

THE LANDINGS

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

March 2018

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



In my last letter I landed in Homestead, Florida. Now I need to get home and get back to work (somebody has to pay for this stuff ya know).

After 2 days of fun in the sun I need to start the second phase of my trip. Ron and I wake up on Saturday morning in Key Largo to get ready for our 10:30 departure to Page Field in Fort Meyers. Its 80 degrees and partly sunny outside. When I checked the weather I see some light showers over the Everglades, otherwise all looks good. I file a flight plan to Page for 10:30 departure and 7,000'entoute alt. My brother in law "Rob" picks us up at the Anchorage and we head for Homestead airport. First order of business is to check plane and fill up with fuel. All looks good but I notice my prop has started leaking oil again. I just rebuilt it last summer. Can't do much about it here so we move on. I pay my bill for parking and fuel and we get into the plane. I hit the starter and the 200 horses roar to life, love this machine. We taxi to the preferred runway 09. After programming my flight plan I do my run up and wait for a plane to land. Busy airport today, a plane dropping parachutes and some doing touch and goes. After taking the runway I give

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PLEASE Take a Moment and Pay Your 2018 Chapter Dues!

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



Next Meeting - Saturday, March 10th, 7PM - Ron Franck - Wheel Bearings
Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois (click for a Map)

March 10th Chapter Meeting

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

Ron Franck will have a short video on the recent Ski-Plane Fly-In in Oshkosh, and a presentation on your wheel bearings, and your fuel hoses.

HOPE to see many more at the monthly meeting!!

From The Desk of the President

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it full power to get out of this busy space. At 1,000' I bank left and call Miami approach to open my flight plane. The controller tells me my planned route is no longer active and I am to fly direct to KFMY (bummer). He tells me to climb to 4,000' then tells me to call Miami center and ask for higher if I wish. I contacted Miami Center and didn't ask for higher as we are half way there already. We are over the Everglades again and the engine starts running rough, or it seems. We didn't hit any rain but we did spend some time in IMC. As we got close to KFMY, Fort Meyers approach sends us over the gulf to line up with runway 5. Once I see Page airport I'm cleared to contact tower and land on 05. I land on the runway and taxi to Flight Ops to tie down for the next three days. Seven gallons of gas to fill up.

I spent the next three days in Cape Coral with my buddy Rob W. It's Tuesday morning and it's time to go home. I wake to a cloudy sky with occasional light rain. Rob has decided to go home with me instead of the airlines. We catch an Uber ride at 7:30 for my 8:30 flight out of Page. The plane is full of fuel and ready to go, I clean the windshield as it has a week of grime on it. We get comfortable in plane and shut the canopy to start the engine. I'm always apprehensive when I'm getting ready for a flight. It's fear of the unknown, once I'm in the air it goes away (action cures fear). We get our clearance to LAL (Lakeland) then North to our fuel stop in Tullahoma, TN. After run up I give it full power and we accelerate to 70 kts and lift off. I have plenty of runway so I keep a shallow climb to get 140 kts for a good climb over the houses. After liftoff I contact Departure and he directs me to turn to 360 and climb to 8,000' my planned altitude. The air is smooth and warm, my oil temp keeps rising as it is hot humid air. With this in mind I keep my 140 kts climb and pull RPMs to 2450 and keep

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From The Desk of the President

(Continued from page 2)

full rich. I keep the throttle full forward. That's how I fly, once I take off I rarely touch the throttle after takeoff. Engine is most efficient with full throttle. My oil temp is 219 F when I level at 8,000'. The air is smooth and we are in between layers. ATC calls me and gives me another clearance. Cleared to LAL, V35 then to CTY then direct to KTHA. I reply I'm cleared to LAL then CTY as I don't know where V35 is and will look it up. ATC says I need you to reply that you will be going to LAL, V35, CTY, then direct to KTHA. So I repeat as he says. My radio does not recognize V35 as a waypoint so I look at LAL VOR to find it. Piece of cake, it's the radial from LAL to Cross City (CTY). Interesting I needed to repeat that as you can't get to CTY unless you take V35. All will be explained in future. As we pass over LAL the plane banks to follow V35. As we close on Cross City I get more course changes from ATC. I'm cleared to CTY then V35 to Greenville GEF, Lagrange LGC then direct to KTHA. Weird, why the Vector airways when I have GPS and I can go direct. As I'm listening to the controller he explains to another airplane that there is a radar outage. Now I get it, if we are on the Vector airways they know where we are, as they can't see us going direct.

As I pass GEF the controller says he can't hear me very well. I switch to my other radio and it is better. My radios seem hot to the touch so maybe that is the problem. As we get passed to Atlanta center I go back to my main radio and the problem seems to be gone. My little cooling fan behind panel must not be working. Passing over Fort Benning the controller ask me to climb to 8,500' to get over the restricted airspace (gunnery range). After Columbus he cleared me back to 8,000'. Soon we are passing over mountains into TN and closing on KTHA for fuel. The weather is 40 degrees and partly cloudy, as we approach KTHA I cancel IFR and start my decent into Tullahoma. I enter a left downwind for a landing on 27. Wind is gusty but from the west. We taxi to the pumps for fuel and go into the FBO for a break. We are on time so my flight plan is good to DVN so no work to do here. We get in plane for the final 2 hrs trip home and depart 27. As I'm climbing out and turning towards Davenport I contact Memphis Center to open my flight plan. I'm cleared to 8,000' and direct KDVN. We climb through an overcast layer at 4,000' and climb into clear smooth skies on course towards home. As we travel North the temp keeps dropping and settles on -2 C. I check the weather at home and see it is overcast with probable ice in clouds. The forecast is for partly cloudy skies. As far as the eye can see there is a solid undercast below. As we pass



into IL we are passed to KC Center and the layer below seems to be rising. As it gets closer I wonder if there is ice in them there clouds. Being a new IFR pilot I am very concerned about ice, and have a plan in mind. We start skimming the clouds, no problem. Soon we are spending more time in then out and it is getting darker. I soon see Rime ice on the window and on leading edge of wing and call ATC for higher Altitude. No reply, I call again and then she comes back, I ask for higher altitude to avoid ice and was cleared to 10,000'. Crises averted, I have mixed emotions, I fear ice but love excitement. I would love to get more experience but don't want to die getting it. You know the definition of experience?

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From The Desk of the President

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“Something that’s happening to you, you wish to God was happening to someone else”. As we get closer to home I know it is overcast, so much for forecast. I will get to do my first approach to my destination airport. (not in training). To date my destination airports have always been VFR when I get there. I check the weather and Davenport has 1400’ ceilings, and clouds to 3,200. Problem is, they are reporting clear ice in the clouds we need to descend though. After Peoria we are told to contact Quad Cities Approach. They ask me which approach I would like and I choose RNAV33 which is the favored and is on our way home. As we get closer the controller clears me to 3,000’ then clears me to the RNAV 33 into Davenport. I maintain 3,000’ instead of dropping to the Final Approach Fix Altitude of 2,700’ as I’m staying out of the ice as much as I can. Once I hit the FAF I drop the gear and pull the throttle to drop below the clouds as fast as I can. As promised we did accumulate Rime and Glaze ice but only about 1/8”. We come out below clouds well away from the airport and need to fly level to the airport perhaps 3 miles or so. I probably over did it, but I was more scared of icing then a 3 mile final. In VFR conditions, I cancel IFR and we land in DVN with no problems. I taxi to the hanger shut down the engine it’s 2:00 PM, I look at the flight timer. The entire trip from start to finish was 13.2 hrs. Assume I travel 190 kts per hrs I traveled close to 3,000 miles. What a machine.

That’s all till next time, Jerry

February Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter 75 President Jerry Coussens at 6:09pm.

MEMBERS PRESENT: Jerry Coussens, Ronald Franck, Ron Ehrecke, and Nick Anagnos. Others present: Marty Santic, Richard Lowe and Thomas Shelton.

MEMBERS NOT PRESENT: John Riedel, Ed Leahy.

TREASURERS REPORT: The Treasurers Report was read by Ron Ehrecke. A motion to accept the Treasurers Report was made by Ron Franck and seconded by Nick Anagnos. Board approval was unani-

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February Board of Directors Meeting Minutes

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mous. In addition, Jerry Coussens gave an accounting of the High Flight Fund.

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

OLD BUSINESS: The chapter had earlier forward funds to the Air Academy to secure reservations for two Air Academy Cadets for 2018. At this time no candidates have submitted application to the chapter, therefore EAA will carry those funds over to be applied to 2019 reservations.

NEW BUSINESS:

The chapter is looking for commitments from the membership to host the 2018 Pot Luck Dinner schedule. Dates for 2018 are June 9th, July 14th and August 11th. Vice president Ronald Franck will contact those parties who hosted the dinners in 2017 to see if they wish to reserve a date to again host a dinner. Tom Shelton will participate in a teleconference February 27th with EAA and fellow chairpersons addressing convention planning for AirVenture 2018. Tom advised that letters to Emergency Aircraft Repair Barn volunteers will come out a month earlier than in previous years as requested by EAA Headquarters. AirVenture 2018 officially opens Monday, July 23rd and ends Sunday July 29th.

MOTION TO ADJOURN: A motion to adjourn was made by Nick Anagnos and seconded by Ron Ehrecke. The motion was passed by the board and the meeting adjourned at 6:35 PM.

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

February General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:02 pm by President Jerry Coussens.

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

TOOL LIBRARY John Bruesch, chapter tool librarian reported that there were no new tool purchases

during the past month and no changes to the inventory.

TECH COUNSELOR REPORT: No Tech Counselors present.

FLIGHT ADVISOR REPORT: No report.

REPAIR BARN: EAR Chairman Tom Shelton will participate in a teleconference February 27th with EAA and fellow chairpersons addressing convention planning for AirVenture 2018. Tom advised that letters to Emergency Aircraft Repair Barn volunteers will come out a month earlier than as in previous years per a request by EAA Headquarters. AirVenture 2018 officially opens Monday, July 23rd and ends Sunday July 29th.

PROGRAM COORDINATOR: Richard Lowe is seeking input from the membership about what they wish to see presented as a program during our monthly meetings and also ideas from the membership on ideas for guest speakers. Please, forward your thoughts to Richard.

AIR ACADEMY ADVISOR: As there were no candidates for this year's Air Academy our deposit will be held over and applied to the 2019 schedule.

YOUNG EAGLES: Bob Thomas said there is planning in the works for a Young Eagle Rally during the upcoming Father's Day Fly-In at Geneseo in June and possibly an earlier rally in April. Details to be announced.

MEMBERSHIP COORDINATOR: No report.

ACTIVITIES / FLY-IN/OUT COORDINATOR: No Report

NEWSLETTER EDITOR: Marty Santic seeks submissions for the newsletter. Photos and a quick note about your recent flight make good subject matter as well as a photo update on any project you have been working on. Send 'em in, folks!

WEB EDITOR: Nothing to report.

IMC CLUB: The next meeting is March 6th, 18:00 hrs., at Lindquist Ford, Bettendorf, Ia. Those attending are reminded to arrive a few minutes prior to 18:00 hrs as the dealership does close and lock the doors after that time.

OLD BUSINESS:

The chapter is looking for commitments from the membership to host the 2018 Pot Luck Dinner schedule. Dates for 2018 are June 9th, July 14th and August

February General Meeting Minutes

11th. Vice president Ronald Franck will contact those parties who hosted the dinners in 2017 to see if they wish to reserve a date to again host a dinner.

NEW BUSINESS: No new business was discussed.

PROJECT REVIEW: 23 members in attendance gave updates on their various projects and flights.

ADJOURNMENT: Nick Anagnos made a motion to adjourn the meeting 7:30 pm, seconded by Marty Santic. The motion was passed by unanimous vote. Coffee and donuts provided by the chapter..

EVENING PROGRAM: Two programs were presented. The first speaker was Mr. Larry Johnson who spoke to the membership about a proposed program involving local high school students in the construction of a Van's RV-12. Mr. Johnson seeks assistance from the chapter members in the role of mentoring the students and providing much needed technical expertise in the proposed build program. Once an airworthy aircraft is completed the intended use will be to make that aircraft available to those participating students who then wish to pursue a pilot license. Initially it was proposed this be done by the chapter but after discussion it was suggested that a separate LLC be formed which could include chapter members but it would neither be owned nor operated by the chapter per se. It is also proposed that a second aircraft be built in subsequent classes, sold and those funds reinvested in the program to perpetuate ongoing builds. Marty Santic volunteered to be the chapter's liaison with Mr. Johnson. Please forward your questions or concerns to Marty. More information on other school built aircraft can be found on the internet. Type "Eagles Nest" and "Aviation Nation" into your favorite search engine.

Our second speaker was John Bruesch. John's presentation was a hands-on demonstration on how to do zinc plating at home. John had all the bits and pieces on hand and set up the actual process, giving a detailed description on the fundamentals on how the process worked and how to assemble your own zinc plating apparatus.

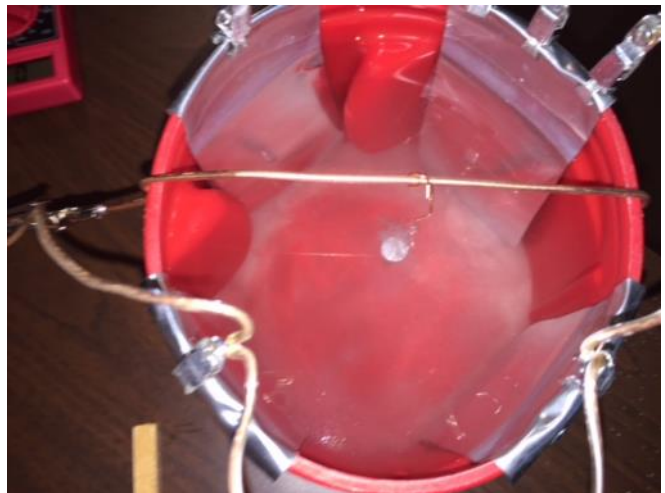
SEE the PHOTOS of John's presentation on the right.

A big "thank you" to both Mr. Larry Johnson and John Bruesch for two, very interesting programs.

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



John Bruesch's Plating Demonstration



February 1st Saturday Coffee at the Davenport Airport - Hosted by Tim Baldwin



Wednesday Afternoon Gathering at Carver Aviation - Davenport

Every Wednesday afternoon at about 3P, Chapter 75 members gather for an impromptu discussion at Carver Aviation in their lobby. Richard Lowe started this a few years ago and it is still going strong. If free during a Wednesday afternoon, come join the discussion. The subjects are varied. "Planes, Trains, Autos, and Stories You Will Not Believe"!!



Bananas and Milk Duds

(from Dennis Crispin)

Below is an article written by Rick Reilly of Sports Illustrated. He details his experiences when given the opportunity to fly in an F-14 Tomcat. If you aren't laughing out loud by the time you get to 'Milk Duds', your sense of humor is seriously broken.

Now this message is for America's most famous athletes:

Someday you may be invited to fly in the back-seat of one of your country's most powerful fighter jets. Many of you already have: John Elway, John Stockton, Tiger Woods, to name a few. If you get this opportunity, let me urge you, with the greatest sincerity.....

- Move to Guam .
- Change your name.
- Fake your own death!
- Whatever you do,
- Do Not Go!!!

The U.S. Navy invited me to try it. I was thrilled. I was pumped. I was toast! I should have known when they told me my pilot would be Chip (Biff) King of Fighter Squadron 213 at Naval Air Station Oceana in Virginia Beach. Whatever you're thinking a Top Gun named Chip (Biff) King looks like, triple it. He's about six-foot, tan, ice-blue eyes, wavy surfer hair, finger-crippling handshake -- the kind of man who wrestles dyspeptic alligators in his leisure time. If you see this man, run the other way, Fast.

Biff King was born to fly. His father, Jack King, was for years the voice of NASA missions. ('T-minus 15 seconds and counting.' Remember?) Chip would charge neighborhood kids a quarter each to hear his dad. Jack would wake up from naps surrounded by nine-year-olds waiting for him to say, 'We have lift-off'. Biff was to fly me in an F- 14D Tomcat, a ridiculously powerful \$60 million weapon with nearly as much thrust as weight, not unlike Colin Montgomerie. I was worried about getting airsick, so the night before the flight I asked Biff if there was something I should eat the next morning.

'Bananas,' he said.

'For the potassium?' I asked.

'No,' Biff said, 'because they taste about the same coming up as they do going down.'

The next morning, out on the tarmac, I had on my flight suit with my name sewn over the left breast. (No call sign -- like Crash or Sticky or Leadfoot. But, still, very cool.) I carried my helmet in the crook of



my arm, as Biff had instructed. If ever in my life I had a chance to nail Nicole Kidman, this was it. A fighter pilot named Psycho gave me a safety briefing and then fastened me into my ejection seat, which, when employed, would 'egress' me out of the plane at such a velocity that I would be immediately knocked unconscious. Just as I was thinking about aborting the flight, the canopy closed over me, and Biff gave the ground crew a thumbs-up. In minutes we were firing nose up at 600 mph. We leveled out and then canopy-rolled over another F-14..

Those 20 minutes were the rush of my life. Unfortunately, the ride lasted 80.. It was like being on the roller coaster at Six Flags Over Hell, only without rails. We did barrel rolls, snap rolls, loops, yanks and banks. We dived, rose and dived again, sometimes with a vertical velocity of 10,000 feet per minute. We chased another F-14, and it chased us.

We broke the speed of sound. Sea was sky and sky was sea. Flying at 200 feet we did 90-degree turns at 550 mph, creating a G force of 6.5, which is to say I felt as if 6.5 times my body weight was smashing against me, thereby approximating life as Colin Montgomerie.

And I egressed the bananas.

And I egressed the pizza from the night before.

And the lunch before that.

I egressed a box of Milk Duds from the sixth grade.

I made Linda Blair look polite. Because of the G's, I was egressing stuff that I never thought would be egressed. I went through not one airsick bag, but two.

Biff said I passed out. Twice. I was coated in sweat. At one point, as we were coming in upside down in a banked curve on a mock bombing target and the G's were flattening me like a tortilla and I was in and out of consciousness, I realized I was the first person in

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Bananas and Milk Duds

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history to 'throw down'.

I used to know 'cool'. Cool was Elway throwing a touchdown pass, or Norman making a five-iron bite. But now I really know 'cool'. Cool is guys like Biff, men with cast-iron stomachs and freon nerves. I wouldn't go up there again for Derek Jeter's black

IS Solar Power Coming Near to DIXON Municipal Airport?

California-based Cenergy Power wants to build two 10 acre solar farms at Dixon Municipal – Charles Walgreen Airport and enter into a 21year lease for the land, paying the city \$2,000 per acre each year.

In December, the City Council decided to wait until an actual contract was drawn up before deciding whether to move forward with the project and agreed that one of the proposed locations, 10 acres northeast of the airport off of State Route 38, would not be good for aesthetics.

The other site would take up 10 acres south of the airport near the railroad tracks. In January, the city received preliminary contracts, which will take time to review, Public Works Director Matt Heckman said. "It's not something the city is going to rush into. We want to make sure it's the right thing for the city."

Building a solar farm at the airport could mean the city would need to draft a new airport layout plan with the Federal Aviation Administration that would declare

BOOK REVIEW *Tanker Pilot* by Lt. Col. Mark Hasara (from Dennis Crispin)

A most interesting look at military battle logistics is *Tanker Pilot* by retired Air Force Lt. Col. Mark Hasara. Hasara spent his career flying KC-135 and KC-10 Tankers. The book focuses on his experiences as an operations and planning officer responsible for keeping the tankers on station during the heavy action in Iraq and Afghanistan.

All the modern strategic bombers and the Air Force, Navy and Marine tactical fighters – that support the boots-on-the-ground troops – are fully dependent upon Air Force tankers. Some of the close support aircraft hold less than an hour's fuel at combat power

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book, but I'm glad Biff does every day, and for less a year than a rookie reliever makes in a home stand.

A week later, when the spins finally stopped, Biff called. He said he and the fighters had the perfect call sign for me. Said he'd send it on a patch for my flight suit.

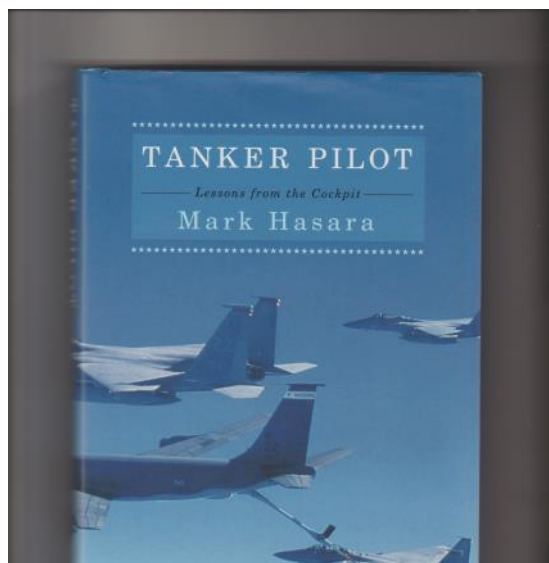
What is it?? I asked.
'Two Bags'.



the acreage as excess land before a long-term lease can be made, which could cost around \$300,000.

Illinois' new Future Energy Jobs Act – which, among other things, mandates that 25 percent of ComEd's and Ameren's power come from renewable sources by 2025, while providing incentives and tax credits – several solar companies also have been making the rounds throughout the area trying to line up projects.

Submitted by Ron Franck



BOOK REVIEW *Tanker Pilot* by Lt. Col. Mark Hasara (cont.)

(Continued from page 10)

settings, making multiple refueling contacts a part of every mission. The tanker guys like to say, “Nobody kicks ass without tanker gas.”

The battles in the middle east had their own complexities. Some of the coalition countries refused to let the tankers overfly their territory, making needless long flights to arrive on station. Some of the pilots from other countries received their appointments from political connections rather than training and experience. The book gives accounts of scary moments that happened when these individuals screwed up their refueling contacts.

The refueling “boxes” were generally set up outside the combat areas, but at one point the high command

Cessna AD Proposed (from Cy Galley)

The FAA has proposed an AD involving 14,653 U.S. Cessna 172, 182, 206 and 210 models after cracks were found in the lower area of the forward cabin doorpost bulkhead. That’s where the wing strut attaches and the AD requires repetitive inspections of the area. After one owner reported finding cracks, more inspections revealed them in about 50 more aircraft. “It has been determined that the cracks result from metal fatigue,” the AD says. A list of affected aircraft is here:

<https://www.gpo.gov/fdsys/pkg/FR-2018-02-01/pdf/2018-01923.pdf>

See the full article here:

<https://www.avweb.com/avwebflash/news/AD-Affects-14653-Cessnas-Corrected-230257-1.html>

Antique Airfield (from Jim Skadal)

Good article about exemptions for nonelectrical equip aircraft:

<http://antiqueairfield.com/>

Boeing Assembly Line (from Dennis Crispin)

A must watch for all aviators and aviation maintenance personnel. VERY neat.

[Half day assembly of the plane. Start to finish.](#)

decided that too much time was being lost with the combat planes going out for gas. So, the refueling areas were moved right over Iraq, putting the undefended tankers within the range of SAM missiles. A partial defense was afforded by putting a screen of Air Force fighters under the refuelers. Eventually, some of the tankers were fitted with Electronic Countermeasure equipment.

The book’s most telling and distressing statement is that we don’t have enough tankers to support a two-front war! In Desert Storm, some of the lower priority targets went unanswered when tankers weren’t available to refuel the strike aircraft.

Tanker Pilot is a fine look at an often unrecognized and underappreciated part of modern military logistics. The book was published just a few weeks ago and available at Barnes and Noble and on-line sources.

Ron Plante’s Travels - This Time to the Pensacola Naval Museum



Pan Am Accident (from Richard Lowe)

If you are lucky enough to win the free Hawaiian vacation they call you about when you are eating supper, chances are you will visit the island of Maui. If you do, you will probably land at an airport with an identifier of OGG.

The last thing on your mind no doubt will be, "How did they come up with that station identifier?" A little back ground is in order. In the 1950's, before the jet age took over the international flying, there were really three planes in common use over the oceans. The Lockheed 1049 Constellation, the Douglas DC-6 and & 7 series and the Boeing 377 Stratocruiser. Most of them were the result of the giant leap aviation made during WW II.

The Lockheed was the choice of TWA and others and it performed very well for the most part. The Dougs were used by many airlines, and the Boeing, considered the Queen of the Skies (based a lot on the B-29 bomber) was a choice of Pan Am and Northwest. The passengers loved the plane with its double deck arrangement and piano bar. The mechanics and the bean counters did not have such a love for it however. Without heavy government mail subsidies, the plane would bleed the airlines even more than they did, even with the mail contracts. Engine losses after take off often meant some one was going to get wet, and they did.

On 16 Oct 1956, Capt. Richard OGG was in command of Pan Am Clipper Sovereign of the Seas, operating as Flight 6, a B-377 flying from Honolulu to the west coast. He had a crew of seven: Himself, a F/O, Nav, F/E, purser and two stews. A total of twenty-four pax were in the back. At 1:20 am, after passing the half-way point, at 21,000 feet, the #1 engine pro-

pellor ran away and the engine had to be shut down. The increased stress on the other three engines eventually lead to #4 having to be shut down also. A slow decent followed to about 2000 feet above the surface. It was obvious, they were not going to make the coast.

During that time, the Coast Guard operated a cutter at the half way point to assist aircraft in distress, serve as a navigation fix. relay radio traffic, etc. It was known as Ocean Station November. Capt. OGG reported his emergency, returned to the cutter and entered a hold over the ship. As fuel burned off, he was able to climb on two remaining engines to 6000 feet. He knew that the Boeing had been ditched with success, but usually the tail had broken off. He moved the passengers forward and waited until daylight.

The cutter prepared for the rescue, lowering boats and standing by. The ditching was almost perfect. The tail broke off. The pane floated until all got off safely.. One of the rafts deflated, but the long boats from the cutter were able to get all persons to the ship safely.

Today, the airport at Maui has an identifier of POGG, the VOR is OGG and the airline station code is OGG , all in honor of this Clipper Captain and his flying skills.

Richard Lowe

Chapter 75 Flight Instructors

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

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



EAA Chapter 75 IMC Club

"To promote instrument flying, proficiency, and safety"

<http://eaa.org/imclub>

Meets First Tuesday of each month at 18:00
Lindquist Ford, 3950 Middle Rd., Bettendorf, IA

For more information contact:

Paul A. Fisher - rv7a.n18pf@gmail.com

Bernie Nitz - bernien@visioncrest.com

Ron Franck - ronalffranck1@gmail.com

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

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

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

Hosted this Month by:
Mike Nass & Bob Gipson
Clinton 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 Mike Nass and Bob Gipson. Come for some good hangar talk. 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!!!

Iowa State University's
Flying Cyclones

Ames Fly-In

Saturday April 21st
7am-11am
Ames Municipal Airport

Come to the airport to check out cool airplanes and see them in action! All-you-can-eat pancake breakfast and airplane rides available at this family-friendly open house.



**Fly in or Drive in
Pancake Breakfast**

Pilot-in-Command - Free
Adults - \$10
Children 12 & under - \$6

 Questions?
www.flying.stuorg.iastate.edu/
Email: flying@iastate.edu

Find us on Facebook! 

For Sale: 1959 Piper Comanche 180

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



NEW ITEM Also FOR SALE

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

\$125



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

Contact David Leners at 563-357-5104.



UPDATED Local Calendar of Events

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

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

Upcoming EAA Webinars

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

Making Metal Behave - March 7 p.m. CST
Presenter: Mike Busch

What TBO Really Means: Why I Bought a New Plane
March 14 – 7 p.m. CDT Presenter: Prof. H. Paul Shuch

Aw Chute! - March 21 – 7 p.m. CDT
Presenter: Boris Popov

RV Aerobatics March 27 – 7 p.m. CDT
Presenter: Ron Schreck

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.

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

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



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

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

Plenty of room for your ad. Send them to marty.santic@gmail.com Get rid of your stuff!

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

Chapter 75 Merchandise Now Available

(from Marty Santic)

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

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

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

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

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(Effective January 2018)

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Secretary

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

Board of Directors

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

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**Always Remember.....
The Time Spent Flying is NOT Deducted
from Your Lifetime!**

Chapter Website
www.eaa75.com

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
 Renewal
 Info Change

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

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

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 EAA Aviation Center
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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? _____
