

THE LANDINGS

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

April 2019

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From The Desk of the President



The weather has finally changed for the better, time to get my plane back in to the air. I've been having so much fun working on the Lancair IV project I just didn't want to stop to give N61VL an annual. With the change in weather I was getting the itch to go flying so I need to get it done. Like most projects getting started is half done. As I was checking the engine over I noticed the front strut need more Nitrogen. This is not unusual but in the past I needed to put more in then the warrantee allows so I know its carrying some weight. How can I get some weight off the nose gear? When I installed the Lycoming IO-360A I moved the battery from the front of the firewall to behind the firewall to help with increased engine weight. As with many retrofits there are many assumptions made that later don't hold true. Moving the battery 2' to solve a heavy engine problem was one of them. It just didn't occur to me to move anything to rear of plane. Now contemplating my weight problem the thought I can move the battery behind the seat comes up for debate.

Weight and Balance envelope. When you load a Lancair 235-360, everything you add moves the CG to the rear. In the beginning I installed a 320 engine

and Hartzell prop. When I checked the weight, even with my heavier engine I had a rear CG problem. It seems other Lancair builders had the same problem because Lancair sold a 3" longer engine mount. I bought one and moved the engine forward. This simple statement had many implications. Now my cowl was to short so I had to add to my cowl. I now had room for my battery to be installed behind the engine and not under the turtle deck (easier maintenance). All this happened in a cold hanger in 2002 before my first flight in April. Fast forward to 2013 and I'm installing a larger engine. When I weighed the plane the nose was heavy for the nose gear. This was not a problem flying because I had installed the 2' larger horizontal stab because I was concerned about the nose heavy state the 320 engine would cause. With this larger tail in place adding more weight in the nose was a flying none event. Having said that the nose strut is still caring extra weight.

Argo the moving of the battery. I had a perfect place behind the passenger seat. Just need to install a base and run cables to new battery from existing locations. With my new project I had a nice piece of Carbon Fiber Prepreg. I just need to cut to size and finish edges. I sanded off the baggage floor paint for bonding and walla I have a platform for the battery. Running the cables required more planning. I had room in my center counsel so no problem. My problem was it is a tight fit and I was afraid the Positive cable would rub through and I'd have a fire (Yikes). I've got an idea, lets run the Negative through the console and bury the positive in the wall of the passenger side away from possible shorts. I have 1/4" thick sound deadening foam glued on my walls so I pulled the upholstery off and cut a channel for the cable. I ran the cable from battery to master solenoid behind the dash. To keep it there I silicone it in slot and glued the upholstery back over the top. Also during the annual I need to repair a leaking break cylinder, I also greased the landing gear apparatus. All done ready to go. Because I never had a problem with CG I wasn't worried about the CG change. After the tenth

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Next Meeting-Saturday, April 13th 7PM - DC-6 Annual Inspection
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

April 13th Chapter Meeting

The April Chapter meeting will be held on **Saturday, April 13th at 7PM**. It will be held at the **Deere-Wiman Carriage House**, located at 817 11th Avenue in Moline, IL.

While doing a condition inspection or participating in an owner assisted annual inspection with our favorite AI, have you ever said to yourself, "I'm glad this is not a DC-6"? **Come to the April meeting and see what it took to do a deep inspection of a Douglas DC-6 flown by United Airlines.** Richard Lowe has located a neat DVD which outlines some of the things that happened when the plane, one of the main stays of the United fleet at the time went into the San Francisco maintenance base for such an inspection. The video was made in the mid 1950's and tells about the inspection and also how the plane was used on the line in those days. If you are a fan of the old "big iron" you will enjoy this program for sure.

From The Desk of the President

(Continued from page 1)

guy suggested I weigh the plane I conceded and ask Paul Fisher to weigh the plane. Because the scales are high tech the chapter wants a tool committee person to operate them.

Fuel back in plane we are ready to make sure we have no problems, LETS GO FLYING. Startup was normal, taxing was normal, takeoff was normal. Looks like I just completed another successful annual, and battery change. Ready for Sun & Fun. As I enter the pattern to land, I dropped the gear. Looking at my landing gear lights I see "one" "two" and three--, where is three my right gear light is not coming on. I have 3 hrs of fuel on board so I don't have a crisis. Think, what did I change? Don't think grease would cause problems. Moving battery back should have no affect on gear. I left the pattern and cycled the gear many times. It seemed to work normal but I have no view of the bottom. Not coming up with solutions to the problem it's time to land. There were two airplanes doing take offs and landings so I ask them to watch my low pass to see if gear was down. They replied, "it looks Okay" so I get in the pattern. My plan was to touch down gently on mains. I haven't flown for two months so it didn't go as planned. I landed not hard but firm, luckily the gear was down and locked. I spent the taxi time thinking about the problem. I didn't want to remove the canopy but not having access to the wires I ask Tom to help me remove it.

Everything looked good so what changed; routing the cable was the only thing I did, maybe look there. "Walla" the switch wires were run in the early days of construction so the wire was under the sound deadening material. When I cut the foam for the wire trough I cut through the switch wire. I fixed that and all is good in life.

See you in the April general meeting, Jerry

March Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter President Jerry Coussens at 3:07 pm.

MEMBERS PRESENT: Jerry Coussens, Ron Franck, Ron Ehrecke, Don Fey, Nick Anagnos, Jim Skadal.

THOSE NOT PRESENT: Ed Leahy, John Riedel, Marty Santic.

OTHERS PRESENT: Jim Smith

TREASURERS REPORT: The treasurer's report was delayed due to a problem with the Bank's computer. Treasurer Ron Ehrecke will email the report to the board as soon as it's available.
[Was sent to the board on March 7th.]

APPROVAL OF MEETING MINUTES: A motion to approve the minutes as published in the last newsletter was made by Nick Anagnos and was seconded by Ron Franck. Approval of the board was unanimous.

OLD BUSINESS: The RV project at Arconic moving slowly, but is still progressing.

NEW BUSINESS: John Riedel has resigned as New Member Chair. The position will be discontinued. The member who brings in a new member in should coordinate introducing him, get a temporary name tag, etc.

Ron Franck will check into Chapter 75 "manning" the EAA/Chapter hosted pancake breakfast, held at the [Camp Scholler Chapters Pavilion](#). EAA stocks all the supplies, and the hosting chapter sells tickets and serves the breakfast on one day, Sunday through Friday, from 7 to 11 a.m. daily. After deducting the cost of materials, remaining proceeds go to the chapter.

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March Board of Directors Meeting Minutes

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Summer potlucks are shaping up as:

June – Clinton.

July – Jim Smith’s hangar at DVN

Aug – Geneseo.

Jim Smith re: Tool Crib: Suggested that we propose to John Bruesch that we purchase a front seal installer tool at something less than \$100.

Young Eagles: We’re still waiting for “credit” from EAA for 2018 YE activities.

A motion to adjourn the meeting was made by Ron Franck and was seconded by Ron Ehrecke. The meeting was adjourned at 3:53 pm.

These minutes respectfully submitted by Don Fey

Ray Aviation Scholarship News

The Ray Aviation Scholarship program that we discussed in the March meeting is moving forward.

We learned in early March that Chapter 75 was selected for a \$10,000 grant to fund our Ray Aviation Scholarship program.

Our nominee is Nick Hayes, a senior at Davenport West. Nick compiled an excellent high school academic record while participating in extracurricular activities and working part time. He has started flight training on his own but has not yet soloed.

He was a Chapter 75 Young Eagle and has attended some Chapter 75 activities. He recently began working as a line person at Carver Aviation in Davenport.

In mid March EAA opened up the nomination process and Nick submitted his application. His application received preliminary approval from EAA and was forwarded to us for review. The last week in March Jim Skadal and I reviewed and formally submitted Nick’s application as our chapter nominee.

By the time of our April meeting we expect the application to have received final approval from EAA and to be working with EAA to have the funds released to us for Nick’s Private Pilot flight training.

—Keith Williams

March General Meeting Minutes

Was no formal meeting in March.

For the March meeting, about twenty-five members gathered at the fire station at the Quad City International Airport to hear a presentation by Acting Chief Jeff Swan. The chief gathered us in one of the apparatus bays and gave a power point on the history of the airport, the organization and mission of the Public Safety Department, how they train and respond to fires, crashes, medical emergencies and law enforcement issues.

They are authorized twelve spaces to meet this need, and are currently operating with only nine. They do have personnel in the training pipeline, but it takes a long time to qualify someone in all the skills needed for the job. All are graduates of the Illinois Law Enforcement Academy and of various airport fire and medical EMS training programs. They train constantly. He also talked about fire extinguishers as they apply to aviation.

Lots of good questions by members helped make it a valuable program. They are prepared to respond to all incidents on the airport and within five miles of the airport. After the presentation, they ran one of the big Oshkosh attack trucks out onto the ramp and we got a chance to look it over. We also got a chance to visit the dispatch center. The center has a total crew of four and is manned with one dispatcher 24/7. Lots of overtime and twelve hour shifts are the rule of the day right now. The crew even provided the coffee. With bad weather in the area, I am sure there were some members who wanted to be there, but were unable to make it. Thanks to those who did show up, and thanks to Chief Swan and his crew for hosting us with this impressive program. Richard Lowe



[Waterloo airport fights to save traffic control tower operations](#)

The Waterloo Regional Airport is fighting to keep a key element of its air traffic control tower. The Federal Aviation Administration has recommended removing Terminal Radar Approach Control, or TRACON, operations from the Waterloo tower and having those duties handled remotely by staff at the Des Moines International Airport.

Spring Flight (from Richard Lowe)

Back in the mid-1970's, I was stationed at Ft Snelling, Minnesota, with what was called an Army Readiness Group. Our mission was to provide training and other assistance to Army Reserve and National Guard units though out Minnesota, and parts of Iowa and Wisconsin. We were on the road almost every weekend. During the week, we were back at Ft Snelling preparing reports and getting ready for the next weekend visits. Ft Snelling was located adjacent to the Minneapolis-St Paul International Airport, so many times at noon, I took my coffee bottle and lunch bag and drove to the fence were I watched the arriving and departing jets at the airport. I had a small VHF receiver which, if tuned carefully, could monitor the tower, ground, clearance delivery and the approach frequencies. This was before class B airspace, but the Terminal Control Areas (TCA's) had just about the same rules and restrictions.

Over time, I got to know flight numbers, destinations and schedules of the airlines which operated during the noon hour. If some one ran late or canceled, I probably noticed it. I still recall some of the flights: NW 159, a B-727, went to SFO, OZ 945, a DC-9, went to PIA, EA 229, another 9, went to CVG, and NW 220 heavy, a B-747, left for New York. During the early days, and through the war, the airport was known as Wold-Chamberlin Field. It was also a Naval Air Station where George H. W. Bush trained. One nice spring day, I monitored a conversation which went something like this: Wold-Chamberlin tower, this is Piper 1234. The tower replied with a squawk code and requested intentions. There was a pause and a voice, which sound like he was 90 if he was a day, said, "I need to land, I need some gas". The tower asked him if he had a transponder. He said, "What's that?" The tower told him he needed one to fly in his air space. The answer was, "Ya, but I need to get some gas". The old boy was not rattled at all.

The tower operator, with a lot of patience asked him to tell him his location. He was told by the old pilot that he was "south" . The ATC operator said he though that he had him on the radar and told him to fly east for a while. He needed to get out of the TCA airspace. He then told him he could get him some gas, but not at the International. He asked him if he saw an airport about five miles ahead of him to the east. He said he saw it, and the tower operator told him that it was South St Paul Flemming Field, and he could get some gas there. He did not need a transponder. The old pilot told him that he would do that, and that was the end of the conversation.

I doubt if it would have ended that friendly today.

I would have liked to have met the old gentleman, I'll bet he could have told me some good stories about early flying in Minnesota. I am sure all he wanted to do, since it was a nice day, was exercise the old Piper and check out the action at "Wold Chamberlin". After all, it had been a few years since he had been up there.

Chapter 75 May Host One of the Pancake Breakfasts at AirVenture

During the most recent Board of Directors meeting it was discussed that we host a pancake breakfast during the convention. The following information is a direct quote from the EAA website: "EAA Chapters have the opportunity to use the Camp Scholler Chapters Pavilion for their very own chapter pancake breakfast fundraiser. The pavilion is located in the Camp Scholler Campground, directly south of the Fly Market on the west side of Paul Wood's."

Chapters will have the opportunity to host a pancake style breakfast where EAA will provide all the supplies and makings to manage a fund raising event. Simply sign up to apply for an opportunity to reserve a morning during the week of AirVenture. All proceeds from the event will go back to the hosting chapter.

EAA will handle requests as a lottery system, where all chapters have an equal chance of being selected. Please note, chapters must have a minimum of ten volunteers at the pavilion from 6am – 12pm on the morning of their breakfast.

Per my discussion Kyle Voltz this morning chapters who have not yet hosted a breakfast will be given first priority over those who have previously hosted a breakfast.

Additionally, Kyle said they were about ready to cut off applications. I took the liberty of completing their online application. We can always turn down a slot if we are chosen but with a cut-off date fast approaching I thought it best to throw our hat in the ring now. They did provide an option on the application as to which day we preferred and another field where you could add any comments. I selected the first Saturday or Sunday as our #1 and #2 preference but added in the note field that any of the first four days would be better for us as manpower requirements increase at the Repair Barn as the week draws closer to the end of the convention.

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Young Eagle News

As this weather finally seems to be turning and spring approaches, our chapter will once again be participating in the Young Eagles program.

While there are many aspects of flying I enjoy, certainly one of the best is being able to share the experience with others and no one appreciates the excitement, the wonder even the magic of flying more than young kids. For those of you who have participated in the past you know what I mean. As we all know the pilot population is declining, airports are closing and young kids in particular are increasingly immersed in 'virtual' reality more than the real thing.

The Young Eagles program is an excellent opportunity to combat all of those trends. We have had some notable success stories too, with some of our Young Eagles proceeding further with aviation. The bottom line is, it is just fun. If you have participated in the last year or two you will be getting an email from me about upcoming events. If you have not done Young Eagles before but would like to, please let me know. You can call me at 563-343-1825 or email at bob_thomas@ajg.com.

A Special Young Eagle (from Bob Thomas)

Every Young Eagles flight I have done is fun but some are just, special. I had one such flight on Saturday March 23 that I wanted to share with everyone. I pulled an Archer up to Elliot's about 10:00 and was greeted by my official looking copilot. As you can see from the picture he was decked out in the best first officer gear I have seen in a while. Normally I enjoy the older kids better,

Ashten is only 8 years old, but this little fella was all business, no kids stuff here. The moment I strapped him and put on his headset he put both hands on the yoke and was ready to fly. Once up in the air I showed how to make a gentle turn and then gave him a chance to do it on his own. It is not that hard to turn an airplane as we all know but in the beginning some common mistakes are unconsciously pushing forward or pulling back or just being too nervous. Ashten handled it like a pro.

I went ahead and let him make several more turns. Then I explained some of the instruments. These kids who have done desk top simulators can be quite familiar with the panel. He was doing so well I thought I would give him another challenge. I pointed out the gyro compass and he said he knew about



that so I asked him to steer to a heading of 210. He rolled into a right turn and I could see he was wondering when to roll out. He started to roll out a bit early but immediately corrected and rolled out right on 210. I

was pretty amused but then a few seconds later as the aircraft came a few degrees off heading he made an immediate correction back to the heading and probably did not vary more than a few degrees off heading for several minutes! He is 8!! We could see the airport in the distance so I instructed him to head over there which he did. His quiet concentration and smooth touch on the yoke was, for an 8 year old, both impressive and amusing. Usually it is the Young Eagle that has a constant smile on their face during the flight, but this time it was me. His mother decided to come along on the flight, this is now allowed on Young Eagles flight and there is a waiver for the parent to fill out. I know she enjoyed the flight also, her first on a small airplane.

When we came back to Elliot's we were greeted by an enthusiastic crowd; his dad, sister, both grandmothers, and a couple of friends. Everyone was excited to hear about his flying and gave him much praise. Everybody was also very appreciative of my efforts. I don't know about you, but it isn't very often I get to be a crowd-pleaser. His father told me this was a day in his life he would never forget. You know, it is one I will not forget either.

Whiteside Wingsfest—June 15

Whiteside WingsFest is in the works for June 15, 2019. What's WingsFest you ask? That's a fantastic question! It's Wings, Wings, and Wings! Confused? Here's what it's about: WingsFest is a trifecta of wings. A public aspect, an educational aspect, and delicious food aspect!

Quad Cities Airport Fire Station (from John Riedel)



Nearby Airport Restaurants (from Ron Plante) 18 Mar 19 Edition

Distance from DVN: 27 miles

<http://www.tiptoncountryclub.com/clubhouse.html>

<https://www.airnav.com/airport/8C4>

About a one mile walk, less if you cut thru the golf course.

Distance from DVN: 48 miles

<https://www.facebook.com/JudysRunwayCafeAndCatering/>

<https://www.airnav.com/airport/KDBQ>

<http://dubuquejetcenteria.com/>

In pax terminal, FBO provides shuttle or crew car. Crew car usually available for downtown restaurants.

Distance from DVN: 70 miles

<http://flightdeckbar.com/#>

<http://www.airnav.com/airport/KRPJ>

<https://www.skydivecsc.com/>

Walkable from ramp. Skydive center closed until April.

Distance From DVN: 92 miles

<https://www.bessiesdiner.com/>

<https://www.airnav.com/airport/KJVL>

In the terminal, an easy walk from the ramp.

Distance from DVN: 98 miles

<https://www.facebook.com/PiccadillyLillyAirportDiner/>

<https://www.airnav.com/airport/KLNR>

Next to ramp.

Distance from DVN: 104 miles

<https://www.facebook.com/BlueHaven-Cafe-1408942295794636/>

<https://www.airnav.com/airport/KUIN>

In terminal bldg.

Distance from DVN: 107 miles

<http://jetroomrestaurant.com/>

<https://www.airnav.com/airport/KMSN>

At Wisconsin Aviation on the east ramp.

Distance from DVN: 114 miles

<http://www.pilot-petes.com/index.php>

<http://www.airnav.com/airport/06C>

Next to ramp. Under Class B nine miles W of ORD.

Helpful sites:

<http://www.fly2lunch.com/>

<http://www.airplanegeeks.com/eatattheairport/>



Peaks to Pavement: Applying Lessons from the Backcountry

Flying in the backcountry is an exciting and rewarding challenge with little room for error. It's an exacting environment that demands sound decision making, stellar stick and rudder skills, a thorough understanding of the weather, and an intimate knowledge of the airplane. Whether you're a seasoned backcountry flyer or flatlander, you'll enjoy this new seminar, which delves into conditions, challenges, and accidents unique to backcountry flying. Together with your seminar leader you'll examine lessons learned to fly safely in any operating environment.

**May 11, 2019
6PM—8PM**

**JOHN DEERE GLOBAL AVIATION SERVICES 5600 69th Ave
Milan, IL 61264-7606**



BOONE MUNICIPAL AIRPORT FLY-IN BREAKFAST

**SATURDAY, MAY 4, 2019
7:00- 11:00AM**

Fly, drive, or walk but just make sure you get here for the Boone Municipal Airport Flight Breakfast on Saturday, May 4th. We'll serve up hot cakes & sausage, coffee & orange juice while supplies last. While you're here, check out the aviation services provided by Farnham Aviation including flight instruction, introductory flights, aircraft maintenance, and good old-fashioned hospitality.

Pancake breakfast \$7 Kids under 12 \$5
Pilots in command eat free

EVENT SPONSORED BY

Boone Area Pilot's Association (BAPA) Boone County Pork Producers Boone County Chamber Farnham Aviation

SAVE THE DATE

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Boone Municipal Airport
424 Snedden Drive
Boone, IA 50036
515.432.1018

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Davenport Municipal Airport Runway 15/33 Reconstruction Status Update



BOTTOM LINE UP FRONT: Weather permitting, Runway 15/33 reconstruction will recommence on March 18, 2019. We've already met with the contractors and have formulated a plan to complete this project by June 21, 2019.

SCHEDULING: Now that winter is almost over, we intend to pick up the project with Phase 1B and work as hard as possible to complete the project before the arrival of the Quad City Airshow at the end of June. Although there have been no significant scheduling changes, I've included a phase breakdown as we have planned it:



Phase 1A: There are a few cleanup items remaining that do not pose any significant issues for a successful completion to this phase. Some of these items include final grading and seeding of the north half of the airport.

Phase 1B will begin on March 18th and run through June 21st, weather permitting. It includes the complete reconstruction of Runway 15/33 from the intersection of 3/21 south to the localizer antenna. As with Phase 1A, this phase will include the full removal and replacement of the runway and stormwater drainage systems, new drainage grading, and new runway lighting. Runway 3/21 will remain open until June 11th with the start of Phase 2.

Phase 2 will begin on June 11th and run through June 21st. During this phase, we will be reconstructing 90 feet of stormwater piping located under Taxiway B between Taxiway A and the intersection of both runways. This will require the closure of the Airport for the 10 days while this work is underway.

Phase 3 will begin June 14th and run through June 21st and will be completed during the Airport closure. During this phase, both Runway 15/33 and Runway 3/21 will be grooved for better drainage during inclement weather conditions.

Contingency Plan: In the event that the remaining work cannot be completed by the June 21st deadline, we will determine what needs be completed to reopen the runway temporarily for the QC Airshow coming on June 29th and 30th. The QC Airshow will begin their set-up on June 14th and will have their cleanup completed by July 3rd. The remaining construction items will then be completed after July 4th.

WHAT THIS MEANS TO YOU: VFR Flight Rules: While this project is underway, Runway 3/21 will become our primary runway. With the exception of the 10 day scheduled closure, Runway 3/21 will remain open for your unlimited use.



NOTAMS

IFR Flight Rules: For the remainder of this project, Runway 15 ILS, LOC, and Approach Lights will be Out Of Service. The Airport will still have its published RNAV approaches to Runway 3/21 for your use.

As with all of our projects, please check the NOTAMS prior to going to your aircraft. Taxiway closures, runway back-taxiing, and direction of flight requirements will be the order of the day and may change on short notice. By checking the NOTAMS, everyone can safely get to their destinations with a minimum of frustration.

Chapter 75 May Host One of the Pancake Breakfasts at AirVenture

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Now it's a wait-and-see if we are selected as one of the chapter drawn in their lottery.

A special note to Tom and Bernie. If we are selected as one of the winning lottery entrants and as soon as you know who will be committing to work at the Repair Barn I'd appreciate a memo from you as to who those persons are. From that list I'll be sending out a questionnaire to those attendees asking for volunteers for the breakfast.

Many thanks to all, Ron Franck

Ames Flyers Fly-In Breakfast

My name is Nick Moran, and I am the Fly-In Chair for the Ames Flyers student organization. I would like to extend an invite to you and your organization to participate in our fly-in this year. Our fly-in is a great community event that has attracted 2,000+ Iowa State University students and Ames community members as well as dozens of visiting aircraft at past events. At this year's fly-in we plan to have many great aircraft to display and other fun exhibits for what we hope is an even larger turnout. This event serves as a fundraiser for our organization and breakfast will be available from Chris Cakes.

The fly-in will be held on April 27th from 7:00am to 11:00am at the Ames Airport. We would greatly appreciate it if you would invite your organization's members to our event. We hope to have lots of visit-

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
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
eMail - Marty Santic to add your Name to the list							

ing planes and would love to see your member's there. The pilot in command eats free! If I have the wrong contact information, I would greatly appreciate if you would forward this message or let me know so I can reach out to the correct person within your organization.

In the case of poor weather, updates and/or cancellation information can be found at www.flying.stuorg.iastate.edu. If you have any questions please contact us at flying@iastate.edu.

Thank you for your time, and I look forward to hearing from you.

PLEASE Take a Moment and Pay Your 2019 Chapter Dues!

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



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

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.

Errors of Distraction
 Wednesday, April 3 at 7 p.m. CDT
 Mike Busch

Good Things to Know About ADS-B Installation
 Wednesday, April 10 at 7 p.m. CDT
 Dick Socash

Buying, Selling, Importing, and Exporting Homebuilt Aircraft and Projects
 Wednesday, April 17 at 7 p.m. CDT
 Tim Hoversten

Controllability as Affected by Weight and Balance
 Wednesday, April 23 at 7 p.m. CDT
 Gordon Penner

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

Classified Ads

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

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

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

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

would be amenable to discussing other options. Mike Van Dyke 563-209-7752 mikel@cmeflow.com

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

Hangar Space at Erie: Need hangar space? I have some ready to rent. \$100.00 a month 24 x 36 x 8 ft tall. These are private enclosed hangars. Electric. Hangar door and rear pass door. Call Jim Robinson, at Erie Airpark. 3H5. 309 230 0944.

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

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

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

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

Chapter 75 Merchandise Now Available

(from Marty Santic)

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

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

I will ship in a Priority Mail package for an additional \$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 (Still have a few left, then the chapter is undecided if we will order more.).



Baseball Cap in Light Khaki

Chapter Website: www.eaa75.com
 Facebook: <https://www.facebook.com/EAA75/>

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(Effective January 2019)

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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

<p>New Member <input type="checkbox"/></p> <p>Renewal <input type="checkbox"/></p> <p>Info Change <input type="checkbox"/></p> <p>Membership dues for EAA Quad Cities Chapter 75 are \$10/year.</p> <p>Make checks payable to EAA Chapter 75</p> <p>Mail application/renewal to: Ron Ehrecke - EAA Chapter 75 1597 Deer Wood Dr Bettendorf, IA 52722</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 http://www.eaa.org</p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 http://www.eaa.org/membership</p>	<p>Name: _____</p> <p>Copilot (spouse, friend, other): _____</p> <p>Address: _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone (Home): _____ (Work): _____ (Cell): _____</p> <p>Email Address: _____</p> <p>EAA#: _____ Exp Date: _____</p> <p>Pilot/A&P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with: _____</p> <p>_____</p> <p>_____</p> <p><input type="checkbox"/> Tool Committee <input type="checkbox"/> Tech Advisor <input type="checkbox"/> Flight Advisor</p> <p><input type="checkbox"/> Repair Barn <input type="checkbox"/> Young Eagles <input type="checkbox"/> Social/Flying</p> <p><input type="checkbox"/> Hospitality <input type="checkbox"/> Board Member <input type="checkbox"/> Newsletter</p> <p>What are You Building? _____</p> <p>What are You Flying? _____</p> <p>_____</p>
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