

THE LANDINGS

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

April 2018

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



(Ed. Note: This is Part 1 of a two part series from Jerry's transcontinental trip a few years ago. Enjoy.)

When I was building my two seat Lancair "61VL" I had no idea it would take me 5 years to complete. I had dreams of traveling across the US to visit relatives and friends and I told them I would do that. Well the plane has been flying for 3 years, so traveling out west by air has been on my mind for several years. After completion I took my son and headed to Redmond, OR for their yearly fly in, but that was a 4 day trip over a holiday weekend. So, when I found out I had a meeting in Seattle the wheels started turning to make this the trip I had thought of doing. I have never taken a two week trip in my life and there is no better time than the present. Julie wasn't happy about my decision to make this trip, but she understands there are some things I'm just going to do because they need to be done. This is the aviation part of my trip.

Day One: Sept. 12

Up and ready to go at 6:00 a.m., ate breakfast and checked the weather. At 7:00 a.m. I arrived at Davenport airport with a warm cup of coffee for the trip.

I pulled N61VL out of the hangar and loaded my luggage into the back and put everything I would need in the passenger seat. I did my preflight, strapped in, and fired her up, I taxied to runway 33 and did my takeoff checklist, set my radio to 123.00 (Davenport traffic advisory freq) announced my intentions to depart Davenport on 33 and head west. Watching for traffic I pulled onto the runway, increased power to full throttle. When I hit 67 knots I eased back on the stick and I was off the ground at 7:30am. I retracted the gear, retracted the flaps trimmed for a 500' per minute climb which allows a 140 knot climb. I climb at 140 kts. for better ground speed, cooler for the engine, and better forward visibility. I leveled off at 8,500' in clear smooth air. I trimmed the airplane for cruise, set my mixture for best burn rate, and set the auto pilot to track the GPS to Fort Collins, CO. Coming up was a layer of broken clouds so I climbed to 10,500' to get above them. I was soon over a mostly solid overcast. I tuned the radio to 122.00 to check with flight watch to see how bad it was going to get, they said there was occasional rain between Des Moines and Omaha. It was relatively easy to stay in the clear by flying around the buildups but, I had to climb to a max of 14,000' to stay above the lower buildups. Looking ahead it looked like the clouds were solid and I was going to have to turn around, but as I got closer I saw it was a solid layer at my altitude, but I could drop below with a broken layer beneath. As I continued on course the clouds started to breakup and soon I was out in the clear as I flew into Nebraska. The rest of the trip to Fort Collins was uneventful, after crossing into Colorado I soon could see the Mountains which were 70 miles away. I landed downtown at Fort Collins on runway 11, runway's are laid out using the compass, if your landing on 20 your compass indicates 200 degrees south. Fort Collins has an elevation of 4,939'. As I crossed the threshold I quickly noticed the effects of thinner air and the higher than normal landing speed. The attendants we're very nice and fueled my plane, so I was ready to leave in the morning. They added 23 gallons @ \$4.39, I called my niece to come and get

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Next Meeting - Saturday, April 14th, 7PM - Bob Weil - CH-141 & 47 and More
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

April 14th Chapter Meeting

The April Chapter meeting will be held on **Saturday, April 14th at 7P.** It will be held at the Deere-Wiman Carriage House, Moline, IL.

April's meeting program. Bob Weil. He is an Iowa AFROTC graduate who got his wings and flew C-141 Starlifters. He became an aircraft commander. Then he left active duty and flew for Continental Airlines for a while. Left Continental and eventually took a job with the Army National Guard as an instructor on the CH-47. Now, he is back to flying GA.

From The Desk of the President

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me and I spent the rest of the day visiting, and had a cook out that night at her house.

Day Two Sept. 13

Up about 6:00 a.m. had breakfast with Chris and Emily, then Chris took me to the airport. On the way we stopped to get some water, I didn't want to travel west and not have any water on board. My flight plan was to fly south to I-70 and follow it west cross the great divide at Loveland Pass, continue west to Glenwood Springs, then turn south following the Colorado River to Glenwood Dam, then west to North Las Vegas airport. Flight restrictions over the Grand Canyon would force me to maintain 9500' or higher. It wouldn't be as impressive from that altitude, so I decided to make that a ground trip for another day. Looking toward the mountains I saw some dark clouds and was concerned I wasn't going to be able to fly my route over Loveland Pass on my way to Las Vegas. After checking the weather at the airport I was told the mountains were not obscured and decided to proceed as planned. Did my preflight and taxied for departure. There was a plane on a 5 mile final I didn't want to wait for so I rushed my checklist and departed without latching the door. The door hinge point is to the front and latches at the back, so if you forget the slip stream will stop the door from opening more than 2". The over whelming desire is to pull the door down and latch it, the lesson here is fly the plane and worry about the door after the plane is trimmed up and stable then use two hands to close it, very easy. After closing the door I turned south and set up a 500' per minute climb, the goal is to climb to 14,000' and cross the great divide which clears Loveland Pass with a 1000' to spare and just steer around the peaks. Winds were the forecast so I had my seat belt tight and ready for the turbulence over the range, the air was rough, but not bad.

It's very cool passing by peaks that are higher than you are and looking over seeing the grassy tops, as with clouds this will give you an idea of the speed you are flying, my ground speed was about 170 mph with a 30 to 40 kts head wind still a good clip. When I had the Kitfox (my first kit built) which cruised at 95 mph a 40 kts headwind dropped your ground speed to 55 mph or less, its no fun flying and watching semi's pass you on the ground. One of the goals in building a 200+ mph airplane was to give me a good ground speed even with a headwind. Above 5000' I usually fly full throttle with 2250 to 2450 rpm that trues out to be 174 kts to 180 kts which makes for a quieter trip.. At 10,000' and 2250 rpm I get around 7.6 gallons per hr burn rate and 174 kts.

After passing over the Eisenhower tunnel I started to descend to around 12,500' where I had a food bar and a coke and watched the ski slopes pass beneath. It was fun looking at the ski runs from a different perspective than I was used to.

I flew a course directly to Glenwood Springs keeping I-70 in sight as I went. I thought about detouring south 40 miles to see Aspen for the first time, but with 3 hrs of flight ahead of me I opted to continue on course. When I passed over Glenwood Springs I turned southwest to follow the Colorado River and see the upper canyons, which were quite impressive. From the air in the fall I found myself wondering how anyone could live out west, everything looks brown and barren, you can sure see why the cities and towns follow the rivers and that's very evident from the air.

Following the Colorado River south was only a few degrees off my course to Las Vegas, so I stayed with the river, it made the ride more interesting. When I got to the Glen Canyon Dam I circled and took some pictures (why I don't know, a picture from the air is never as good as being there) and I also took some pictures of the start of the Grand Canyon which looks like a flat plateau with a gash in it. I set the GPS for North Las Vegas Airport and the auto pilot turned to follow the new course.

I heard North Las Vegas airport was a busy airport and I had to go around Nellis Airforce to get to it, so when I cleared the last mountain I called Nellis for flight following. I could receive them on the radio, but they never picked me up for flight following, maybe they we're too busy. So I just dropped down to avoid their airspace and skirted around them. When I called North Las Vegas they knew I was coming (because of Nellis I assume) I got clearance to land on the runway 12 left promptly as they kept

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runway 12 right busy with jets and departures. Las Vegas elevation is 2200'. I taxied to the FBO, tied down N61VL, and covered her up. By that time a van pulled up to pick me up. I told the desk I needed the tanks topped off and a quart of oil added, then I called my brother in law "Cliff" to come pick me up which he did promptly.

I stayed with Cliff and Joyce for a day and a half. They took me to my nephew Cliff's new house that evening. On Wednesday Joyce took me to the Hoover Dam (most impressive) and Wednesday night Joyce took me to the old Vegas Strip (the one with the lights overhead), pretty neat.

Day 4 September 15

Cliff took me to the airport at 8:00 a.m., I paid my bill 31.2 gallons @ \$4.18, then loaded the airplane so it was ready for flight. I then got a ride to Tom and Lorraine's hangar to talk airplanes. They are a very nice couple that I met at the Lancair open house. (Lancair is the type of aircraft that I built and fly). They own and fly a Lancair IV-P with a turbo prop engine and are in the process of building another one and selling the one they have. My goal is to build my own Lancair IV, so visiting with them was very enlightening for me. They took me to their house and showed me the shop where he was building the next airplane. Tom does real quality work, I learned a lot.

They then took me back to my airplane, I thanked them and did my preflight. I taxied to the active runway and did my run up, told the tower I was ready to depart to the west. I got in line to depart runway 12R and within 5 minutes I was in the air and turning west following the Nevada, California border to avoid restricted airspace for the air force and area 51 (Oh, I forgot it doesn't exist)! My course took me next to Death Valley and from the air it looks like it. I tried to see Furnace Creek airport with it's elevation of 210' below sea level, but I was too far east. My flight to Oakland was about 2 hrs long and took me right over Yosemite Park. I didn't take pictures because they don't do it justice. Once I cleared the Sierra Range I started to let down for Oakland, my path took me right over Modesto airport 5,000' below. I expected Oakland Executive Airport (elevation 50') to be busy, but at 2:00 in the afternoon it wasn't. As soon as I cleared the Coast Range, called the tower and was immediately cleared to land on 28R. I taxied in front of the tower, parked, tied the plane down and called my friend Stacy to pick me up. He was checking jobs, so while I waited I told the FBO (fixed base operator) to top off my tanks so I was ready to depart, 18.2 gallons @ \$3.86. I checked the weather and it

was confirmed that fog would be rolling in from San Francisco Bay about 8:00 p.m., so I decided I wasn't going to stay the night for fear I would get stuck until Friday afternoon. Stacy picked me up around 4:00 and I informed him that I had to leave before the fog rolled in. He took me to eat dinner, then he showed me his house that he remodeled, then he showed me his office and shop. Stacy told me he loved flying in little planes, so I told him I'd give him a quick ride before the fog rolled in. When we got to the airport Stacy put my bags in his truck, so we weren't too heavy. I untied 61VL and Stacy got in, I did my preflight walk around and then got in, started the engine, called ground for taxi clearance. Went through my preflight and called the tower for departure, got my clearance and started my takeoff roll upon hitting 67 kts I pulled back and we we're airborne climbing out at 700 fpm, banked to the right to avoid making noise over houses. We headed for the gap in the Coast Range Mountains towards Modesto (leveled at 4000'), looking back at the bay I could see the fog coming so I told Stacy we'd clear the coast range and then return because I had anxiety about getting trapped on the ground, Stacy said he understood. Gliding over the last hills heading back to the airport we were told to deviate south to give traffic time to land. When we were cleared to land 28R I taxied to the tower and shut down. I organized the cockpit while Stacy got the bags. I said my goodbyes and then started the engine and called ground for taxi clearance. My request was approved and while I was taxing ground told me the field would go IFR (Instrument flight regulation) soon and if I left I probably couldn't get back down. I told him I wouldn't be coming back. I did my preflight and got clearance to depart 28R. Lifted off at 67 kts climbed to 100' and banked right heading for the gap in the Coast Range and continued to climb to 9,500'. After clearing the Coast Range Mountains I turned on course for Reno, Nevada.

One of my rules for mountain flying is to not fly at night and because of the fog I was breaking my own rules. By the time I passed Sacramento it was dark, one reason I wasn't too worried was that I had checked the route earlier and the route is heavily populated, so there were plenty of lights below. The only fear I had was emergency landing in the mountains, if that happened it wasn't going to be pretty. Soon I was coming up on Truckee and the next city was Reno. I expected to see the lights or hear the tower on the radio, but that wasn't happening, so I checked the map and saw there was a 10,700' mountain to the south of Reno in my path of flight. So I turned east towards Virginia City which would take me over Lake Tahoe with the idea if the engine quit I was going in the drink and getting wet, but I was going to walk or swim away. It was now approx. 8:30 pm, I thought the tow-

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er would pick me up and clear me to land when I called, but they gave me the freq. for approach. Since you can't enter controlled airspace without permission, I circled the lights of Virginia City while I tuned the radio and contacted approach. They gave me a squawk code (a code that's seen on radar giving the controller info like who I am and my altitude) and told me to contact the tower which cleared me to land on 30 Right. Descending for landing was uneventful, except when I looked to my right and saw a black hole in the lights, that was no doubt a mountain much higher than I. After landing at Reno (elevation 4450') I told ground I'd be leaving in two days and needed to park. They parked me close to the hangars, which was good since there was over a hundred aircrafts parked for the Reno Air Races. After tying down and covering the airplane the FBO gave me a ride to the office, I told them to top off the tanks and I called my friend Tom (Tom is a high school friend of my wife) to pick me up. I met Tom's dad Bob a week earlier and found out he was a navigator on a B29 during the war, so we had flying in common. Bob told me if I came to Reno he'd put me up, so I took him up on it, the whole family made me feel right at home.

Day 5 Sept. 16th

On Friday I went to the Reno Air Races located on Reno Stead Field (5550' elev.) about eight miles north of Reno. These air races are the fastest in the world, the airplanes range from small 800# aircrafts capable of 200+ mph to larger Bear Cats and Sea Fury. The larger aircrafts are piston aircrafts made between WW II and the Korea War. There were many P51s, which are known for their speed with their V12 Merlin engines, but they can't keep up with the raw power of aircrafts like Corsairs, Bear Cats, and Sea Fury's (there is probably more I didn't name because I don't know them all).

Watching these aircrafts pass in front of me at approx 450 mph and listening to the rumble of 2000+ hp engines is very impressive and fun to watch. The time I wasn't at the air race I spent with Tom and Bob and had some great conversations with them, thank you for making my stay in Reno enjoyable.

Day 6 Sept. 17th

Bob took me to the airport at 8:00 a.m. and dropped me off at the FBO. I went inside to pay for my fuel, 18.6 gallons @ \$5.17, and check the weather for my trip to McMinnville, OR, there was some low clouds and rain on the west slope of the Cascades. With the weather good in Reno and no reason to stay I decided to leave and see if I could get through. I was cleared

to depart 30L, turn on course and stay 5 miles clear of Stead air. Stead was right on my course, so departure asked if I knew to stay clear of Stead, I said I did but would appreciate vectors around it, so he told me to go to the left of a mountain to the west of Reno. After I had steered around the mountain and crossed the California border he said to proceed on course and radar service was terminated, cleared to change freq. I was now at 10,500' traveling northwest towards Portland. From my position I could see greener area's to my left in California and to my right dried up lakebeds in Nevada, what a difference mountains make on the weather. I was soon over Klamoth Falls, OR and the cumulus clouds started to build, I climbed to 12,500' in order to clear them and stay on course. Looking in the distance to the west I saw the peak of Mount Shasta (at 14,000') very cool. I called flight watch to check weather up ahead, McMinnville had a ceiling of 500' and clearing, to the south Roseburg, OR had a 1000' ceiling. My new plan was to land at Roseburg and wait for the weather to clear then continue to McMinnville.

I decided not to try to go over the clouds for fear they would out climb me and if I could get over them I may find a solid overcast below me at my destination with no way to come down to land, so I opted to stay below the cloud layer. The ceilings on the way to my destination were 6000' with mountain tops at 8,000' odds were good I wouldn't get to Roseburg. I flew through the valleys working my way to my destination and the cloud tops kept lower or the mountains kept climbing, the results were the same. My concern was that I would get through a pass only to find I was in a blind canyon with my entrance closing behind me. I soon decided this wasn't fun anymore and made a 180 degree turn and headed east towards the flat lands of the great sandy desert, then headed north to Redmond and stopped there (the birth place of 61VL) to wait for the pass to clear. As I headed east the weather cleared as planned and I saw Crater Lake Mountain to my left, it looked like I could get under the cloud cover and fly into the crater, but I had enough fun for one day. I turned north towards Redmond, OR and as I got closer I decided with it being Saturday no one would be there anyway, so I stopped at Sunriver, OR instead (elevation 4,164'). Coming up on the airport I didn't hear anyone on the radio so I called my intentions to enter the pattern for a Left downwind to runway 18. Then I heard the FBO operator radio the normal pattern at Sunriver is a right downwind to keep the noise away from the houses, so I turned to the west to enter a right downwind for 18. When entering a non towered airport you report your location by reference to the runway, upwind, crosswind, downwind, base, and final, that way other pilots know where to

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look for you in the sky. A point of safety, if you're on downwind and someone else reports he's on downwind and you don't see him, find him or get out of the pattern and start again, you'll live longer. I had the tanks filled up with gas 18.6 Gallons @ \$4.10, called flight service about the weather. McMinnville was up to 1500' ceiling and getting better so I had a pop and waited a half hour. After consulting a map my plan was to head north to Sisters, OR, then follow the road through the pass to the west side of the cascades, and then to McMinnville. The route took me past the Three Sisters Volcano's, having driven through these lava flows it was great to see it from above. Sky conditions were getting better all the time, so after I crossed the pass I abandoned my plan and headed directly to McMinnville (elevation 163').

Listening to the traffic of McMinnville on the radio, I ascertained they were using 04 for landing and take-off. I followed two aircrafts ahead of me for landing. After landing I had the tanks topped off 7.5 gallons @\$3.18, the people at the FBO were very nice. Now why did I go to McMinnville? To see the Spruce Goose of course, for those of you that don't know what the Spruce Goose is I'll tell you. The short story is in 1942 the defense department commissioned Howard Hughes to build a flying boat large enough to carry 2 tanks or troops for 10 million dollars. Because of the war he must not compete for aluminum or man power needed to build war planes. A tall order, but Howard Hughes went for it. Since he couldn't use aluminum he would use wood. By 1947 the plane was almost done and ended up costing 40 million. He was accused of bilking the Government out of the money and giving nothing in return. So, Howard took the plane out and flew it 100' off the water for 1 1/2 miles, having proved his point he parked it and never flew it again.

Some stats: the wing span is 319', The tail height is 80', The wing area is 11,400 sf, Has eight 3000 hp engines, Gross weight estimated to be 400,000# and last but not least it's made of Birch, not Spruce.

Across the street from the airport is the Evergreen Aviation Museum, which my friend Steve bought me a membership to, so I got in free. The building is full of aircrafts including a SR71 blackbird (fastest plane in the world), a minute man missile and over 60 aircrafts. I would have loved to see them all, but I had an appointment in Seattle at 6:00. After touring the Spruce Goose and watching a movie about it, I bought a cd about the Goose and returned to the airport. Departed McMinnville on runway 04 and

turned towards Seattle. I wanted to fly over St. Helens, but the clouds were lower than her peak. I did fly over a debris field from the mud flow, it filled in a reservoir, so now the river flows across the dirt to the dam and then goes over the spillway, the power of a volcano is very impressive. I flew past Mt. Rainier, but didn't see it, was buried in the clouds.

Renton airport is located on the south end of Lake Washington. I could have used a better approach to get me through Seattle airspace, but I didn't feel like dealing with it so I moved my course to the east of Seattle to stay clear of Sea-Tac and Boeings airspace. Traffic was pretty busy coming in so I was cleared for a left downwind to 180 then I was cleared to follow the third aircraft to land. The beginning of runway 18 is on the shore of Lake Washington, so you swing out over the lake and then descend to the runway elevation 32'. Taxing off the runway I was told to park anywhere there's a tie down, there was no charge for parking for the week. I spent the next 2 days touring Seattle with my RAR friends.

(Remodelers Advantage Roundtables, the reason I came to Seattle, to attend a meeting with remodelers like myself. It's a group of about 12 remodeling companies that sit down twice a year. We go over each others books and look for ways to help each other do better).

End of Part 1. Part 2 Next Month!!

March Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter President Jerry Coussens at 6:02pm.

MEMBERS PRESENT: Jerry Coussens, Ronald Franck, Ron Ehrecke, Nick Anagnos and John Riedel. Others present: Marty Santic, Jim Smith, Richard Lowe, Tom Shelton.

MEMBERS NOT PRESENT: 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 unanimous.

APPROVAL OF MEETING MINUTES: A motion to approve the minutes of the February meeting as published in the newsletter was made by Ron Eh-

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March Board of Directors Meeting Minutes

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recke, seconded by Ron Franck. Motion passed by unanimous vote.

OLD BUSINESS:

Richard Lowe has agreed to be our General meeting Program Coordinator.

Mr. Larry Johnson's student RV-12 build presentation was well received at the February meeting. Chapter needs to compile a list of members who are willing to participate in the student mentoring program this summer.

Air academy. Sam was approved. Motioned by Nick Anagnos and seconded by Ron Ehrecke.

Summer Pot Luck meetings. June (Clinton airport), July (Davenport, Jim Smith's hangar), August (Geneseo GENAIR with invitation to Ch. 410.)

NEW BUSINESS:

Ronald Franck recommended the chapter buy a \$24 portable sheet metal bender that he found useful in his build. Motioned by Ron Ehrecke and seconded by Nick Anagnos with unanimous board approval. Ron Ehrecke motioned to spend \$5 for Sam's ch75 name badge. Seconded by Nick Anagnos with unanimous board approval.

Tom Shelton gave a 2018 Repair Barn update from EAA HQ. Communication equipment may be updated. Two new large signs are being produced for better Repair Barn Identification. "Emergency Aircraft Repair" is still on the signs. A Co chair meeting will be held late March or April to review the repair barn preparations. Need to introduce new members to be part of the Airventure Repair Barn. Involvement phases 1, 2 & 3.

John Riedel handed out the 2015 new member assimilation meeting minutes for review. We will pick up this topic in October.

Marty Santic volunteered to be on the board and Jerry Coussens approved.

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 6:50 PM.

These minutes submitted by John Riedel, interim Recording Secretary, EAA Chapter 75.

March General Membership 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 the electroplating system he used in last months demonstration is in the tool room for other members use.

TECH COUNSELOR REPORT: No Tech Counselors present.

FLIGHT ADVISOR REPORT: No report.

REPAIR BARN:

EAR Chairman Tom Shelton gave a 2018 Repair Barn update from EAA HQ. Two new large signs are being produced for better Repair Barn Identification. "Emergency Aircraft Repair" is still on the signs. A Co chair meeting will be held late March or April to review the repair barn preparations.

PROGRAM COORDINATOR: Richard Lowe has programs lined up for the remaining spring meetings.

AIR ACADEMY ADVISOR: No report.

YOUNG EAGLES: Bob Thomas said there is planning in the works for a Young Eagle Rally on Saturday July 14 at the Davenport Airport.

MEMBERSHIP COORDINATOR:

John Riedel reminded the membership to please greet and befriending new persons at our meetings. Also show guests we have paper name badges for their use.

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.

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March General Meeting Minutes

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IMC CLUB:

The next meeting is April 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:

Vice president Ronald Franck updated on the 2018 Pot Luck Dinner locations. June 19 (Clinton airport), July 14th (Davenport, Jim Smiths hangar), August 11th (Geneseo GENAIR with invitation to Ch. 410.)

NEW BUSINESS:

No new business was discussed.

PROJECT REVIEW: 22 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:

Three topics were presented by Ronald Franck. First topic we watched a video of the 2018 ski plane fly-in at the Pioneer Airport in Oshkosh.

Second topic was about the many types of fuel line tubing available and which type is suitable for modern fuels. The Gates "Barricade" tubing is made for modern fuels and injector systems. Some older technology tubing will evaporate 2 gallons of fuel per year for every 16 inches of tubing length. Older technology tubing is still labeled fuel line but is not chemically resistant to modern fuels and can soften, dissolve and contaminate fuel systems.

Third topic was how to repack aircraft wheel bearings. Ron demonstrated aircraft wheel and tire disassembly, bearing extraction, cleaning, inspection, grease packing and reassembly. There was also some discussion on what level of work can be done by the owner versus an A&P.

Thank you Ron for your outstanding topics and presentations!

Respectfully submitted by John Riedel, interim Reporting Secretary, Chapter 75



Sam Bevans - Chapter 75s Air Academy Attendee



Ron Franck - March Meeting Program



March 1st Saturday Coffee at the Clinton Airport - Hosted by Mike Nass and Bob Gipson



The Enola Gay and the DeWitt Connection (from Richard Lowe)

Back before the turn of the century, I served as a volunteer driver on a van operated daily between the Quad Cities and the Iowa City VA Hospital. The van was sponsored by the Disabled American Veterans, and we took patients who had no other means of transportation to and from the hospital on a daily basis. My day to drive was on Thursday each week. During my couple of years behind the wheel, I met a lot of very interesting vets and I heard a lot of war stories. The vets seemed to open up when among other vets; even those who rarely discussed their service experience while at home.

On one such trip, I met a man who said he was originally from DeWitt. He said he had been a civilian flight instructor for the military during the early years of WW II, but the need for his service declined later in the war, and he thought he better do something about his service obligation before he got drafted. He enlisted in the Army Air Forces and went to flight engineer school for the new B-29. He ended up in the 509th Composite Group, the one that dropped the nuclear bombs that ended the war.

The unit was located at Wendover Army Air Field, Utah. He said that everything was very hush-hush. They did not talk even to each other about what they did on a day to day basis. They flew a lot of practice missions. One day, his crew was sent down to California where they spent some time dropping various large containers which were inert. He later (after the war) figured they were gathering data on the drops in order to find the best bomb casing for the atomic devices. Then one day, they were told to get rid of any personal possessions they could not carry on the plane. A trip to the post office and most everything he had was sent home. A few days later they woke

them up and told them to head for the planes. They flew to a base near Sacramento California. They knew something was up as they were met by a convoy of sedans. A bomber crew was usually lucky if they could get a ride in an open truck. They took them into the base and processed them for overseas movement. Then back to the plane and off again. They landed in Hawaii. They all got sick on fresh pineapple juice; it was the first fresh fruit juice they had seen since the start of the war. Then it was off to the Mariana Islands.

When they got to their base, they were located in a remote part of the field, away from the other B-29 groups. Those groups continued to fly normal missions to Japan, but the 509th was held back. They felt bad as they thought they should be doing their share too. Their mail was sacked up, flown back to Wendover and placed in postal channels back there to make it look like they were still in the states. He said he never knew Col Tibbets, the group commander, in fact no one ever really got to know him. He did know the Col's flight engineer. He also knew Major Bock, whose plane dropped the second bomb. One day, the Tibbets crew took off on a single plane mission. Some planes had departed earlier. When they came back, they did not talk to the others. They seemed changed in some way. No joking or horse play that usually followed a mission. Two days later, the same thing happened with Major Bock's plane. It was shortly after that, they all were told about the dropping of the first atomic bombs on Japan.

The driving job was a volunteer gig, but the rewards were great. Getting to meet some of these guys and being able to hear their stories was payment plenty for the hours I spent transporting the Vets to the ICVA Medical Center.



Flying in Maui - A GREAT Flight in Hawaii

(from BobThomas)

Being a private pilot has, as we know, many advantages. One of my favorites is the way it can enhance a vacation. No matter where you go there is probably a small airport close by. Even if you just get an instructor and go fly for an hour it is a great way to learn about the nuances of flying in the area and some great sight seeing. Some years ago I took the time to get a checkout and then go fly by myself from Kahului Airport on Maui in the Hawaiian Islands. Flying in Hawaii has some significant differences from here in the Midwest that I feel fellow pilots will enjoy.

First and foremost is the weather. While it is usually sunny and warm it is always windy. AOPA magazine did an article some years back and noted Kahului is the windiest airport in the country. On the two days I flew the winds were 17 gusting to 26 and 18 gusting to 28 and a nearby airport had gusts to 36. The good news is the winds are fairly steady and usually out of the northeast. Both days the winds were 040 and with the runway 050 it made landing quite easy. The winds did not vary with altitude either, 040 up to 12,000 with the winds decreasing with altitude so at 12,000 they were 10 kts. I was told this was usual. As I am typing this I checked the METAR for Kahului, guess what 040 at 20 gusting to 26! Checking winds aloft they did vary in direction but winds decreased to 1kt at 9000.

At any rate the emphasis on the checkout ride is landings. While the winds are steady there is wind shear so in the 172 we came in over the numbers at about 80 kts with 10 degrees of flaps and power till the flare. Airspeed is lost rapidly after pulling power and the touch down was at about 55 kts. The plane seems to almost hover for a moment with groundspeed 30-35 kts, resulting in a very smooth landing.

Another unusual aspect is altitude rules. As takeoff is at sea level in many airports and most flying is sight-seeing much of it takes place below 3000'. Therefore the altitude separation rules are westbound at 1000, 2000 and 3000' and eastbound at 500, 1500 and 2500. Kahului Airport is situated between two mountain peaks, old volcanoes, and you lose radar contact shortly after departing. The procedure is to switch to one of several aircraft to aircraft frequencies where you transmit your position, direction of flight and altitude. Frequencies change often as you move about. The flight I took was relatively short about 1:10 total. The two islands I flew between, Maui and Molokai are separated by only about 12 miles of open ocean but the entire trip was over the water along the coast-



lines of the two islands. I was instructed that in the event of engine failure all landings should be made in the water as the coastlines of both islands I was passing over have no suitable space for landing. Both were very mountainous and covered with thick jungle. All planes are equipped with life vests, life rafts and a special release to pull just before hitting the water that releases both doors simultaneously so you do not get trapped in the plane.

One curious note is that once you are over the water, and that is only about 100 yards from the end of the runway the flight is very smooth despite the winds. The air rising off the ocean all rises at the same rate, no convective bumps. The entire flight was very comfortable. The view of the islands from the air is incredible. My reason for flying to Molokai was to pass by the sea cliffs there, some of the tallest in the world rising vertically from the sea to 2500' so as you pass by them at 1500' they still tower overhead. They are hard to see any other way as there are no roads to them and the ocean there is rough so excursion boats avoid the area. Another check mark in the column for great things about being a pilot.

Lastly navigation. VOR' and GPS not needed. Most of the islands have a big volcano sticking up and Maui is surrounded by three other islands of distinctive shapes so just a look out the window and you really know right where you are at all times. I had a pilot there tell me he doesn't know how we keep track of where we are in the Midwest as it all looked the same to him!

Being a pilot has many advantages but flying around the Hawaiian islands on your own is certainly one of them so if you get to Maui look up Maui Aviators (they are still there) and enjoy the ride. It is an hour and ten minutes I will never forget and remember vividly now some 15 years later.

More of Ron Plante's Travels

At Wheeler Downtown Airport, KMKC, Kansas City, MO.

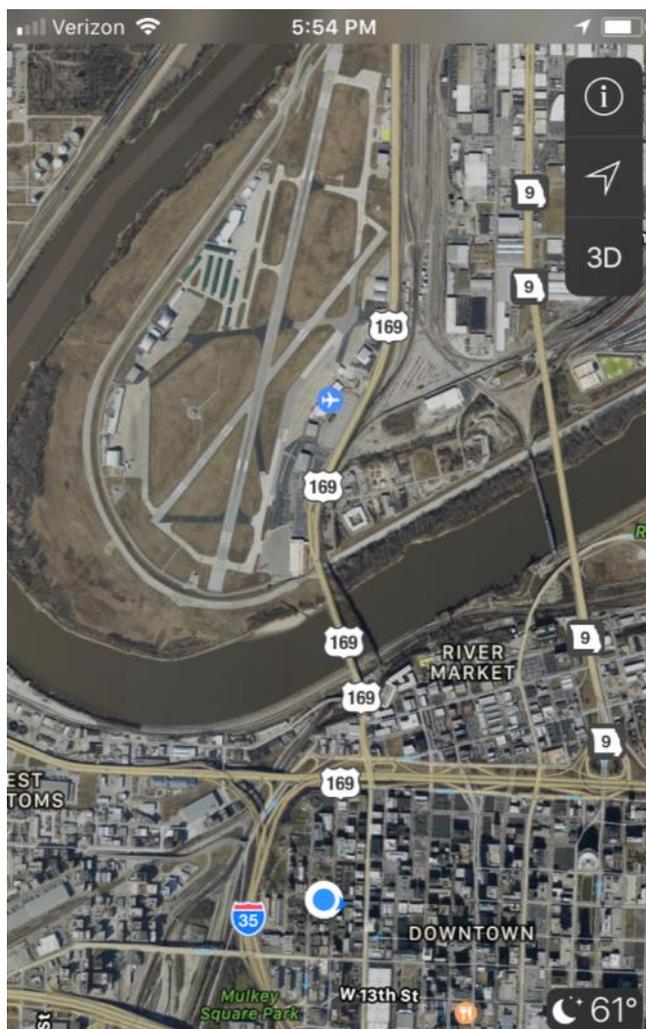
This is .5 mile from Michelle's apt, aerial shows a blue dot for the apt. Ground photo from two blocks away has the Missouri River in the foreground. The river limited expansion, and commercial service moved to MCI about 50 years ago.

Oh yeah, museums. In a hangar on the west side is the Airline History Museum www.airlinehistory.org which is - naturally- closed for renovations. I've seen it before; an L-1011 is outside, inside are a Connie, Martin 404, and others.

In the Signature Air bldg at the SE corner are several TWA displays. www.twamuseum.com It's - wait for it - closed for renovations, but I've been inside.

Two big surprises were the TWA Jet Star (?) and MD -80(?) parked on separate east side ramps not accessible from either museum. I'm guessing both will eventually be on display at one of the museums, but I don't know that.

I'll visit both museums next time we're in town.



WELCOME New Chapter Member - Bill Stout (from Bill Stout)

I've been a national member since 1966 (Joined at "Rockford", attended Oshkosh 26 years in a row) (but not much lately). Never have had the time to build something. Was hot on the T-18 at one time and later the Kitfox. I did get involved restoring a friends Beech T-34. I also came close to buying a Piper PA-12 and putting it on floats when I lived in the Lake Geneva area (but got hired at Bendix Davenport about then).

Due to the T-34 connection, I also joined the EAA Warbirds in order to attend their activities at Oshkosh. My best friend from my Army Guard days in Madison has the T-34 mentioned above (still has it). As you can see, I am interested in just about everything that flies; another reason I never built anything.

I do have some old relationships with the EAA headquarters. Due to my job at the time and where I lived, I knew Paul Poberezny, Dick Wagner (Wag Aero) and Jerry Mehlhaff (American Champion Aircraft, owner). I helped Paul figure out the MIL Spec part numbers for all of the hardware in the EAA Bi-Plane. At the EAA air show in Burlington Wisconsin, I was standing under the wing of the Ford Tri-Motor when it blew over; I also saw the Bede Jet crash at Oshkosh! Myself and two other guys were the first EAA members to work on the EAA B-17 when it first arrived at Burlington WI. The work? Wipe the oil off of the tail before the press showed up to take pictures! I also knew the Basler family in Oshkosh and their company is still a customer of ours (Basler Turbo).

When I was working the show, I used to fly in and out

of Oshkosh at night going to Chicago after parts for people that were broke down at Oshkosh, (something you would know about). There were several propellers replaced after nose tires fell into holes in the turf (especially Mooneys). I understand that nobody flies at night there anymore. We'd leave after the airshow and be back around 1 AM with the parts. Well, that's enough stories for now!



First Spring Lunch in the Hangar
From Tom Shelton

Chapter 75 Flight Instructors

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

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



EAA Chapter 75 IMC Club

"To promote instrument flying, proficiency, and safety"

<http://eaa.org/imclub>

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

For more information contact:

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

Bernie Nitz - bernien@visioncrest.com

Ron Franck - ronaldfranck1@gmail.com

More April Events (from Adam Santic)

Sun 'n Fun - Int'l Fly-In & Expo (April 10 - April 15)

The 44th annual Sun 'n Fun - International Fly-In & Expo will be taking place Tuesday, April 10, 2018 through Sunday, April 15, 2018 at the Lakeland Linder Regional Airport, 3900 Don Emerson Dr., Lakeland, FL 33811. There are plenty of things to do for an aviation geek at the event such as attending educational forums, seeing static displays, watching the fantastic airshows, visiting the many vendors on hand and much more. Best of all you can even camp onsite by flying in or driving in. You are not going to want to miss the once in a lifetime chances SUN 'n FUN is going to bring to you in 2018.

Website: <https://www.flysnf.org/>

Tickets: <https://www.flysnf.org/sun-n-fun-intl-fly-expo/admission-rates/>

Airshow Schedule: <https://www.flysnf.org///sun-n-fun-intl-fly-expo/activities/airshow/>

Daily Schedule: <https://www.flysnf.org///sun-n-fun-intl-fly-expo/activities/2018-daily-schedule/>

Exhibitors: <https://www.flysnf.org/exhibitinfo/current-exhibitors/>

Sun 'n Fun Radio: <https://www.liveatc.net/search/?icao=klal>

EAA Chapter Leadership Academy (April 19-20)

Now is your chance to attend a very special EAA Chapter Leadership Academy. The two-day event will take place on Thursday, April 19, 2018 through Friday, April 20, 2018 at the EAA Air Academy Lodge, 1603 Goyke Ave., Oshkosh, WI 54902. This is an interactive, two-day workshop that focuses on topics important to you as chapter leaders.

You will have the opportunity to immerse yourself in a wide range of chapter-related subjects, such as business fundamentals, recruitment, fundraising, public relations, EAA resources, programs, and more! The academy provides an excellent opportunity to network with other chapter leaders as well as interact with EAA staff. **For more information visit:**

<https://www.eaa.org/en/ea/ea-chapters/chapter-leadership-training/ea-chapter-leaders-academy>

Iowa State University's Flying Cyclones Annual Fly-In (April 21, 2018)

The Iowa State University's Flying Cyclones will be holding their annual fly-in event on April 21, 2018

from 7:00am to 11:00am at the Ames Municipal Airport, 2501 Airport Dr., Ames, IA 50010. At this year's fly-in they plan to have many great aircraft on display and other fun exhibits to see and do. PICs eat FREE. \$10.00 for adults. \$6.00 for children 12 & under. **For more information visit:** http://www.flying.stuorg.iastate.edu/ames_flyin.php

Van's RV Fiberglass Techniques (April 21-22)

This course will provide training in composite techniques required for completion of non-composite aircraft kits such as the Van's RV series and others such as Zenith and Sonex. By the end of the course you will have confidence in working with composites and develop skills for creating numerous fairings and making repairs to composite molded parts. Techniques and products used for filling/sanding will be demonstrated and practiced. This course will save hours of guessing and frustration when you learn how to do it right. **LOCATION: Paul's Aero-Plane Factory, AirVenture Grounds, North End of Camp Scholler Oshkosh, WI 54902 (Coordinates: 43.977329,-88.572187).**

Price: \$319.00. More Information/Sign Up/ Course Outline: https://www.eaa.org/sitecore/commerce/products/ea-shop/events-and-workshops/sports-air-workshops/vans_rv_fiberglass_techniques?sc_lang=en#/location-date=April%2021-22,%202018:%20Oshkosh,%20WI

TIG Welding (April 28-29)

TIG welding is becoming the welding method of choice for people building their own aircraft. TIG stands for tungsten inert gas and is also known as gas tungsten arc welding. The ease with which you can weld both 4130 chromoly tubing and aluminum. The high-quality welds make TIG welding a perfect match for aircraft construction. Part of the learning experience will be spent in a classroom learning the basics of welding, but most of the course will be spent in the welding booth. Participants will learn and practice the techniques needed to weld 4130 steel plate and tubing and will see demonstrations on TIG welding aluminum.

Location: EAA Aviation Center, 3000 Poberezný Road, Oshkosh, WI 54902. Price: \$349.00. More Information/Sign Up/Course Outline: https://www.eaa.org/sitecore/commerce/products/ea-shop/events-and-workshops/sports-air-workshops/tig_welding?sc_lang=en#/location-date=April%2028-29,%202018:%20Oshkosh,%20WI

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, APRIL 7, 2018
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Sandra Barrett and Carver
Aviation – 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 Sandra Barrett and Carver Aviation. Come for some good hangar talk. Plenty of room for all.

FLY IN: Davenport Airport (KDVN). We will be meeting in the Carver Aviation Facility.

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



Collision Course: Avoiding Airborne Traffic

The "big sky" can get awfully small when multiple aircraft are in the vicinity. Even with ATC support and traffic displays, near misses happen too frequently and midair collisions still happen. Advanced technologies which ensure more precise course and altitude tracking and more aircraft converging on fewer airports all work to shrink the "big sky".

ASI's new seminar looks at the problem from a risk management perspective. We identify high-risk scenarios and locations, then lay out strategies for avoiding them. From congested corridors to frenetic fly-ins, we talk about:

- Human eye limitations that impact the "see and avoid" philosophy
- Proven techniques on enhancing visual scan effectiveness
- Maximizing your visibility to other aircraft
- The promise and peril of cockpit technology
- "Danger zones" you may not be aware of

Registration is encouraged but not required. Go to www.airsafetyinstitute.org/seminars

**Thursday, April 26, 2018
6:00p - 8:00p
John Deere Global Aviation Services
5600 69th Avenue
Milan, IL 61264**

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

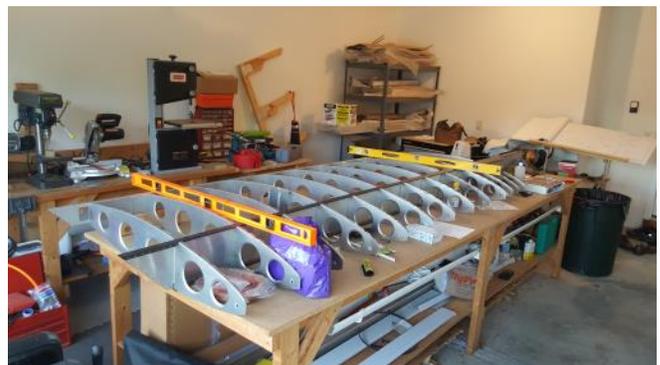


PRICE REDUCED!!

NOW \$34,000

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.

Chapter Chat: Tax Exempt Basics April 3 – 7 p.m. CDT
Presenter: Patti Arthur

Differential Diagnosis April 4 – 8 p.m. CDT
Presenter: Mike Busch

Aviation Weather Center Operations and Products April 11 – 7 p.m. CDT
Presenter: Declan Cannon

Freestyle Aerobatics April 17 – 7 p.m. CDT
Presenter: Jim Bourke

Flying with Aerovie EFB April 25 – 7 p.m. CDT
Presenter: Bryan Heitman

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

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.

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/>

EAA CHAPTER 75 OFFICERS

(Effective January 2018)

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Bernie Nitz (Contact Info Above)

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Paul Fisher (See Above)
Marty Santic (See Below)

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

Chapter Website
www.eaa75.com

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? _____
