

# THE LANDINGS

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

**November 2018**

**THE EXPERIMENTAL AIRCRAFT ASSOCIATION**

## From The Desk of the President



This month I've been staying home needing to slow the travel train down. On Saturdays and Sundays I've been in my shop/office working on my Lancair IV project. The shop is the only area big enough that I can put the wings on the fuselage. I actually built this shop to build a Lancair 4 Fourteen years ago. Careful putting pictures of dreams on the wall, they might happen someday. I must say, the project is moving right along. I've been having a ball working on it. All except the dust from carbon fiber gets itchy between my fingers and wrist. During the week instead of watching TV I read the manual to better understand the construction. It's a pretty impressive airplane. This month I mounted the wings to the plane and installed the shear web which is the bracket that transfers the fuselage load to the wings. Its two panels, you slide the main wing spars into the fuselage and sandwich the spars between them. The shear web then gets glassed in so it's one with the fuselage.

There were bulkheads already installed in the fuselage that were in the wrong place. The original owner was planning to make this fuselage into an ES which is Lancairs 4 place fixed gear. I put that job off as

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**Next Meeting - Saturday, November 10th, 7PM - Dean Karafa - Apollo**  
**Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois (click for a Map)**

## November 10th Chapter Meeting

The November Chapter meeting will be held on **Saturday, November 10th at 7P.** It will be held at the **Deere Wiman Carriage House.** Our normal meeting location.

**November's meeting program. Dean Karafa (Grandfather of Trevor Christoffersen). From Dean.....**

The History Channel, Science Channel, Smithsonian Channel, and others all have great presentations of the Apollo project. My presentation is focused on the launch operation from an inside view. I was directly involved with all Saturn V launches up to an including Apollo 12. I was responsible for the first stage of the Saturn V. My presentation will show some of the things the launch crew was going through as well as some aspects of the launch vehicle not commonly discussed on the TV presentations. I will have for the audience to look over some photos of the damage to the launch pad following the launch of the Saturn V, I also have my copy of the actual countdown document from the launch of Apollo 11. The presentation is set up on a Power Point file and I talk through the slides projected on a screen or wall. I can speak for 45 minutes or more depending on the number of questions, which I gladly take from the audience.

Dean Karafa was a systems engineer for NASA Launch Operations, Kennedy Space Center, from 1967-1970. Dean was assigned responsibility for the first stage of the Saturn V launch vehicle. In this capacity Dean was responsible for assembly and testing of all first stage systems, participating in all vehicle tests including the Countdown Demonstration Test, and ultimately countdown to launch. Dean received his BS Degree in Aeronautics in 1967 from Parks College of St. Louis University. He is a Registered Professional Engineer in Illinois and two other states. Currently semi-retired Dean provides consulting services to the power generation industry. Dean recently started construction of an RV14A.

## From The Desk of the President

*(Continued from page 1)*

long as I could because it is noisy and dusty. I especially put off removing the last bulkhead which is in the tail. Space is narrow and hard to get tools in place. It was only 2" to far forward so I ask my friend if I could just leave it. He said he would take it out and install carbon fiber because it's the right thing to do. I hate when they bring up the "right thing to do" cause

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## From The Desk of the President

*(Continued from page 2)*

that means I have to do it. Well last week I ground it out and installed my last bulk head. When I say ground out I use a side grinder like those used on steel. Does a great job but makes a lot of dust. To recap I now have the bulkheads and stern post in place. So now I can start to lay things out. I have removed the wings so I can install the bolts that help reinforce the carbon fiber to carry the wing load. Once I finish that I'll reinstall the wings then I can install the main landing gear box frame. This is the frame that holds the hydraulics and mechanism that controls the main gear. I'll also install the front wheel well so I can install the front engine mount.

Once that is installed I will move the fuselage to my house and work on it there. I believe I'll get more done as it won't be such an event as going to the office to work on it. While there I'll work on the fuselage upside down and get the landing gear doors done. Once that is done I'll prime the bottom so I don't have to work on my back to finish the plane. As you read this you are probably starting to realize I have a lot to do. That's OK because I like doing it. Besides I don't have the money for the engine, prop, avionics, paint and upholstery.

Anyway, I still want to fly and I need to keep my IFR current so Last week Mike Vandyke road safety for me. As you read from my previous letter talking about my trip to Columbus, OH I was having trouble with my Garmin 430. I needed some tutoring and Mike was just what I needed. I shot 4 approaches two in Davenport, and two in Clinton. After that and learning some real world flying with the 430, my confidence is coming back. It was a great day for it, smooth as glass.

## October Board of Directors Meeting Minutes

**CALL TO ORDER:** The meeting was called to order by Chapter President Jerry Coussens at 6:04 pm.

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

**THOSE NOT PRESENT:** none.

**OTHERS PRESENT:** Jim Smith, Tom Sheldon



**TREASURERS REPORT:** The treasurer's report was read by Ron Ehrecke. A motion to accept the treasurer's report was made by Ron Franck and was seconded by Nick Anagnos. Approval by the board was unanimous.

**OLD BUSINESS:** None.

**NEW BUSINESS:**

General discussion about purchasing 2019 EAA calendars at (nom) \$8 to be sold at (nom) \$9. Will query members at the General Meeting to see if there is enough interest.

General discussion about the EAA Youth Training opportunity recently announced. Ron Franck will listen to the upcoming webinar and advise the board next month.

John Bruesch, tool crib chairman, led a discussion of tools needed following EAR activity at AirVenture. Suggested: A new (additional) toolbox as we now have several "layers" of tools in some drawers, a passive ignition tester, an O-ring kit, one additional Gator box setup, extra tools to make up tire-changing kits, and miscellaneous small tools. Motion by Ed Leahy, second by Marty Santic, to approve up to \$1200 to purchase the items discussed. Approval by the board was unanimous.

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## October Board of Directors Meeting Minutes

Jim Smith, Nominating Committee chairman: We have one nominee for each position to be filled. Jim will seek nominations from the floor at the October General Meeting. Slate of nominees then to be published in the newsletter.

Jim Smith mentioned that our second room at the Davenport Airport should be “improved” to the extent needed so it can be used to house large and lesser-used equipment that can withstand a less controlled environment. Also, we can sell the (old) red toolbox and the horizontal band saw. Moved by Don Fey, seconded by Ed Leahy to have Marty show those items for sale in the next newsletter for “best offer.” “Winning bid” to be selected by the publication of the following newsletter.

A motion to adjourn the meeting was made by Ed Leahy and was seconded by John Riedel. The meeting was adjourned at 6:42.

## October General Meeting Minutes

**CALL TO ORDER:** The meeting was called to order at 7:00 by Chapter President, Jerry Coussens.

**VISITORS AND NEW MEMBERS:** Carmin (Mrs. Bill) Stout, Ed Nienacer.

**TREASURERS REPORT:** The treasurer’s report was read by Ron Ehrecke. The treasurer’s report was approved at the Board of Director’s meeting.

**TOOL LIBRARY,** John Bruesch: The Board has approved a budget to acquire needed additional tools and equipment. Advised the members of the plans to upgrade the second tool room at DVN to house larger tools and equipment that can tolerate a lesser controlled environment, such as floor jacks, etc. John advised he would send an undated tool inventory to any member who requested one.

**TECH COUNSELOR REPORT:** Jim Smith advised that packing aircraft wheel bearings is no different than packing trailer – or any other - wheel bearings. Also engaged several other members in a discussion of the differences between several cylinder manufactures, compression variances that may indicate the need for honing or replacing cylinders, etc.

**FLIGHT ADVISOR REPORT:** No report.

**REPAIR BARN:** No report.

**YOUNG EAGLES:** The Young Eagles event that was cancelled last month at Clinton Airport due to weather was held on September 29. The turnout was good.

**PROGRAM COORDINATOR:** Next month the program will be presented by a retired NASA employee who will discuss the Saturn rocket and Apollo programs.

**AIR ACADEMY ADVISOR:** We need to verify how much credit we have in this program in Oshkosh. November is when we need to reserve slots for 2019.

**MEMBERSHIP COORDINATOR:** No report.

**ACTIVITIES / FLY-IN/OUT COORDIATOR:** Need a volunteer to manage this activity.

**NEWSLETTER EDITOR:** No update. Going GREAT! Always looking for photos or your story.

**WEB EDITOR:** No report.

**IMC CLUB:** No report.

**OLD BUSINESS:** None.

**NEW BUSINESS:**

EAA Calendars: Consensus is that they will sell. The chapter will purchase 25.

Nominating Committee: All positions have one candidate running. Nominations from the floor resulted in no additions. The slate of nominees will be published in the newsletter.

The Tool Crib needs a new office chair – so that honored member Jim Smith will be properly supported.

**PROGRESS REPORTS / GENERAL DISCUSSION / INFORMATION:**

Rich Lowe commented that the weight limit for Light Sport aircraft is expected to be increased to 3600 pounds.

A motion to adjourn the meeting was made by Nick Anagnos and was seconded by Dave Jacobson. The meeting was adjourned at 7:36 pm.

**THE EVENING PROGRAM:** John Bruesch presented a very interesting program on Alaska/Yukon Tour on 2 wheels - his recent motor cycle adventure to the 49<sup>th</sup> State.

**These minutes respectfully submitted by Don Fey.**

## **Chapter Officer Election Nominations - Voting to Take Place at the November Chapter Meeting**

**From the Nominating committee appointed September 8, 2018 by President Jerry Coussens, James Smith chairman, Bernie Nitz, David Jacobsen and from the Floor at the October Chapter Meeting**

### **Class 1 Directors**

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

*Nominated for Secretary - Donald Fey*

*Nominated for Treasurer – Ronald Ehrecke*

No Additional Nominations for Secretary and Treasurer were voiced at the October 13, 2018 meeting.

### **Class 2 Directors**

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

### **Nominations for the Board of Directors 2019-2020**

*Marty Santic – Nominated by Jim Smith*

*James Skadal - Nominated by Dave Jacobsen*

No Additional Nominations for Class 2 Directors were voiced from the floor at the October 13, 2018 meeting.

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

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

**Affirmation by voice vote will take place at the November chapter meeting as all nominees are unopposed.**

# First Saturday Coffee at Craig Olson's Hangar - Davenport Airport



## Airline Humor (from Richard Lowe)

They say if you find a job you like, you will never work again. One of the most enjoyable jobs I had when I retired from the Army was working as a ramp agent for an airline. Our company provided express service for TWA. At our Moline station, we also provided ramp service for TWA and we did the fueling for all the airlines. There were about six of us on a shift, so it was not like the big hubs. We were more a family. I was there over five years, so I got to know the TWA folks and many of the crews that came and went as well as the other airline company employees at the airport.

One thing I found is that airline work is a world in itself. When Len Morgan flew for Braniff and wrote for Flying Magazine I remember him saying he came to the airlines because of the airplanes, but he stayed because of the people. Some of the folks I worked with had been in the game since the DC-3 days with Ozark.

When I was hired, I was sent to St Louis for several days of training. I remember our company VP spoke to our class and cautioned us that the airline industry was driven by rumors. The word was you could start one in Seattle in the morning and it would be in Miami by that night. Crews carried them station to station and of course all the stations were linked with electronic communications systems. The best rumors came from the out stations. Most involved new equipment, new hiring and lay offs, new stations and station closings, etc.

Airline humor was a big part of the job. We had to work every day, nights, holidays and weekends, in bad weather and often had to work overtime which was made necessary by late arriving planes and pop up charters. The pay was not the best, but there were a few perks such as passes on our company planes and other airlines.

I got a couple round trips to Hawaii out of the deal. The jokes were understood mainly by fellow employees: How do you get a New York based captain to leave the cockpit? Tell him someone left a copy of the Wall Street Journal in the first class section. How do you get a Minneapolis based flight attendant into the cockpit? Tell her someone left a Twinkie on top of the instrument panel. One of the stories I enjoyed took place back in the DC-3 days.

One of the old captains was a practical joker. One Halloween night, he and the co-pilot turned the cockpit lights off, put on a couple Halloween masks and then rang for the flight attendant. When she came

into the cockpit, they bathed their faces with flashlights and turned around facing her. She was so upset that she complained to the company management. The two were put on night freight for a month as a punishment.

One night, the captain noticed they had a human remains as part of the cargo. He got the name and address of the deceased and then wrote a letter to the company president. In the letter, the deceased complained about the service on the flight. He said there was no meal, the cabin was dark and it was also cold. When the company got the letter, the public relations responded with an apology for the flight, provided the deceased with two passes to anywhere they flew and hoped he would consider using them again. When the next of kin got the letter, of course the stuff hit the fan. The captain denied writing the letter the day he retired, but everyone knew he was the prime suspect in the caper.

## A Couple of Photos from the October Meeting - John Bruesch - Alaska



## Movie Review from Airventure - Spitfire 2018 (from Adam Santic)

On Monday, July 23, 2018 at EAA AirVenture Oshkosh, I saw the United States and North American screening debut of the movie titled Spitfire (2018). Spitfire was shown at the Airbus Fly-In Theater. The Airbus Fly-In Theater is located at Camp Scholler during The World's Greatest Aviation Celebration and shows movies all week long during the convention.

Spitfire is a feature documentary film about the people and the planes that helped win the Battle of Britain and ultimately the Second World War. These are the planes that saved Europe during its darkest hour. The film focuses on the Supermarine Spitfire and the Hawker Hurricane fighter aircraft types. This was a perfect timing for the movie to be released as the Royal Air Force (RAF) is celebrating its centennial anniversary in 2018. The movie's executive producers are Trevor Beattie, Christian Eisenbeiss, Keith Haviland, Patrick Mills & Mark Stewart; producers are Gareth Dodds & Steve Milne, the producer and director of aerial photography is the incredible John Dibbs, narrated by Charles Dance and the main forces behind the documentary are the co-directors Anthony Palmer and David Fairhead.

The movie begins with a Spitfire flying high above the clouds. Mary Ellis, a Spitfire pilot recalled the Spitfires as a dancing fairy and a beautiful flying machine. The film's next segment features the Spitfire F Mk.IIa P7350 which is operated by the RAF Battle of Britain Memorial Flight at RAF Coningsby in Lincolnshire. This Spitfire is the only survivor that is currently airworthy that entered service in August 1940 to do battle in the Battle of Britain.

A few minutes in the movie, they talk about the history of the Schneider Trophy that was formed by Jacques Schneider. The Schneider Trophy was a race for seaplanes and flying boats from 1913-1914 and again from 1920-1931. The Supermarine manufacturer won the race in 1922, 1927, 1929 and 1931. The Solent Sky Museum in Southampton, England has the Supermarine S.6A (N248) that competed in the 1929 Schneider Trophy and was featured in this film. They also highlighted Reginald Joseph "R. J." Mitchell, who was an English aeronautical engineer and designer who worked for Supermarine Aviation.

The history of the Battle of Britain is detailed. The Battle of Britain was the first major campaign to be fought entirely by air forces. The Battle of Britain started on July 10 and went until October 31, 1940, when the Royal Air Force defended the United King-



dom from the Nazi Germany's air force. This marked the first defeat of Hitler's military forces. The Hawker Hurricanes and Supermarine Spitfires played a vital role in this victory.

About one hour in, they talk about the Air Transport Auxiliary (ATA). The ATA was a British civilian organization that was active from February 15, 1940 to November 30, 1945 during the Second World War that ferried new, repaired and damaged military aircraft between factories, assembly plants, delivery points, scrap yards and active service squadrons. In this segment, Mary Ellis and Joy Lofthouse, two of the many female ferry pilots shared their personal experience in what they did while they served with the ATA.

After the ATA segment, they talk about the Focke-Wulf Fw 190 and the Spitfire Mk. IX. On August 1941, the Focke-Wulf Fw 190 maintained superiority over fighters until the introduction of the improved Spitfire Mk. IX. The Spitfire Mk. IXs used the new two-stage supercharged Merlin 61.

In the documentary, they also talk about the various Supermarine Spitfire marks and the amazing men and women that flew this beautiful machine. The ending features an amazing scene that you need a tissue for because Mary Ellis gets reunited with her Spitfire, a Spitfire HF Mk. VIIIc MV154 (D-FEUR) that she ferried. This Spitfire never saw combat and is 95% original.

Spitfire (2018) is a magnificent documentary film that celebrates the people and the machine that has gained a special place in our hearts. The aerial photography is top-notch, supplemented by the iconic noise of the Rolls-Royce Merlin engine at full chat, interspersed with a soundtrack that captures the essence of time.

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## Movie Review from Airventure - Spitfire 2018

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The real achievement are the interviews with the last of the few, male and female, recounting their stories and experiences. These tales capture the essence of the film, truly it is a tale of the people involved, their strength and courage, bringing an incredible emotional depth to the documentary which I believe makes this a must see for every aviation enthusiast!

If you were at EAA AirVenture Oshkosh 2018, you were able to see two of these magnificent machines. The two that came to The World's Largest Aviation Celebration were a 1944 Supermarine Spitfire Mk.IXc 959 owned by the Collins Foundation and a 1945 Spitfire HF Mk.IXe TE294 (C-GYQQ) owned by Vintage Wings of Canada.

At the Duxford Battle of Britain Airshow 2018 in Duxford, Cambridgeshire, United Kingdom, they had nineteen Supermarine Spitfires in the air at once. You can watch video from that historic event here. <https://www.youtube.com/watch?v=cwxInatB8RY>

You can purchase the 95-minute DVD on various on-line platforms such as iTunes, Vimeo, Amazon, Google and on various other platforms or by visiting <https://www.spitfiredocumentary.com/>

### Notable Quotes from the Documentary

- “You got to remember we are talking about total war.” - Geoffrey Welleum.
- “It was us against this monster.” - Geoffrey Welleum.
- “It’s not about medals, it’s not about who shot down what and it’s not about the thank yous. But, it’s nice to be remembered because being remembered counts everybody who severed, flew and fought in the war.” - Geoffrey Welleum.
- At that time, I was one of the youngest ones. I had to behave.” - Mary Ellis.
- “I haven’t flown one at all yet. This is the first one. I was excited that I started the airplane and taxied out, fortunate made the perfect takeoff. Up here in the air, I must do something. It was delightful.” - Mary Ellis
- “I had a lovely time before I had to land. I thought oh my goodness.” - Mary Ellis.
- “A test pilot once said she was a lady in the air, but a (swear word) on the ground. This was because she was narrow undercarriage. So, you had to be very careful when landing.” - Joy Lofthouse.

### Legends Casted in the Documentary:

- Andy Millikin, Battle of Britain Memorial Flight, RAF
- Geoffrey Welleum, Fighter Pilot, 92 Squadron, RAF (deceased, aged 96)
- Joy Lofthouse, Ferry Pilot, Air Transport Auxiliary (deceased, aged 94)
- Judy Monger, saw the inaugural Spitfire flight at the age of four
- Ken French, Fighter Pilot, 66 Squadron, RAF
- Ken Wilkinson, Fighter Pilot, 501 Squadron, RAF (deceased, aged 99)
- Mary Ellis, Ferry Pilot, Air Transport Auxiliary (deceased, aged 101)
- Nigel Rose, Fighter Pilot. 602 Squadron, RAF (deceased, aged 99)
- Paul Farnes, Fight Pilot, 501 Squadron, RAF (deceased, aged 99)
- Tom Neil, Fighter Pilot, 249 Squadron, RAF (deceased, aged 97)

## NEW SCHOLARSHIP PROGRAM

### Ray Aviation Scholarship Fund supporting up to 100 young aviators

This week EAA announced the Ray Aviation Scholarship Fund, an [innovative training program](#) for young aspiring aviators that is being funded by an initial \$1 million grant from the Ray Foundation. **Ken Strmiska** reports that the goal is to increase flight training success rate from the current 20 percent to 80 percent.

The program, managed by EAA and administered through the chapter network, will provide up to \$10,000 for each of the 90 to 100 young people who are approved for the program.

EAA chapters will nominate potential scholarship recipients, with the chapter providing additional support and mentorship. The successful applicant will also commit to volunteer service for the chapter. **David Leiting** will serve as liaison for the program in the chapter office.

There is a webinar scheduled November 13 to provide more information for interested chapters. This Ray Foundation funding continues the legacy of the late James Ray (pictured), who was a great supporter of youth and aviation, and funded the Air Academy Lodge's construction in 1998.

## A Hangar for the Smallest Aviators

(from John Bruesch)

Hey, metal airplane builders! So you managed to make a complete RV-something from start to finish in just a few years, and now you've got post-partum blues because the building is done and you have no further need of your metal-working skills? Well, cheer up – attached you'll find a set of simple drawings for this cute sheet metal birdhouse that you can make using your tin-bending skills! Best of all, it uses pulled rivets (who wants to buck rivets anyway?) You can make it using simple tools from your workshop, or, if you need, from the Chapter 75 tool crib. In fact, you can make four of these sweet little abodes – maybe enough for everyone on your Christmas giving list -- for about \$3.50 each in materials! Here's how:

Go to Menards but don't go to the sheet metal, rods and angles assortment in Hardware (where a 2' x 4' sheet of galvanized steel is \$30). Instead, go over to Heating and Cooling, and pick up a 30" wide, "33 double joist panning" sheet for \$7.99 – nearly the same square footage but at about one-fourth the cost! Go figure...

Take it home and use your tin snips to carefully cut off the preformed edge, leaving a nice big sheet of flat metal at a bargain price.

Round up the tools and materials you'll need:

- Sheet metal hand flanging tool, Pop Rivet tool, portable drill and bits 1/16" , 1/8" 3/16" , and 3/8", large tin snips, aircraft snips, pliers, ball-peen hammer, center punch, 3/4" metal knockout punch or metal hole saw
- Gel-type super-glue (or fast-set epoxy glue), 1/8" short Pop rivets (Qty=20 per birdhouse), enamel paint, #6 x 3/8" hex head sheet metal screws (Qty=4 per birdhouse), 2" x 10-24 threaded screw (Qty=1 per birdhouse), eye bolt 10-24 or 3/16" x 1" (Qty=1 per birdhouse), 10-24 locking nut (Qty=2 per birdhouse).
- HEAVY-gauge wire coat hangers (2 per birdhouse), or some #10 bare copper wire, or (best), 3/32" copper-coated welding rod (one long rod per birdhouse). You can buy a tube of 5 "R45" rods at Blaine's Farm & Fleet and save the [leftovers for welding](#).

### Construction Steps

Separate (cut or shear) an 8-1/4" x 30" strip from the sheet of galvanized metal (cut four strips if making four birdhouses).



Print the pdf files on plain white paper for a set of full-size patterns. See end of article for the links to the .pdf files.

- Carefully cut out the pattern pieces along their outside edges
- Transfer the patterns to the galvanized metal strip (see photo for how to lay them out). Tape or hold in place. Use an automatic center punch to mark the corners, line ends and holes of each piece.
- Draw the cutting and bending lines using a scribe or ice pick.
- Cut out all the pieces using a tin shears and / or aviation snips

Drill or punch a 3/4" hole in one of the faces of the bird house, and use aviation snips to make a series of 1/4" relief cuts, about 1/8" wide, radially all around the hole

- Bend each resulting tab inward 90 degrees
- Form some of the heavy wire or rod into a complete circle around a broomstick
- Shape and size the circle so it fits snugly outside the bent tabs

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## A Hangar for the Smallest Aviators

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- Bend each tab the rest of the way, forming them outward, over and behind the wire with your pliers or a screwdriver blade.
- Do a neat job so birds won't get cut or chafed while entering or exiting.
- Remember: The side with the circular wire and bent tabs is the inside.

Drill a 3/16" hole below the entrance hole, and add the 3/16" x 2" long stove bolt for the perch.

- Use the nylon locking nut and draw it up tight against the front face of the birdhouse.

Bend the edge flanges all around the front face piece in the same direction (toward the inside)

- Also bend the edge flanges of the rear face piece.

Bend the bottom flange on each of the two side pieces.

Insert and pull rivets to assemble the sides to the front and back pieces, and then rivet the floor in place

- The plans call for enough rivets to survive a 50 MPH headwind, but not enough to achieve FAA certification. Too bad...

Bend the narrow flanges along the edges of the roof piece, and then use a sharp-edged wooden block and the palm of your hand to crease the roof ridge in the same direction

Cut pieces of the heavy wire or welding rod and make corner bends to form a reinforced rolled edge all around the roof.

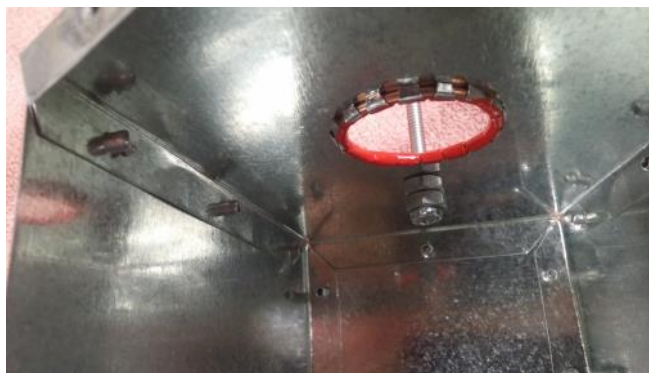
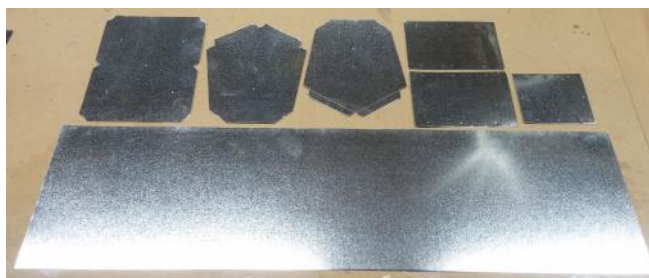
- You can do this with blunt ended pliers. Use a small hammer to help form the flanges around the wire or rod, and then follow with the nose of the pliers, wrapping around and squeezing it tight as you go.
- It doesn't have to be one continuous length of wire. Just make corner pieces (pre-bent) and butt them together along the sides.
- If this is too much like work, you can just fold the edges flat underneath without the rod (but it won't be as rigid).

Drill a hole in the ridge of the roof and use a threaded eye bolt as a hanger

- Use the other nylon locking nut to secure it up into the ridge of the roof.

Use sheet metal screws (like duct-work screws) to secure the roof to the front and rear house faces

- Don't use rivets here or you won't be able to peri-



odically empty the old nests out.

- Drill 1/16" pilot holes into the flange underneath and be careful not to over-tighten the screws!

Use the left-over rod or wire to fashion the arched door (front) and window (rear) pieces.

- Form the door arch over anything close to a suitable radius – I used the hub behind the chuck of my portable drill
- Use gel-type superglue or 5-minute epoxy to cement these pieces to the steel. Use acetone or alcohol to clean the metal and rod first. Tape can be used to hold the pieces against the metal until the glue sets

When the glue has set, paint the window panes black, and the door any color you like.

Admire your work!

Plans for the birdhouse hangar can be downloaded via these links.....

[https://www.dropbox.com/s/tbphqk4y2bt83m/IMG\\_0001.pdf?dl=0](https://www.dropbox.com/s/tbphqk4y2bt83m/IMG_0001.pdf?dl=0)

[https://www.dropbox.com/s/phk8wlroskxwvhm/IMG\\_0002.pdf?dl=0](https://www.dropbox.com/s/phk8wlroskxwvhm/IMG_0002.pdf?dl=0)

If you have any questions, call me or send me an e-mail.

See page 14 of this newsletter for my phone number and e-mail address.

## For Sale - Hangar Winch

**For Sale: Hangar Winch.** Homemade plane winch for hangar. 110 volt operation. Low voltage control. Power in and out. Contact Craig Olson 563-549-0855.

## Duane Fey's Flight Over the San Francisco Bay and Comments and Photos from his Co-Pilot Friend

Had a great time yesterday. Thanks again for the wonderful bay tour. Here is a link to the photos and video I took:

<https://photos.app.goo.gl/K5qPzeEsrE2ifaLV7>

By the way, here's the tidbit about that train draw-bridge I mentioned so that you have a new slice of trivia to tell when you take someone up. That bridge is called the Brazos Drawbridge. Here's a link to some stories about what happened in 1983 there that includes some fantastic photos:

<http://nilesdepot.org/niles/wreck.html>

If I can get a decent photo of the old print of my grandfather sitting in front of the barracks at Fort Winfield Scott I'll send it to you. We were so engaged in the views during the flight that I never did ask you what kind of guitars you own since you mentioned you played. Anyway the flight was a great experience and very much worth the money especially since it went to a good cause. You were a great guide.



### 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:

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Bernie Nitz - [bernien@visioncrest.com](mailto:bernien@visioncrest.com)

Ron Franck - [ronaldfranck1@gmail.com](mailto:ronaldfranck1@gmail.com)

## Chapter 75 Flight Instructors

Per a member request, am including a listing of Chapter 75 members that are flight instructors and would be willing to help with primary flight instruction, your next BFR or other. *If you are a Chapter member and a flight instructor please let me know and will include your name in the listing. Additions/Corrections are welcome!*

CFI / CFII	Phone	New Students	CFII	BFR	IFP	Airports	Plane
Mike Nass	563-357-6068	No, Booked	Yes	Yes	Yes	CWI	Owners Plane
Dean Jones	309-752-3841	Yes	Yes	Yes	Yes	DVN MLI	Owners, QC Flying Eagles
Tim Leinbach	309-781-9585	Yes	Yes	Yes	Yes	DVN MLI	Owners, FBO, Club Plane
Tim Toal	309-235-0087	Yes	Yes	Yes	Yes	DVN MLI	Owners
Barry Logan	309-303-0211	Yes		Yes		C75	Owners, Club Plane

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

**FREE COFFEE AND DONUTS AND SOME  
GOOD HANGAR TALK AT THE CLINTON AIRPORT**

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

**Hosted this Month by:**  
**Mike Sawyer – New FBO**  
**Manager**  
**Clinton Airport**



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

This month, hope to see all at our 1<sup>st</sup> Saturday of the Month coffee hosted by Mike Sawyer, FBO Manager Iowa Region, Phalanx Aviation.

Come for some good hangar talk and meet Mike. Plenty of room for all.

**FLY IN:** Clinton Airport (KCWI). We will be meeting in the Clinton Airport terminal building.

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

## UPDATED Local Calendar of Events

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

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

## Upcoming EAA Webinars

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

**Operating Oversquare**  
Wednesday, November 7 – 8 p.m. CST  
Presenter: Mike Busch

**Charting Your Course: Deciphering the VFR Sectional Aeronautical Chart**  
Wednesday, November 14 – 7 p.m. CST  
Presenter: Prof. H. Paul Shuch

**Tailwheel Flying Techniques**  
Wednesday, November 21 – 7 p.m. CST  
Presenter: Glen Oliphant

**ADS-B: A Practical Guide For Pilots**  
Wednesday, November 28 – 7 p.m. CST  
Presenter: John Zimmerman

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

## Classified Ads

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

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

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

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

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

**WANTED: LongEze or Varieze project** that needs a new home. Derelicts are also welcomed. Thanks in advance for your kind gesture. Contact Sam Ajayi at the North Little Rock Airport at [soajay@hotmail.com](mailto:soajay@hotmail.com)

**Hangar Space at Erie:** Need hangar space? I have some ready to rent. \$100.00 a month 24 x 36 x 8 ft tall. These are private enclosed hangars. Electric. Hangar door and rear pass door. Club house privileges included, Fridge, refreshments, coffee, microwave, shower, and rest room. 89 fuel on site. Call Jim Robinson, at Erie Airpark. 3H5. 309 230 0944.

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

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

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

## Chapter 75 Merchandise Now Available

(from Marty Santic)

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

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

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

If you would like a cap, please send me an e-mail. [marty.santic@gmail.com](mailto:marty.santic@gmail.com) If you would like me to ship, send a \$15 check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807



Baseball Cap in Light Khaki

Chapter Website: [www.eaa75.com](http://www.eaa75.com)  
 Facebook: <https://www.facebook.com/EAA75/>

### EAA CHAPTER 75 OFFICERS

(Effective January 2018)

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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](http://www.eaa75.com)

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

New Member   
 Renewal   
 Info Change

Membership dues for EAA Quad Cities Chapter 75 are \$10/year.  
 Make checks payable to EAA Chapter 75

Mail application/renewal to:  
 Ron Ehrecke - EAA Chapter 75  
 1597 Deer Wood Dr  
 Bettendorf, IA 52722

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

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

Name: \_\_\_\_\_  
 Copilot (spouse, friend, other): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone (Home): \_\_\_\_\_ (Work): \_\_\_\_\_  
 (Cell): \_\_\_\_\_  
 Email Address: \_\_\_\_\_  
 EAA#: \_\_\_\_\_ Exp Date: \_\_\_\_\_  
 Pilot/A&P Ratings: \_\_\_\_\_  
 Occupation: \_\_\_\_\_ Hobbies: \_\_\_\_\_

I am interested in helping with: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Tool Committee       Tech Advisor       Flight Advisor  
 Repair Barn       Young Eagles       Social/Flying  
 Hospitality       Board Member       Newsletter

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

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