it". After riding in Dave Skinners plane I started thinking "how can I afford it". Over the past couple of years I switched from thinking of finding and finishing somebody

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Next Meeting - Saturday, September 8th, 7PM - Jim Smith - Repair Barn
[Butterworther Center Main Floor — 1105 8th Street Moline, Illinois \(click for a Map\)](#)

September 8th Chapter Meeting

The September Chapter meeting will be held on **Saturday, September 8th at 7P.** It will be held at the **Butterworth Center House, Moline, IL.** Across the street from our normal meeting location.

September's meeting program. Jim Smith, Repair Barn Wrap-Up and aircraft hardware.

Hope to all at our meeting.

From The Desk of the President

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else's ES kit (fixed gear same fuselage). Problem with that is I still had those wings in my hangar and to throw them out because I moved on to another kit just rubbed me wrong. Every year I meet my friend from Vista, CA at Oshkosh (Gary also wanted to build a Lancair IV and was accumulating parts) and we'd compare notes. This year was no different till he brought up the fact that he was interested in selling his kit. "I'll never finish it", he said. We talked over a price and I thought about it for two days. My age was definitely an issue; do I want to tackle a big project like this now? Fact is I still love the airplane. It's a complex project and I look forward to the task.

If I finish it and I'm too old to fly it, so be it I'll sell it. To me this is unfinished business, so let's do it. One issue that will slow the project down. I want to stay married and I want to keep flying my present Lancair so I need to bring new money to the project, which will take time. So I shook hands with Gary and now I have a project that is stored on the other side of the country.

I checked different freight options a cube was the best option for cost, but it is too short to haul the 17' fuselage and wing spars (don't need wings but they come with it). Plus I still need to fly out there to help load it. The more I thought about it I should drive out and get the kit. We are a little slow at work so time is not a problem, would be cool to see the Southwest USA. Bill Swaim gave me a name of a guy that would rent me a 16' cargo trailer with another 12" point on front. Since I'm pulling it with my 6 cylinder truck size matters the smaller the better. Ok, I have a trailer

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From The Desk of the President

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and a ½ ton truck to pull it. We are ready.

Aug. 19th was my departure date. I said good bye to Julie and pulled out of my drive at 8:00 am. My overnight stop is to be Copper Mtn Ski resort. I have a ski buddy that said I could crash at his condo for the night. 16 hrs later I pulled into Cooper. This was my hardest leg because I have driven it many times before and was not excited about seeing the same country. My key card didn't work so I went looking for help. It took me a half hrs to find somebody that was out at 12:00 am. Thanks to Derrick a bar patron I found weaving on his way home from the bar I was able to get into room. He was a godsend.

Aug 20th. I woke up at 5:30 cause I always do unfortunately, even if I need the sleep. Got cleaned up, made the bed and I was out the door. On the road at 7:30 Mtn heading west on 70. Now I'm seeing new country and its great . Stopped for gas and breakfast in Eagle then headed west again. My truck may only be a 6 banger but when it shifts down it can pass the semis in the passing lanes at 65 mph. What a truck. I loved the drive through the mountains. Especially when I drove through Glenwood Canyon. As a builder I like the structures that man puts up. When I70 was proposed to pass through that canyon the environmentalist fought to stop it. The planners would have built walls to redirect the river and built the road. To appease the environmentalist they elevated the road. Now there are trees that grow up to the road. I loved it, the road accents the scenery instead of destroying it. As I pass through Glenwood Springs and into west CO. the land gets dryer and dryer. I pass into Utah and it's a desert, I would hate to live there, but the look is magnificent desolation. I enjoyed the scenery in Utah. I70 dropped me onto I15 and I headed to Las Vegas which was my next stop, I have two sisters that live there. We met for supper and I stayed at Diane's house which is North Las Vegas. It was good to get caught up.

Aug 21st. Had a great breakfast and visited my nephews Chrome painting shop. Amazing what he can do with paint now days. I left about 10:00 and headed South to Vista, CA. One hundred miles from Barstow there was an energy farm



with solar collectors and solar cells looked pretty cool from the road. Arrived at Gary's office/shop about 4:00 pm. Some of you already know about Gary's company in a roundabout way. Gary and his brother bought his dad's business and sell Mac Servos. Vans is one of his biggest customers. He showed me around the assembly line. Cool how they take simple machines to produce cool stuff. We load the lower fuselage (comes top and bottom for building) to make sure it fits. Whew, it fits if I tip tail up to ceiling in front. Looking back at the rest of the stuff I had to figure out how to get it all in. I'll sleep on it. Gary took me out to supper at a Mexican food place by the Pacific Ocean. Didn't have plans to see the ocean but glad I did. Gary put me up in his new house, had a great time visiting. Gary built the first Lancair IV P –pressurized for Lancair. He has a wealth of knowledge.

Aug 22nd Gary and I grab breakfast on way to office and shop to start loading. We load the heavy main landing gear box into the truck along with tires, two motor mounts, and wood stand to hold fuselage. We put all the control services into the canoe that was the lower fuselage. Remember nothing is built, they are flat skins. Many of them are Carbon Fiber so they weigh very little just bulk. Next we load the Carbon Fiber sheets of nomax core for ribs and such. Next we load the top wing skins attached to main spar on left side I needed to hang outboard end from ceiling to get them in the trailer. All the boxes of stuff and front landing gear went under fuselage in front of trailer. Finally we put the top fuselage on top of bottom fuselage and clecoed them together. Bottom wing skins were stood on

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From The Desk of the President

right side and the trailer was loaded. Success, the windshield and side windows were put in back seat of truck for protection. It's about 11:00 and I'm ready to go. I say my goodbyes and I stop at first gas station. Whenever I take a trip by car I just hate going back the same direction much to Julie's chagrin. With this in mind I'm going back by way of Fort worth and visit my Son Seth, Amanda and grandkids. I head east on I8 which goes to Yuma, AZ then east to Tucson my last stop for the day. Once again I'm glad I have gas and water cause there isn't much there still interesting though. Filled up with gas in Yuma and bought two padlocks to secure trailer for my stay in hotel tonight. If anyone opened the trailer they would have thought I was a junk hauler as that stuff can't be worth anything. From my side I thought I was hauling gold. "One man's junk is another man's treasure". I arrived in Tucson at 7:00 pm lost an hrs. got a room and was ready to sleep all night.

Aug 23rd I wake up at 5:30 cause I always do even if I want to sleep (a trend on this trip). I have the hospitality breakfast and hit the road. I had topped off the gas tank last night, on this trip I rarely let the tank get below 3/8 as I was afraid of running out of gas. Sometimes it was quite a stretch between gas stations. The goal of this trip was to get to El Paso for the night. As I got closer I decided I would rather go further so I had a shorter leg to Seth's on Friday morning. So I decide on Midland, TX I keep driving, I talk to Seth who is not home, he says I can get in the house myself if I would rather not stay at hotel. So I keep driving, I lost an hrs and its dark before I hit Midland. So I keep driving, 17 hrs from Tucson I get to Seth's. The gate to the housing addition is closed and I don't know the code. I give him a call and he doesn't answer, I leave a message. Its 2:00 am, I parked the truck and grab my bag. I climb over the fence and walk the 4 blocks to his house. I'm wired to stay awake so I grab two beers and go swimming in the pool. Temperatures are perfect the air temp and water are almost the same, great swim. I watched some music videos and finally went to sleep at 4:00 am. Seth calls me at 5:30 to apologies about the gate and asked what I ended up doing. He gives me the gate code. Now I'm awake at 5:30 be-

cause I always do even when I need sleep. So I get dressed and walk back to bring truck and trailer to house. I hang out till Noon when Seth comes home I spend the rest of the day with the family.

Aug 24th. I wake up at 7:30, guess I guess the trip is wearing me down. I say hi to Bradley and make my breakfast. When Seth wakes up I take Bradley out to trailer to show him the plane. Seth wanted me to show him because he was thinking I was going to have it flying the next week. Amanda and Seth both want to get their pilot license; but so far life is in the way. You know how it is. I give my hugs goodbye and get my trucker mentality on as I walk out the door. It's been fun but I'm ready to be home now. Approx. 14 hrs left to go, let's get started. I take I35 North to Des Moines and get on 80 to home. The hardest leg is from Iowa City to home. I arrive at 12:00 am. The next day I unload the trailer at our shop and wings at airport and return the trailer to its owner. After I start working on the plane this winter I'll have coffee and donuts so you can see it.

Total trip was 4.243 miles at 11.5 mpg. I'm glad I did it but will never do it again. Aviation is the mod for me.

EAA Chapter 75 Future Meeting Locations

Note that some of our future month's meeting locations will be changing. Will be neat having our Christmas dinner in the Deere Wiman house on the main floor!!

Sep 8, 2018 - Butterworth Center Main Floor

Oct 13, 2018 - Carriage House

Nov 10, 2018 - Carriage House

Dec 8, 2018 - Deere-Wiman House Main Floor

Jan 12, 2019 - Carriage House

Feb 9, 2019 - Carriage House

Mar 9, 2019 - Carriage House

Apr 13, 2019 - Carriage House

May 11, 2019 - Carriage House

Sep 14, 2019 - Carriage House

Oct 12, 2019 - Carriage House

Nov 9, 2019 - Carriage House

Dec 14, 2019 - Carriage House

Dinner Guests (from Richard Lowe)

All of us at one time or another have thought of who we might like to have dinner with in order to discuss their life and why they did the things they did. In aviation, I am sure we all have our list of favorites. In my case, all have gone west as we say. Those of us who study history have to keep in mind that we probably know the outcome of an event, but that the players who took part did not know at the time what was really going to happen. In 1940, the outcome of the war in Europe was very much in doubt. No one knew going in how the Civil War or even the American Revolution was going to end. What kept people going is always a fascinating subject to be discussed.

My first dinner setting would be with the Wright brothers. If Wilbur is included, the discussion would be limited to the time up until 1912 when he died. Much has been written about them, but to hear it from their own lips would be most interesting. Orville was able to see the birth of aviation and follow it into the golden age where it had at least started to mature.

Then, I would like to sit down with Juan Trippe and Ed Musick. Juan was the founder of Pan American Airways and Ed was the Chief pilot on the Pacific service in the late 30's. Ed flew all the proving runs for the China Clipper service and he disappeared on a proving run down to New Zealand. No one knows for sure what happened, but after dinner, I would know.

I would also like to have a meal with Ernest Gann, one of the premier aviation writers of the last century. Most of his stuff is based on his colorful career starting with American Airlines in the 30's, his Air Transport Command flying during the war and his experience flying between the west coast and Hawaii for Matson Navigation Company after the war. If you have not read "Fate is the Hunter" you are not a real aviation enthusiast.

Dinner with Bill Boeing and Donald Douglas would be fun just to listen to what they went through to build companies which gave us the greatest transports of the last century. They started with the tube and fabric and wooden air frames and eventually led us to the huge modern plants and aircraft we know today. They had to have a vision, but they also had to be masters of hiring the right people at the right time.

I always have had an interest in the Berlin Airlift, so I would like to have supper with Gale Halverson, the Candy Bomber. He flew the Berlin missions for months. Their flying had to be interesting with the weather challenges and that stuff, but the logistics of the thing were also huge. Just keeping tires and en-

gines on the C-54's had to be a story in itself. Lots of questions regarding his experiences have filled my mind from time to time.

Last, I would like to meet with Amelia and Fred. My obvious questions would be, "What happened? and Where are you now?".

I am sure you could add to my list, but think about it. This would be a great topic for some hangar flying on a cold winter day.

Summer Potluck Series a Success!! (from Ron Franck)

Not only did we have great food during our June, July and August potlucks but also we immensely enjoy each other's company and we were blessed with outstanding weather.

I'd like to thank our Clinton area membership, Mike Nass, Dave Jacobsen, Marlana Sokolovich and all their helpers for hosting the June potluck at the Clinton Airport,

Kudos to Jim and Bev Smith and their energetic assistants for hosting the July potluck at the Smith and Shelton/Coussens hangars, Davenport.

Lastly, a generous thank you to the Geneseo crew of Bob Johnson, Kent Johnson and Dion and Mary Carr for hosting our August potluck at GenAir in Geneseo.

Our next big potluck event will be the Christmas Party on December 8th, 2018. Making the event even more special is that we will be enjoying our dinner in the main house at the Wiman complex. If you haven't had an opportunity to tour the Wiman home this will make our annual Christmas gathering something you won't want to miss. Mark your calendars now!



More EAA Chapter 75 August Potluck Lunch Photos at Geneseo



1st Saturday of the Month Coffee at Davenport Courtesy of Tim Baldwin



Oshkosh 2018 Wrapup (from Adam Santic)

EAA AirVenture Oshkosh 2018 was held Monday, July 23rd to Sunday, July 29th at Wittman Regional Airport in Oshkosh, Wisconsin and I had the privilege to attend another convention, one of many that I look forward to going to each year. It featured the best flying machines, top-notch aerobatic pilots, companies, gadgets, forums, celebrities, living legends, veterans and entertainment to keep the attendees staying for the entire week.

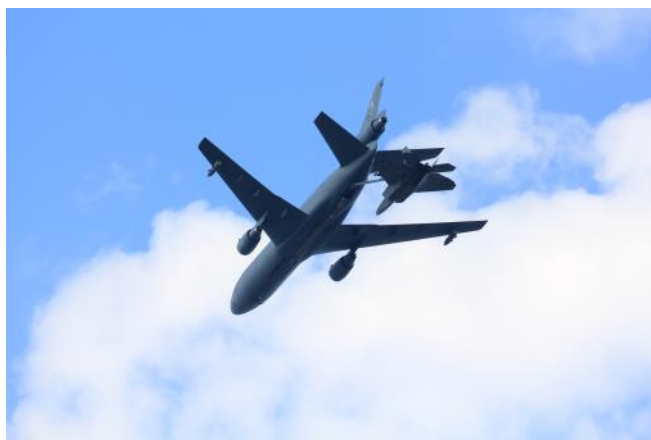
The main attractions for this year's event featured a 100th anniversary of the Royal Air Force and the final year of World War I, the celebration of the 80th anniversary of the T-6s/Harvards/SNJ's, the Air Force Reserve celebrating its 70th anniversary, a Gloster Meteor T.7, a C-5M Galaxy, a S-3B Viking, a B-29 Superfortress, American Barnstormers Tour, the C-17 Demo Team performing and the Great Lakes Drone Company performing.

Numerous anniversaries and milestones were celebrated at EAA AirVenture Oshkosh 2018: T-6/SNJ/Harvard (80 years), Cessna 170 (70 years), Mooney International (70 years), Bede BD-4 (50 years), Evans VP-1 Volkspplane (50 years), Hatz Biplane (50 years), Acro Sport (45 years) Quicksilver (40 years), Rutan Defiant (40 years), EAA Air Academy (35 years), Quad City Challenger (35 years), Rihn DR-107 One Design (25 years), KidVenture at EAA AirVenture (20 years), Legal Eagle (20 years) and a Swift gathering.

This year's daily themes offered plenty of things to do and see. The themes for each day at EAA AirVenture 2018 included Opening Day (Monday), Innovations Day/Royal Air Force Centennial/80th Anniversary of the T6s/Harvards/SNJ's (Tuesday), WomenVenture (Wednesday), Early Jet Day (Thursday), Salute to Veterans Day/World War I 100th Anniversary (Friday), Year of the Tanker (Saturday) and Closing Day (Sunday).

EAA celebrated the 70th anniversary of the Air Force Reserve Command dubbed the Year of the Tanker at the event. The tanker aircraft plays a vital role in protection. Tanker aircraft performs aerial refueling which is the process of transferring aviation fuel from one military aircraft (the tanker) to another (the receiver) during flight. The two main refueling systems are probe-and-drogue and the flying boom. The procedure allows the receiving aircraft to remain airborne longer, extending its range. This is an amazing skill to have because once they get within 2-3 feet it's basically hand-eye coordination.

On Saturday, EAA had a modern military showcase



during the airshow that showcased various participants doing flybys in its refueling configurations. The showcase started with the S-3B Viking from NASA that did numerous passes before the KC-135R Stratotanker from Grissom ARB came inbound simulating aerial refueling with an F-22A Raptor from Tyndall AFB. The next pass after that was a KC-10A Extender from McGuire AFB dragging an F-22A Raptor from Tyndall AFB. Then, the two F-22A Raptors had a little fun at show center by burning off its fuel by doing numerous high-speed passes.

After the Raptors were done with their part, it was time for the tankers to come back inbound. The Stra-

Oshkosh 2018 Wrapup (cont.)

totanker and the Extender did one pass in front of the crowd with its extender boom still out before they exited. The next to partake in the festivities was the HC-130N King Combat from Patrick AFB. The final participant was the long-range, subsonic, jet powered, strategic bomber known as the B-52H Stratofortress from Barksdale AFB. It made two passes to conclude the 70th anniversary of the Air Force Reserve Command celebration at the event.

The Royal Air Force (RAF) celebrated its centennial anniversary at the event. The Royal Air Force is the United Kingdom's aerial warfare force that was formed at the end of World War One on April 1, 1918. The Royal Flying Corps (RFC) and the Royal Naval Air Service (RNAS) merged on April 1, 1918, thus forming the Royal Air Force. In attendance they had numerous Royal Air Force aircraft.

EAA celebrated the centennial of the final year of World War I that featured historic and replica aircraft from the era. World War I known as The Great War lasted four years, three months and 2 weeks from July 28, 1914 until November 11, 1918. The featured aircraft on display were an Albatros D-Va, Bleriot 11, de Havilland DH-4, Fokker D.VIII, Morane-Saulnier Type L Parasol, Royal Aircraft Factory S.E.5, Sopwith Camel, Sopwith Pup, Sopwith 7F.1 Snipe and a Standard J-1.

A rare opportunity for visitors that visited the event saw a Gloster Meteor T.7 WA591 owned by World Heritage Air Museum (WHAM) out of Harper Woods, Michigan. This beautifully restored Gloster Meteor T.7 WA591, is currently the world's oldest flying original jet in existence. The Gloster Meteor was introduced on July 27, 1944 with a collaboration between Gloster Aircraft Company and Frank Whittle's Power Jets Ltd. WA591 saw limited time in service as a training aircraft for the Royal Air Force. WA591 first flew again since being written off in a training accident in 1950, after a 20-year restoration on June 1, 2011. The Classic Air Force Trust in Coventry, England recently sold this vintage jet to its new and current owners the World Heritage Air Museum. She had an interesting time getting from Liverpool, England to the United States, where her new owners anxiously waited to pick her up. She had to be partially disassembled to make the journey by boat and a semi-truck to Hampton Roads Executive Airport in Chesapeake, Virginia, where she could be reassembled and be back in the air where she belongs. Her new owners, WHAM took her to the skies for the first time since acquiring her on June 18, 2018 at Hampton Roads Executive Airport. I was so honored to see this vintage jet this year as EAA made it possible for this



unique aircraft to attend the event.

Glenn Research Lab brought the only flyable Lockheed S-3 Viking, a S-3B variant (N601NA) to the event. NASA's S-3B Viking is equipped to conduct science and aeronautics missions. NASA also uses this for testing such things as engine icing, environmental monitoring, satellite communications testing and aviation safety research. NASA acquired this twin-engine turboprop-powered jet aircraft from the Navy in 2003 and had to take time to convert it from its military configuration to its research configuration. This was a unique jet that I hadn't seen before until it was brought this year to EAA AirVenture.

A 1968 Northrop F-5A (N685TC), a civilian owned

Oshkosh 2018 Wrapup (cont.)

supersonic light-fighter owned by Jeffrey Kaney made the trip to EAA AirVenture. Northrop Grumman developed the Northrop F-5s for a low-cost, lightweight, multi-role supersonic fighter. The F-5A model made its first flight on July 30, 1959, following the success of the three N-156F prototypes that were built and tested. The F-5A entered service in the early 1960s and was used during the Cold War. The last F-5A was delivered in June 1972. In the 1970s, F-5E replaced the F-5A models. The first F-5E flew on August 11, 1972. The Northrop F-5s are still used in service today.

A Boeing B-29 Superfortress returned for the fourth consecutive year. A Boeing B-29A-60-BN Superfortress named "Fifi" owned by the Commemorative Air Force appeared here in 2015, 2016 and 2017. She did not appear at this event this year. However, a Boeing B-29-70-BW Superfortress named "Doc" owned by Doc's Friends, Inc. made her second consecutive appearance after coming here for the first time in 2017.

The United States Air Force brought its C-17 Globemaster III Demonstration Team to the event for the first time since 2009. The C-17 measures 174 feet long, 90 feet wide, 170 feet wingspan and is powered by four, fully reversible Pratt and Whitney F117 engines. It can go 2,400 nautical miles without refueling. It can operate from small runways as it only needs 3,500. The C-17 can back up like a car if needed. This large military transport demonstration made everyone stop what they were doing and look in the skies.

With the 75th anniversary of the D-Day landings coming up in 2019, EAA celebrated this occasion by bringing in several Douglas C-47s and Douglas DC-3s to the event. The D-Day Squadron who is putting this all together will honor this historic part of history in a big way by bringing in 30 or so C-47s/DC-3s over to cross the English Channel on June 6, 2019. This special flight is to honor the service and sacrifice of the soldiers who risked life to bring the start of the end of the War in Europe. This will be the largest gathering for these types of military transport aircraft since D-Day happened.

Western Antique Aeroplane and Automobile Museum (WAAAM) from Hood River, Oregon brought three military sailplanes to the event for the very first time. The three sailplanes they brought were a 1943 Piper TG-8 (N46627), Taylorcraft TG-6 (N39177) and a 1942 Laister-Kuffman TG-4A (N54632). The 1943 Piper TG-8 and Taylorcraft TG-6 both flew during the airshows on July 27 and July 28.



Oshkosh 2018 Wrapup (cont.)

Prior to World War II, the Laister-Kauffman company built three two-seat XTG-4 prototypes. Successful testing of the XTG-4 led to the United States Army purchasing 150 of these sailplanes designated as the TG-4A model. The fuselage is made of fabric-covered welded steel tubing, the tail is made of fabric-covered wood, the wings are made with wood, plywood, and fabric, and it's also equipped with spoilers and ailerons. The TG-4A was a two-seat sailplane for training pilots that has an aspect ratio of 15.1, a maximum glide ratio of 22 at 43.2 knots, a g-limit of +6 -3 at 121.5 knots and a maximum speed of 110 knots. The Laister-Kauffman TG-4A didn't last long in the service.

The Taylorcraft TG-6 was a three-seat sailplane for training pilots that was based on the L-2 Grasshopper. The modifications included a redesigned nose, enlarged tail, redesigned landing gear, spoilers and an extra seat for room up to three people. With three seats, it had a span of 36 feet, length of 25 feet 2 inches, and a maximum speed of 121.6 knots. The Taylorcraft TG-6 didn't last long in the service.

The Piper TG-8 was a three-seat sailplane for training pilots that was based on the Piper L-4 Grasshopper. The Piper L-4 Grasshopper was based on the Piper J-3 Cub. There was a total of 253 built. The United States Army Air Forces bought 250 and the United States Navy bought three. The modifications included a redesigned nose, enlarged tail, redesigned landing gear, spoilers and an extra seat for room up to three people. With three seats, it had a span of 35 feet 2 inches, length of 23 feet, and a maximum speed of 106 knots. The Piper TG-8 didn't last long in the service.

A Douglas B-26K Invader "Special Kay" owned by James Reynolds came to the event for the first time since post restoration. The Douglas A-26/B-26 Invader is an American twin-engine light bomber and ground attack aircraft built by Douglas Aircraft Company during World War II. This versatile bomber entered combat in 1944 and was retired in 1980 with 2,452 built and only a few still flying today.

John D'Alessandris brought his 1949 Bell 47D1 helicopter to EAA AirVenture Oshkosh for the first time. This helicopter was featured in the M*A*S*H (TV series) that aired on CBS from 1972 to 1983. In the opening scene, John's Bell is the closest to the camera. This helicopter was built in July 1951 at the Bell Aircraft facility. This helicopter served as a Navy trainer during its time with the service. After the service, San Bernardino Valley Junior College used it as a training aircraft. In 1972, it was then purchased by



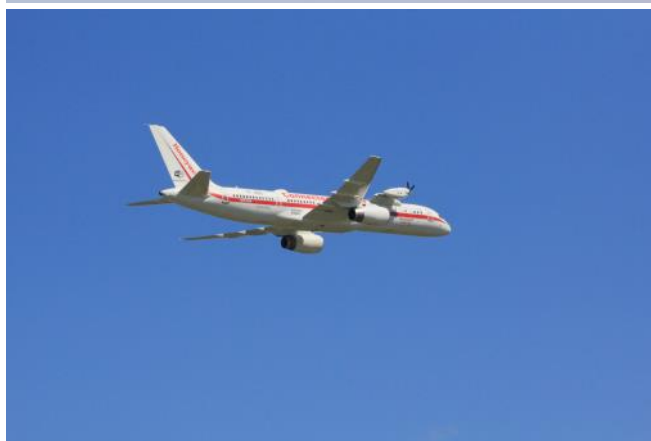
Oshkosh 2018 Wrapup (cont.)

Adrian Grieve. Grieve sent it to Bell Helicopters to get it touched up. After Grieve owned it, John D'Alessandris purchased it. This helicopter has three seats and a cruising speed of 97 knots. It was so cool seeing this helicopter that was used on M*A*S*H*!

A very rare sight was to see two Grumman Tigercats F7F-3s on the grounds as there are only six airworthy in the world today as a 1945 Grumman F7F-3 Tigercat owned by Tigercat N7629C LCC. and a 1945 Grumman F7F-3N Tigercat owned by Tigercat N379AK LLC came to the event. Both are in marvelous condition. Grumman manufactured the Tigercats and started the build process in June of 1941 with the prototype version dubbed as the XF7F-1. The heavy fighter aircraft that served with the United States Navy and the United States Marine Corps during its time in the Korean War. The Warbird features four wing mounted 20 millimeter AN/M3 cannons and four fuselage mounted .50 caliber M2 Browning machine guns. The Tigercat has two Pratt & Whitney R-28000 Wasp radial engines that produced 2,100 horsepower at 400 knots maximum speed. Over the course of time it saw many different variants such as the F7F-1, F7F-1N, XF7F-2N, F7F-2N, F7F-2D, F7F-3, F7F-3N, F7F-3E, F7F-3P and the F7F-4N.

Honeywell Aerospace brought its Boeing 757-200 (N757HW) test aircraft as part of their Honeywell's Power of Connected World. It arrived on July 22 and departed on July 24. It was open for tours for the public during its stay. This aircraft is used for transmitting, receiving, analyzing and sharing data of avionics and weather data that reduces the cost of spending. Also, on board is Honeywell's JetWave satellite communications system that provides reliable Ka-band connectivity. Other features on the aircraft include live streaming of FaceTime, a live broadcast of Netflix shows, Honeywell's wheels & brakes system and Honeywell's next-gen cockpit technology. The weird looking engine that is mounted on the right side is a Honeywell TPE331-14 turboprop with a Hartzell five-bladed composite propeller. The other engines are two Rolls-Royce RB211-535E4-37 turbofans. I was able to get inside this aircraft to look around to see what exactly they do.

The 1/3-scale B-17 bomber known as "Bally Bomber," built by Jack Bally Sr. from Dixon, Illinois visited the event for the first time. It was located all week long at the Replica Fighters Association area. This is a 1/3 scale that is based on the legendary heavy bomber, the Boeing B-17G Flying Fortress. This is not a radio control airplane as it is manned by a real person. If you search the FAA database under the registration number "N41ME" you'll find the aircraft



description for this unique type. The aircraft was built by using plans from a 1/9 scale radio control model aircraft. It is powered by four Hirth 3002 4-cylinder 2-stroke engines, spans 34' 7" and weighs an estimated 1,800 lbs. It has a fuel capacity of 42 gallons. At the event, *Bally Bomber* won numerous awards such as a Homebuilt Special Award for outstanding accomplishment for designing and building a 1/3-scale B-17G, a Replica Fighter Association's Best WWII Replica Award for outstanding accomplishment for designing and building a 1/3-scale B-17G and a Perseverance Award for recognition of the EAA members who have pursued, with stamina and tenacity, the ultimate fulfillment of building an aircraft no matter how long it took. If it flies by person or a remote control you are going to see it here.

Oshkosh 2018 Wrapup (cont.)

The One Week Wonder build project returned after a four-year hiatus that saw a Zenith CH 750 Cruiser get completed in one week. This time, dedicated volunteers built a Van's RV-12iS in one week on the convention grounds. One Week Wonder is meant to showcase that homebuilding is for everyone. At the booth you could see the progress of the build, you could also place a rivet into an actual piece of a Van's RV-12 wing and then sign your name in the builder's log. The rivets are designed to join two pieces of metal together through a pre-drilled hole. The process is simple as you place a rivet in a rivet gun and then select the desired hole to join the piece together. The project started on Monday, July 23rd and ended on Sunday, July 29th. During the airshow on Sunday, they taxied the One Week Wonder Van's RV-12iS (N2018) in front of the entire audience. Then the next day, Monday, July 30th, Van's RV-12iS (N2018) made its maiden flight.

The American Barnstormers Tour came to AirVenture as the final leg on its 2018 tour as they visited five cities in five states that included Jefferson City, Missouri; Ames, Iowa; Watertown, South Dakota; Brainerd, Minnesota; Eau Clair, Wisconsin and Oshkosh, Wisconsin. The American Barnstormers Tour purpose was to show America the difference between travel in an airplane and flying in a biplane. At each tour stop you could see flying demonstrations, get a ride in a vintage bi-plane and see the marvelous machines up close. Several Travel Airs that came to AirVenture included: Travel Air 4000 (NC5427), Travel Air 4000 (NC397M), 1927 Travel Air 4000 (N6085), 1929 Travel Air 4000 (N9943) 1929 Travel Air D-4-D (N472N), 1929 Travel Air D-4-D (NC162V), 1929 Travel Air D-4000 (N8708), 1928 Travel Air E-4000 (N9048) and a 1929 Travel Air E-4000 (N691K).

The EAA Aviation Museum had three new exhibits for this year and I had the privilege to see them firsthand. The three new exhibits that you can see at the show was a Manufacturing Victory: The Arsenal of Democracy exhibit, an EAA Air Academy 35th anniversary exhibit and a Replica Morane-Saulnier Type L Parasol display.

The Manufacturing Victory: The Arsenal of Democracy exhibit produced by The National WWII Museum in New Orleans was on display for a short period of time at the museum from May 2018 through August 6, 2018. The exhibit included artifacts, photographs, oral histories and interactive audio-video components that followed the industrial journey that took the United States to a global superpower that led



the allies to victory in WWII.

The EAA Air Academy 35th anniversary exhibit is now on display through the end of the year. The exhibit tells the story of the EAA Air Academy program over the last 35 years through words, photographs and artifacts. It also highlights the success stories of some of the alumni.

Oshkosh 2018 Wrapup (cont.)

The Replica Morane-Saulnier Type L Parasol display was a new display at the museum. During EAA AirVenture 2017, this WWI fighter aircraft was on display at the DAHER-SOCATA booth. Announced during the event of that year, the donation of this aircraft by Association Héritage Avions Morane-Saulnier. The display was not set up until sometime after the convention concluded and if you visited the museum during EAA AirVenture 2018, you could see this aircraft in its new gorgeous display area.

If you managed to visit the Twilight Flight Fest at the Fun Fly Zone you were in for a treat. The evening which was in its second year of operation was held on Monday, Tuesday, Friday nights beginning at 8:00 pm. The Twilight Flight Fest expanded as they added new demos such as 3D RC helicopters and Ashleigh Heath, a 3D RC remote control operator. The Twilight Flight Fest featured the returning EAA STOL demo, the Paradigm Aerobatic Team, the Red Bull Air Force Wingsuits, the Patriot Parachute Team and 3D RC flying. If you arrived ahead of time between 6:30 pm and 8:00 pm on any given night you can see the normal activities such as demonstrations in ultralights, light planes, and powered parachutes. If you missed the Twilight Flight Fest this year, I hope you put it on your schedule when you visit next year.

Seven new performers made their EAA AirVenture debut at the show of all shows: Aaron Fitzgerald (MBB Bo 105), Jessy Panzer (Pitts S-1S), Kyle Fowler (1986 Rutan Long-EZ), Team Cricri (MC15 Cricri), Nate Hammond (1956 de Havilland DHC-1B-2-S5), Trojan Thunder (T-28 Trojans), Great Lakes Drone Company, LLC. (Drones) and Joshua Bordeaux (Van's RV-8A).

Three of the performers previously debuted at EAA AirVenture in a previous year, but they had a new act to showcase. Those performers included Vicky Benzing performing in an Extra 300S, Jeff Boerboon in a one-of-a-kind 2017 Yakovlev YAK-110 and David Martin in a 1963 Beechcraft 95-A55 Baron.

Three of the performers previously performed at EAA AirVenture in a previous year, but never at night until this year that included such stars as Nate Hammond in his 1956 de Havilland DHC-1B-2S5, the Twin Tiger Aerobatic Team featuring Mark Sorenson in a Yakovlev YAK-55M and [the Great Lakes Drone Company, LLC.](#) performing a dazzling performance that featured dozens of drones with color changing lights for an amazing display.

The airshow featured 51 acts including: Aeroshell Aerobatic Team (AT-6 Texans), Air Combat Com-



mand F-16 Viper Demo Team (F-16 Fighting Falcon), Bill Stein (Edge 540), Bob Carlton (SubSonex JSX-2), C-17 Globemaster III Demo Team (C-17 Globemaster III), Canadian Harvard Aerobatic Team (Harvards), Class of '45 feat. Jim Tobul & Scott "Scooter" Yoak (F4U-4 Corsair "Korean War Hero" & P-51D Mustang "Quicksilver"), [DTG Pyrotechnics](#)

Oshkosh 2018 Wrapup (cont.)

& Specialty FX (Fireworks), Falcon Flight Formation Team (Various Van's RVs), GEICO Skytypers (SNJ-2), Gene Soucy & Teresa Stokes (wingwalking/solo, a highly modified Grumman G-164), Greg Koontz (American Champion Aircraft 8KCAB), Gene McNeely (AT-6 Texan), Greg Shelton (FM-2 Wildcat), International Skydiving Museum Eagles (skydiving), Jim Peitz (Beech F-33C Bonanza), Jim Tobul (F-4U Corsair "Korean War Hero"), Justin Lewis (FLS Microjet), Kerby Chambliss (Zivko Edge 540-A), Kevin Coleman (Extra 330SC), Kyle Franklin (Kitfox S7 Speedster/Franklin Demon-1), Manfred Radius (Star & Flug GMBH. H101 Glider), Matt Champan (Extra 330LX), Matt Younkin (Twin Beech C-18S), Mike Goulian (Extra 330SC), Paradigm Aerobatic Team (Paramotor), Patriot Parachute Team (Parachute), Patty Wagstaff (Extra 330SC), Philipp Steinbach (GameBird 1), Red Bull Air Force (Wingsuits), Rob Holland (MX Aircraft MX2), Scott "Scooter" Yoak (P-51D Mustang "Quicksilver"), Sean D. Tucker (*Oracle Challenger III*, a highly modified Pitts S-2S), Skip Steward (*Prometheus 2*, a highly modified Pitts S-2S), Team Redline featuring Ken Rieder & Jon Thocker (Van's RV-8A), Tora Bomb Squad (Pyrotechnics), United States Air Force Heritage Flight (F-16 Fighting Falcon), and the Warbirds of America (Various Warbirds).

Every year, EAA AirVenture Oshkosh is the best place to see new aircraft, avionics and all the gadgets one pilot needs to be up to date in the 21st century. Here is a quick list of the NEW and updated items from this year.

AeroVonics LLC. introduced the AV-20 and AV-30. They are two new multifunction angle of attack indicators with no external probes required, a color screen, and 11 other built in functions including a thumbnail attitude indicator, as well as a 3-inch retrofit electronic flight instrument for Part 23 and experimental aircraft. This is geared towards the light general aviation population.

Appareo brought the Stratus 3 ADS-B receiver to the event for the first time.

Aspen Avionics introduced the Evolution Max flight display systems. The Evolution MAX series is comprised of the following displays - Evolution Pro 1000 MAX PFD, Evolution MFD500 MAX MFD & Evolution MFD1000 MAX MFD.

Assen Aeronautics brought the Assen A1 to AirVenture for the first time. It is a hybrid electric personal flying device, created by founder and CEO



Assen Andonov.

BendixKing demoed new hardware such as the xVe Touch display, AeroVue integrated flight deck and the AeroWave Text & Track.

Clarity Aloft introduced the Flex headset. It is the lightest model and the most customizable. You can move the microphone from left to right, adjust the headband to perfectly fit your head, and fold it flat for storage.

Cupertino Aviation Club brought their design and the Modern American Primary Glider (MAP-G) Basic Youth Flight Training Program to the event. The MAP-G program will instruct youth between 7th and 12th grade, before you can solo, the basics of flight and provide a low-cost opportunity to help these dreamers get their "wheels off the ground" in a modern primary glider. They are in development of a caged-enclosed glider with a ground launch system to allow basic flight experience below a 10-foot altitude. The glider and MAP-G Basic Flight Training Program was at the event for the first time.

Dynon Avionics introduced the D3, the latest edition of its popular Pocket Panel EFIS, and the DRX, a portable, dual-band ADS-B traffic and weather receiver.

Frasca International launched the Frasca RTD (Reconfigurable Training Device). It is designed to meet customer demands for a lower priced entry level reconfigurable device that also provides the advanced features required to meet their training objectives.

Hartzell Propeller introduced the Talon propeller.

Honda Jet Elite made its EAA AirVenture debut.

Lancair International announced the Lancair Barracuda, a two-seater based on the Lancair Mako during EAA AirVenture Oshkosh 2018.

Oshkosh 2018 Wrapup (cont.)

Just Aircraft brought its first Part 103-compliant design to the event.

Lee Aerospace made its first trip to EAA AirVenture. Lee Aerospace showcased the CoolView window replacement product that will block 62 percent of the infrared rays (heat) coming through the windows. Magnus Aircraft Inc. made its United States & EAA AirVenture debut.

Magnus Aircraft made its United States & EAA AirVenture debut of its Magnus Fusion 212. This is a Hungarian-built side-by-side LSA designed for the trainer and aerobatic markets. It's powered by a Rotax 912 and the aerobatic version will use a Lycoming O-320.

Michelin announced the Michelin Pilot, a new tire designed to have extra-long tire life because of a new carcass construction that delivers increased durability and improved resistance to foreign object damage.

Mooney International launched the Fill & Fly program. Fill & Fly covers the costs of all consumables with a standard three-year warranty (up to 300 hours). Buyers will get \$10,000 toward training.

Opener BlackFly visited the event for the first time. Opener BlackFly is an American electric-powered VTOL ultralight aircraft designed by Canadian Marcus Leng and is currently under development. It has four electric motors on each wing for a total of eight motors. The aircraft weighs 313 lbs. empty, it can carry one person and go 20 miles on a single charge.

Pipistrel unveiled the Skycharge, an electric charging station designed exclusively for electric powered aircraft.

Radiant Technology introduced a 4 Channel Engine Temperature Gauge.

Remora Systems showcased the Remora 1 at EAA AirVenture for the first time. This product keeps you informed and safe. The pilot can check for traffic in the pattern while also maintaining awareness of the aircraft's airspeed.

Send Solutions, the manufacturer of Airtex, unveiled AirtexLT. AirtexLT is smaller, lighter, and a lower cost texting product that is portable.

SkyPupper, a homebuilt single-seat electric powered ultralight made almost entirely of foam made its world debut at EAA AirVenture Oshkosh. It is built,

designed and tested by Peter Sripol.

Straight and Level brought the WingBug. It is a portable, battery-operated wireless ADAHRS that plays on a tablet in the cockpit.

Stratos Aircraft unveiled the Stratos 716X concept. The concept is an experimental homebuilt very light jet based on the Stratos 714.

SynFlyt Pty Ltd. introduced the Innovative 21 Simulator. This is the world's first outdoor, high tech yet affordable, 3DOF (Degrees of Freedom) flight motion simulator for pilots and training centers.

Textron Aviation Inc. unveiled a new full-scale Cessna Denali mock-up.

The Airplane Factory Sling 4Tsi made its world & EAA AirVenture debut. It's a four-place homebuilt with a 135-hp Rotax 915 iS turbocharged engine.

TQ-Aviation showed the KTX2 at the event for the first time. It is a super-light compact mode S transponder with low power consumption and a high-grade TFT color display.

Trig Avionics brought the TX56/TX56A & TX57/TX57A Nav/Com for display for the first time.

Vashon Aircraft made its EAA AirVenture debut. Vashon Aircraft's Vashon Ranger R7 made its world debut at EAA AirVenture. It is a two-place side-by-side light-sport aircraft that is powered by a 100-hp Continental O-200-D engine. The cargo area can accommodate sleeping for a full-sized male and for a full-sized bike as the seats go down forward which creates extra space. Max weight is 1,320 lbs., it can takeoff in 315 feet, climb at 1,035 fpm, cruise at 117 knots and the max range is 430 nm. Prices for the LSA range from \$99,500 to \$125,000.

Looking ahead for EAA AirVenture Oshkosh 2019:

EAA AirVenture Oshkosh 2019 will be held from Monday, July 22, through Sunday, July 28, 2019 at Wittman Regional Airport (525 West 20th Avenue, Oshkosh, Wisconsin 54902) and I am sure it is already marked on your calendar to attend. 2019 will mark the 50th consecutive year that EAA has been held in Oshkosh. So, you do not want to miss attending this event in 2019!

September Events (from Adam Santic)

BTB Days – Back to Blakesburg - Back to Basics – AAA/APN Blakesburg Invitational Fly-In (Aug. 29 - Sept. 3)

Airplane Association and the Airpower Museum will be holding their annual event Wednesday, August 29 through Monday, September 3, 2018 at the IA27 - Antique Airfield, 22001 Bluegrass Rd., Ottumwa, Iowa 52501. The theme for this year's AAA/APM Blakesburg Invitational Fly-In is BTB Days (Back to Blakesburg and Back-to-Basics).

For More Information: <http://www.antiqueairfield.com/flyins/2018-back-to-basics.html>

National Stearman Fly-In (Sept. 5 - Sept. 9)

The 47th National Stearman Fly-In will celebrate America's iconic biplane, and you're invited to join the fun Monday, September 3 through Sunday, September 9, 2018, at the Galesburg Municipal Airport, 58 State Route 16, Galesburg, IL 61401. FREE for pilots and for the public. Food prices vary by location.

Wednesday, September 5th: Fly-out to KEZI - Kewanee Municipal Airport, 3761 Midland Rd., Kewanee, IL 6143. Starts mid-morning. Menu: Butterfly pork chop sandwich, potato salad, broccoli salad, mixed fruit, ice tea, lemonade. Price \$7.00

Thursday, September 6th: Fly-out to 3G8 - Geneseo Airpark, 20035 1700 St. East, Geneseo, IL. 61254. Starts mid-morning. Lunch: \$Small Fee

For a complete schedule please visit: <http://stearmanflyin.com/events-schedule/>
Official Website: <http://stearmanflyin.com/>

Midwest LSA Expo (Sept. 6 - Sept. 8)

The Midwest LSA Expo will be taking place Thursday, September 6 through Saturday, September 8, 2018 at MVN - Mount Vernon Airport, 100 Aviation Dr., Mount Vernon, IL 62864. It is open from 9:00 a.m. to 4:00 p.m. daily and aircraft, automobile, admission is free.

Exhibitors List: <http://www.midwestlsaexpo.com/exhibitors/>
Attendees Information: <http://www.midwestlsaexpo.com/attendees/>
Official Website: <http://www.midwestlsaexpo.com/>

[attendees/](#)

13th Annual Trains, Planes & Automobiles (Sept. 8)

Maple City Car Cruisers is hosting a car show in downtown Geneseo, IL (215 N. State St., Geneseo, IL 61254) on Saturday, September 8, 2018. Cars, planes and trains will be on display from 7 am to 3:00 p.m. The Gen-Airpark Airport will be supplying the aviation exhibits.

Dubuque Airport Open House / EAA Chapter 327 Breakfast (Sept. 9)

The Dubuque Regional Airport and EAA Chapter 327 will be having a breakfast on Sunday, September 9, 2018 at the DBQ - Dubuque Regional Airport 10965 Aviation Drive, Dubuque, IA 523003 from 8 am to 12:00 p.m. **Breakfast Costs: PICS eat FREE, Adult \$7:00, 5-12 years of age \$4.00 and 4 & Under FREE.**

Quad City Balloon Festival (Sept. 28 - Sept. 39)

The Quad Cities Balloon Festival will be held Friday, September 28 and September 29, 2018 at the Rock Island County Fairgrounds, 4200 Archer Drive, East Moline, IL 61244. Admission is FREE. All activities are weather dependent. Launch and glow times may be delayed or canceled because of the weather,

Friday September 28, 2017

4:00 p.m. - Open to the public
5:15 p.m. - Balloon Launch
Dusk (6:45 - 7:15 pm) Balloon Glow

Saturday, September 29, 2017

4:00 p.m. Open to the public
5:15 p.m. Balloon Launch
Dusk (6:45 - 7:15 pm) Balloon Glow

Bessie's Diner is Open for Business at the Janesville Airport (from Amanda Ferraro)

Bessie's Diner is open for business at the Janesville, WI airport. Open for breakfast and lunch. Come support this beautiful establishment!

<https://lnkd.in/dyqxNCp>

To EAA Chapter 75:

Friday, July 27th, we were in line preparing to depart AirVenture 2018 when at the last minute the electrical system on our RV9a quit cold. We turned off the taxiway and in the midst of the confusion were approached by the people in charge of departing aircraft.

We explained our dilemma and secured the aircraft. A call was made to the EAA chapter 75 emergency maintenance crew. They arrived a short time later and helped assess the situation. It was determined the my EarthX battery had given out so they transported me with the battery back to their shop to test the battery. It was found to be dead and the suggestion was made to take me to the EarthX booth in building C. I was transported there, accompanied by several of your members. The Earth X people exchanged the dead battery for a new one!

I was then transported back to my aircraft and Tom proceeded to properly install the battery. We fired it up and all was well.

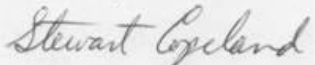
We want to thank Tom and the others who helped us out of this distressful situation. I am sorry that I did not obtain the other names but thank all who helped us out. We appreciate the service that you provide. It was certainly an encouragement to us in the midst of the confusion.

Sincerely,

Lance Sorensen



Stu Copeland



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 THE DAVENPORT AIRPORT**

SATURDAY, September 1, 2018
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Marty Santic and Todd
Fusco at the
Davenport Airport

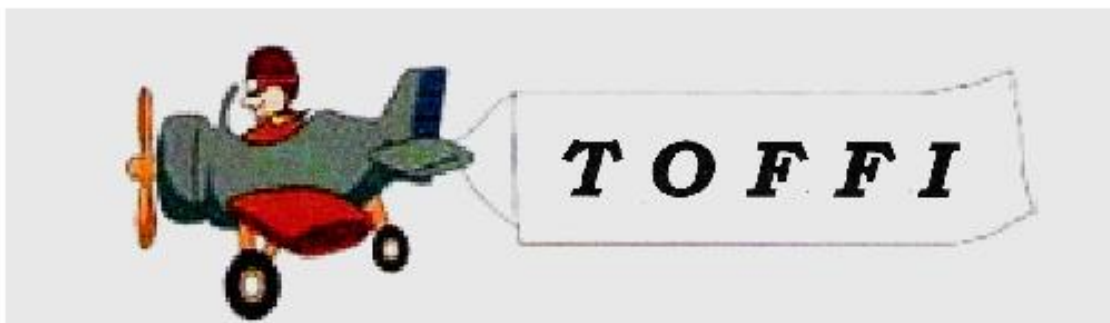


DRIVE IN or FLY IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Marty Santic and Todd Fusco. Come and see Todd's nearly complete Baracuda project. Come for some good hangar talk. Plenty of room for all.

FLY IN: Davenport Airport (KDVN). We will be meeting at Marty's and Todd's hangar. Just opposite of the newest hangars in the northeast corner of the airport. The gate should be open.

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



THE OLD FOGEYS FLY-IN

Honoring Pilots Aged 65 and older
All others are welcome

Saturday, September 15, 2018

Note – New Location

Gen-Air Park (3G8)

Geneseo, Illinois

Barbeque and Beans Lunch
From 11:00 AM to 2:00 PM
\$5.00 Free Will Donation

Come swap stories & lies about flying back in
"the good old days".

The Bar-B-Q is to sustain you.
The beans are to assure that you have plenty of
gas for the trip home.

Knoxville, IA (OXV)

Jim Bellamy Field

Fly-In/Drive-In Breakfast

Sept. 8th 7:00 – 11:00 a.m.

Biscuits & Gravy, Sausage, Eggs, Coffee, Juice

Fly-Ins - Free	Adults - \$7
Children - \$4	5 and under - free

Airplane Rides, Children's Activities (Inflatables, Rides, Petting Zoo), Mercy One Helicopter, Classic Cars, Fire & Rescue, Displays, RC Airplanes, and Much More.

Danny Van Donselaar (Mgr.)
Phone: 641.842.4423



AWOS 119.775 CTAF 122.80 Runway 15-33
Sponsored by Knoxville Aviation & Iowa State Savings Bank



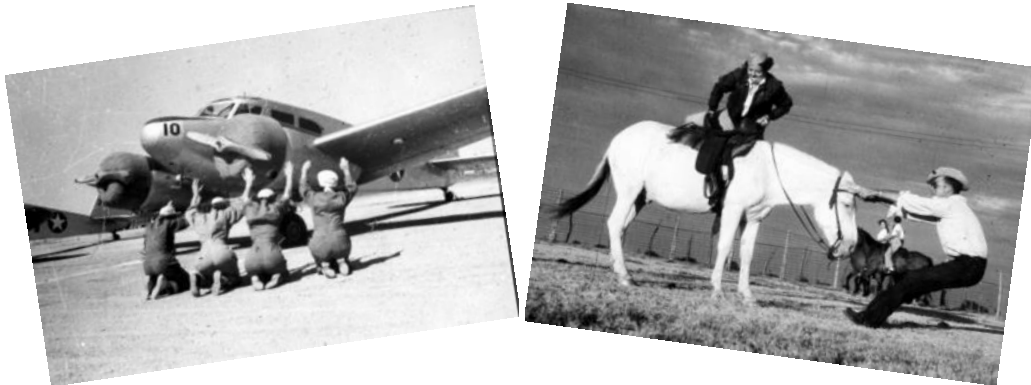


The WASP Untold Story- A Photographic Exhibit

Please join us for the opening event: Saturday September 8TH
for a presentation by WASP WWII Museum Lead Archivist Ann Haub
at DuPage Flight center from 11:30am to 1:30pm

Admission: Discretionary donation to the National WASP WWII Museum

Appetizers will be provided



*Un filtered and Uncirculated photographs of Women Air Service Pilots (WASP),
This exhibit showcases WASP life at Avenger Field, the impact of World War II on daily life
and their experiences in Sweetwater, TX*

Exhibit Location:

DuPage Flight Center
2700 International drive
West Chicago, IL 60185

Exhibit on Display: September 7th-October 7th

Exhibit Hours: 7 days a week 9am-6pm

Admission: Free

Event Sponsored by:



Exelon® and



Exhibit Sponsored by  and Big Country Electric Cooperative

Teeny Two FOR SALE (from Bernie Nitz)

Richard Gisel airplane for sale. Contact Dianna at 417-294-4193.

Airplane information: Teeny Two is a Mono fixed gear, open cockpit. The Rudder and Nose gear control together. It has a 7.5 gallon fuel tank with electronic fuel pump. Richard purchased this plane 8 years ago in Texas. It did not have an engine.

Engine information: Volkswagen motor was purchase 7 years ago locally and complete professional restoration done locally. He then took the motor to Valley Engineers in Rolla Missouri. They choose and installed a carburetor, made a propeller then tested for horse power now at 63 HP. Today the engine has 25 hours on it. To eliminate weight the engine does not have a generator or starter. The engine casting number appears to be AMO23534

Instruments: Volt meter, oil temp, cylinder head temp, and air speed.

Documentation: Richard has a large detailed file of all documentation for both the aircraft and engine that will go to the purchaser.

Aircraft location is near Tipton, Iowa

Price: Asking price is \$5,000 or best offer, but only to a Qualified Experienced Pilot


Richard started flying at young age and joined the Air Force. His entire military time he flew smaller one, two, and four place aircraft all over Europe moving military Brass and delivering packages. After that he continued flying small aircraft and crop dusters his

entire life.

Richard worked at the Chemplex Chemical Plant in Clinton Iowa for 25 years, then at the University of Iowa for another 15 years. His work background is in boilers high and low pressure steam, chillers, and extremely strong electrical background as well.



Chapter 75 Flight Instructors



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

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

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 to view the schedule and to register.

9/5/18 8 p.m. CDT

Inside the Crankcase - Mike Busch

9/12/18 7 p.m. CDT

VFR Navigation: Three Keys to the Kingdom - Prof. H. Paul Shuch

9/17/18 7 p.m. CDT

Flying Start — A New Outreach Program For Chapters - **Kyle Voltz**

9/19/18 7 p.m. CDT

Pass Your Checkride - Larry Bothe

9/26/18 7 p.m. CDT

Flying with EAA Virtual Flight Academy - Brandon Seltz

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.

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. Club house privileges included, Fridge, refreshments, coffee, microwave, shower, and rest room. 89 fuel on site. Call Jim Robinson, at Erie Airpark. 3H5. 309 230 0944.

NEW For Sale:

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

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

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

Chapter 75 Merchandise Now Available

(from Marty Santic)

STILL HAVE a Few Left!!

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

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

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

If you would like a cap, please send me an e-mail. marty.santic@gmail.com 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
 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@sbcglobal.net 309-236-9785

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

Board of Directors
OPEN POSITION (1-Board of Director's Position)
Ed Leahy
 me24nas@mchsi.com 563-275-8935

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

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

Marty Santic (Contact Info Below)
Jerry Coussens - President
Ron Franck - Vice President
Don Fey - Secretary
Ron Ehrecke - Treasurer

Flight Advisors
Bernie Nitz
 bernien@visioncrest.com 309-787-0813

Kyle Voltz

kvoltz21@gmail.com 309-945-5188

Technical Counselors
Terry Crouch
 Q1terrymdt@aol.com 563-359-4127

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

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

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

Repair Barn Chairman
Tom Shelton
 tshelton72@gmail.com 563-468-9039

Tool Librarian
John Bruesch
 bruesch@mchsi.com 708-341-7083

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

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

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

Terry Crouch (Contact Info Above)
Paul Fisher (Contact Info Above)
Ron Franck (Contact Info Above)
Jim Smith (Contact Info Above)
Bernie Nitz (Contact Info Above)

Tool Loan Officers
John Bruesch (Contact Info Above)

Roger Nightingale (See Above)
Jim Smith (See Above)
Ed Leahy (See Above)
Paul Fisher (See Above)
Marty Santic (See Below)

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

OPEN POSITION (Fly-Out Coord.)
Tim Toal - (Air Academy Advisor)
 timtoal@mchsi.com 309-235-0087

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

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

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

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

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

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

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