

THE LANDINGS

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

March 2021

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From the Desk of the President



Every month I am concerned about what topic to write about in the newsletter. Then it seems like right at the last minute a good topic finally presents itself. This month I am going to go back and talk about flying a vintage aircraft. But before that, I would like to inform the membership about how well the chapter is doing even during the COVID-19 pandemic. We're gaining new chapter members, folks are paying their dues, we had our first face-to-face meeting at the Deere-Wiman Carriage House for the first time since October 2020.

February 23rd was an absolute perfect weather day for winter time flying. It was predicted to be in the 40s and a bright sunny day. I got up, did my morning chore routine, went out and washed my wife's car and then the Chevy Volt all before noon. Then I ate some lunch and headed to the airport and arrived a little after 1:30 PM to get my plane ready.

Paul Fisher and I have been taking turns moving

the ice and snow off of the approach pads to our hangars all winter long in case a day like this presented itself. I proceeded to move what little snow and ice that was at the end of my pad so I did not have any trouble with ice and snow. Paul had done a great job last time it snowed. You have to stay on top of it through the winter - otherwise it just builds up and turns to ice, and you can't get it off the cement.

Next I moved the airplane out of the hangar and found my tie-down stake. I cleaned the snow and rocks out of the area of the stake and tied the tail, chocked the wheels, and checked all the gas tanks for water which had been left full since the last time I flew. Luckily there was no water in any of the tanks. I checked and chocked the tires, set the brakes, primed the motor with two good shots of prime, checked the throttle, and checked that the mags were off too. I turned the prop through two times, actually checked the throttle again, then just, cracked open, and finally turned the mags hot. After that I flipped the prop - it started and then proceeded to die. I realized it was just short of prime. primed the engine again, turned the mags off, turned the prop through two times, charged at least one or two cylinders, and turned the mags hot. Next I checked the throttle making sure it was just barely cracked. Again, checking the brakes and the chocks. I flipped the prop and it started and ran great, so I let the engine run warm up while the airport was moving snow away from the taxiways between the hangars. I realized then I didn't have my radio, so I was going to have to go back home to pick it up. Because they were moving snow I had to put the airplane away, but this was after letting the engine thoroughly warm up. I returned home, got my radio and came back in about a half an hour.

(Continued on page 2)

Next Meeting - March 13th, 7PM - Program to Be Determined
[Deere Wiman Carriage House - 817 11th Avenue Moline Illinois \(click for a Map\)](#)

From The Desk of the President

(Continued from page 1)

Once back, I rolled the 1946 Taylorcraft BC-12-D back out of the hangar and primed it one good shot after chocking the tires, setting the brakes, tying the tail, setting the mags off, and priming the cylinders. I turned the mags back to hot, checked the throttle, flipped the prop and it fired right up. While letting it warm up, I turned the radio on while I did a complete pre-departure checklist. Prior to this, while the aircraft was in the hangar I did a thorough pre-flight, and everything was good. I did have a small oil leak, and I think I finally discovered that the oil leak is coming out around the copper crush washer that is around my oil screen on the back of the Continental A-65. When I departed the oil stick showed oil in Full, and after about an hour flight, when I got back it was down to the 'U' on Full. I need to replace this gasket, soon! Anyway, I had great lift and great air speed - smooth as glass air almost. I did three touch and goes in and around two other Carver aircraft that were in the pattern. Nick Hayes was in the 1974 Piper PA-28-151, and I seemed to be following him in pattern during the three touch and goes. Departing the area, I went up to the practice area by the Wapsi River and flew over the top of Kenny Conrad's airstrip. Everything was covered with about a foot of snow. I was doing a 100-115 KIAS at 2450 RPM full throttle! A perfect sunshiny flying day - 45-49° outside, 65° in the cockpit, a blue sky all afternoon and flying with just a flannel shirt on a perfect day!

March 13th Chapter Meeting

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

The program for the March meeting is still a work in progress and will be announced closer to the meeting date.



Deere-Wiman Carriage House COVID-19 Guidelines & Procedures

Following are the guidelines we have for meetings, including the limitations to allow for social distancing:

- The maximum number of people we are able to accommodate in the Deere-Wiman Carriage House is 33 people with a panel style setup (this is rows of chairs with a panel table up front). If you would like tables, the classroom setup is able to accommodate 26 people. The setups are all socially distanced.
- We will have a staff member on site for the Carriage House. A member of your group will need to check in at the office in the Deere-Wiman House (off the south porch entrance - there will be a sign). The staff member will then unlock the door to the Carriage House and provide a clipboard with sheets for all attending to sign-in (this will be used if we have a need for contact tracing).
- **We ask that everyone wear face coverings when moving through buildings. This includes when you arrive, in the building and leave.**
- We ask that everyone wash hands frequently or use hand sanitizer.
- We ask that everyone self-screen and not come on site if experiencing COVID symptoms.
- **Absolutely no food or drinks will be allowed.**
- A member of our staff will call Jim two weeks prior to each reservation to confirm.

*Thank you,
Ann, Community Relations - William Butterworth
Foundation*

Last Month's Program Presenter - Addison Slavish



February 13th General Membership Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter President Jim Skadal on February 13, 2021, 7:04 PM at the Deere-Wiman Carriage House in Moline, Illinois.

VISITORS AND NEW MEMBERS: Addison Slavish, EAA Chapter 75's Ray Aviation Scholar.

TREASURER'S REPORT: The treasurer's report was not read due to the absence of Ron Ehrecke.

APPROVAL OF MEETING MINUTES: A motion to approve the minutes as published in the last newsletter was made by Carl Brown and was seconded by Nick Anagnos. Approval by the general membership was unanimous.

TOOL LIBRARY: No new information to report.

TECH COUNSELOR REPORT: Jim Smith visited Chris Welvaert of Eldridge, Iowa. Chris is building a Van's RV-10.

FLIGHT ADVISOR REPORT: No new information to report.

EMERGENCY AIRCRAFT REPAIR: Jim Skadal reported that Bernie Nitz would have further information on the Emergency Aircraft Repair operations at EAA AirVenture Oshkosh after the upcoming teleconference. Jim also stated that the Emergency Aircraft Repair is always looking for volunteers.

Nick Anagnos volunteered to pull the trailer filled with Emergency Aircraft Repair equipment to EAA AirVenture Oshkosh and Carl Brown confirmed that his Gator will be available for use.

YOUNG EAGLES: Young Eagles events are scheduled to happen this year. Bob Thomas has one scheduled for Sunday, July 25, 2021 at the Whiteside County Airport in Rock Falls, Illinois. He noted that there may be a conflict with chapter members going to EAA AirVenture Oshkosh in Oshkosh, WI. EAA AirVenture Oshkosh is scheduled for July 26 - August 1, 2021.

Chapter 75 is possibly going to hold more events this year. Bob Thomas will notify us when more details emerge.

PROGRAM COORDINATOR: The chapter is still looking for a volunteer for this vacant position.

AIR ACADEMY ADVISOR: No new information to report.

NEWSLETTER EDITOR: No new information to report.

WEB EDITOR: No new information to report.

IMC CLUB: No new information to report.

RAY AVIATION SCHOLARSHIP COORDINATOR: Addison Slavish, EAA Chapter 75's Ray Aviation Scholar was in attendance at this general membership meeting. She became a private pilot on January 22, 2021. She also gave a presentation as part of the evening's program on getting her private pilot license .

OLD BUSINESS: The Pleasant Valley School District's Van's RV-12iS student build project is on indefinite hold due to COVID-19. We lost their building space and funding.

NEW BUSINESS: Daniel Wolford gave an update on the National Stearman Fly-in. The event is scheduled to take place September 6 through September 11 at the Galesburg Municipal Airport in Galesburg, Illinois. This year marks the 50th anniversary, and the main attraction is a possible appearance of *Aluminum Overcast*, a 1940 Boeing B-17 Flying Fortress owned by the Experimental Aircraft Association.

There was a discussion on changing the start time of the General Meeting from 7:00 pm to 6:00 pm in order to make better use of the time at the Deere-Wiman Carriage House and afford members the ability to get home earlier.

PROGRESS REPORTS / GENERAL DISCUSSION: Nick Anagnos mentioned a website, funplacestofly.com, that has several links, products and content.

Bob Weil mentioned he will re-add the 1500 Club event on [SocialFlight](#). The 1500 Club meets every Wednesday, 3:00pm at Carver Aero's conference room in Davenport, Iowa

A motion to adjourn the meeting was made by Nick Anagnos and was seconded by Bob Weil. The meeting was adjourned at 7:57 pm.

THE EVENING PROGRAM: Addison Slavish, EAA Chapter 75's Ray Aviation Scholar, gave a presentation on her journey on becoming a private pilot through the Ray Aviation Scholarship grant.

These minutes respectively submitted by Matthew Ulmer, Secretary.

Building a Test Rig for my Van's RV-9 Electrical System

Article by - Loman O'Byrne



Introduction

If amateur aircraft construction is a voyage of learning and discovery then I had more to discover about this than any other element or building skill, and the electrical system is probably the part of the build that I was most looking forward to doing.

The confined spaces of a light aircraft cockpit, particularly under the panel, are not an ideal location for the first exercise of a new untested skill. A lot of the work is done 'blind' with your chin on the glareshield and both arms under the panel, or with your back arched painfully over the main spar and your shoulders on the footwell floor, working upside down.

The Build

It occurred to me to make a full-scale replica of the upper forward cabin structure, extending from the panel to the firewall and build the electrical system on that. Hopefully, I could simply move the completed system, including the finished wire loom, to the real aircraft. This would give me a chance to make all my mistakes on the test rig. There was no limit to the number of holes I could drill, so things could be moved around to achieve the optimum wire runs. I could even hook up the battery, make a ground plane for the VHF and transponder antennae and test everything on the rig as I went. An additional advantage is that the work could be done over a winter in a spare room of the house rather than in the forbidding cold and misery of an unheated workshop.

In the case of my RV-9, many of the parts involved in the upper forward fuselage are easy to replicate from flat sheet and angle section, however, others were just too much bother, so I ordered 10 original parts from Van's and had them shipped with the last batch of

actual kit parts. In today's prices, these would cost \$127 [€105/£96]. Add in the \$70 [€58/£51] or so for some suitable pieces of non-aviation aluminum sheet and a few pieces of aluminum angle from the orange hardware store, together with some timber, hardware items and a spray can of primer and the total cost was not far north of \$225 [€185.60/£163]. In the context of the overall cost of the aircraft, this looked like a good value compared to the cost of any mistakes made working on the actual aircraft.

I found a supplier who would cut the sheet aluminum for me from off-cuts in their workshop. I took a template from the firewall and cut a piece of ¾" MDF [editor's note: Medium-density fiberboard] to match, then rounded over the edges. This was used to form the flange of the replica firewall in the same way that aluminum wing ribs are formed by builders working from plans. The rest of the parts fabrication was just a matter of cutting the flat sheet and angle from measurements and templates. Everything was then drilled, fitted with cleco fasteners, and eventually riveted together in much the same way as the original. It all went fairly quickly given that I had built the actual airframe not long before.

Because it will never fly, I did not have to fuss about the quality of workmanship - and it shows if you look carefully. There was no deburring of holes or polishing of edges other than a quick swipe of a deburring tool to ensure I did not cut myself on them. I also eliminated details that were not relevant to the electrical equipment or wiring, such as the complex steel weldments in the upper corners of the firewall that carry the engine mounts. The priming I did was totally unnecessary and I wouldn't bother if I were to do this again.

In Use

The bed in the spare room was stood up against a wall, two plastic trestle tables and a cheap set of flat-pack shelves were installed for parts storage. I should note that there is a wood floor rather than carpet in this room so I did not have to worry about metal swarf, other than keeping it inside the room with a mat at the door. I also moved my PC in there for easy reference as the design drawings, wire database and 3D model were all done with software.

In use, the test rig has proved easy and comfortable to work on. For one thing, it is at table height, so all the work is done from a standing position, or actually seated as opposed to standing on a ladder beside the cockpit of the plane, which now sits over 3 feet up on its undercarriage. I did find it harder to work on the rear (firewall side) of the rig because there wasn't

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Building a Test Rig for my Van's RV-9 Electrical System

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enough room to place the trestle table in the middle of the room. To compensate for this, I replaced the table with some wooden legs attached under the rig. I put castors on each leg and two shelves to add some stability and provide a surface for storage boxes and tools. The shelves also kept stray washers and nuts from hitting the floor when my fingers fumbled an assembly. Now the whole thing could be spun around on the spot for perfect access to all parts and could be positioned where the best light is in the room. Placing storage boxes on the lower shelf also made the rig less 'skittish' and more stable on the laminated wood floor.

Conclusion

Now that I am closing in on the completion of the electrical system, I can say with confidence that the cost and the extra effort have been very worthwhile. I moved equipment around to get better wiring runs and ergonomics. Some of the workmanship is dog-rough, but those instances have shown me where and how to do a better job when it comes to moving all this into the aircraft itself. More importantly, I have been able to do the work in a comfortable position and in a comfortable environment where I can achieve a higher standard.

If the upper forward fuselage structure of your plane is more open (most tip-up canopy planes are easier in this regard) or if you can leave the top skins off until after the electrical system is in, then you will have better access. Equally, if you can leave the panel itself detached while you work unhindered on a sub-panel, then things will be easier. But, you will still be doing this for the first and only time on the actual flying aircraft. In fact, I have never seen reports of anybody else doing this, at least not to this level.

I imagine every amateur builder who has gone before me has managed to produce results ranging from the complex and sublime to plain rough, simple and adequate. However, it is my contention that every amateur builder can produce a better result this way compared with working directly on their plane from the start.

Certainly. If you have done this kind of work before and have gained the relevant skills and confidence, then you would probably pass on this idea. So, was it overkill to make a rig like this?

Overkill? Maybe. You decide.



Image: Another view of Loman's customized electrical system rig

EAA Chapter 75 Position Available - Program Coordinator

We are looking for someone to step up to the task and help the chapter by taking on the position of Program Coordinator. You will be tasked with organizing a featured speaker/presenter each month to ensure that they present a topic at our monthly aviation meetings at the Deere-Wiman Carriage House, determine what materials they may need, and make sure they arrive at least one hour or a half hour prior to the start of the meeting. You will also need to write a small paragraph each month for the monthly newsletter describing what the month's program is going to be so that the members get an idea of what's going to be presented. Contact anyone on the board if you would like to take on this role.



Wittman Regional Airport (WRA) Completes Major Reconstruction Project for Taxiway Alpha “A”

Press Release - WRA

On Tuesday, November 10th, Wittman Regional Airport is set to reopen Taxiway Alpha (A). The reconstruction of Taxiway A was scheduled to be constructed in three phases, with phase 1 & 2 to be completed by November 13th 2020 and Phase 3 to be completed by June 11th, 2021. The successful completion of the \$7,521,894 reconstruction project was accomplished ahead of the November 13th deadline and in only two phases. This achievement was done through the diligent correspondence between airport staff, OMNNI Engineering and Vinton Construction. Wittman Regional Airport is thankful to the funding contributions of this project from the Federal Aviation Administration Airport Improvement Program (AIP) and the matching contributions from the Wisconsin Bureau of Aeronautics state block grant program and Winnebago County.

The 8'000 Linear Feet (LF) of concrete reconstruction project included; upgrading Taxiway “A” lights to LED lighting and signage improvements; improvements to the drainage system with enhanced grading and construction of a 4,100 LF concrete storm drain gutter; and widening the taxiway to 60'. All of these significant improvements will provide enhanced safety for use of the taxiway, and increase its useful life as the previous pavement was constructed around 1967. Taxiway A is heavily utilized year-round, and is unique in that it operates as a third runway during EAA AirVenture Oshkosh. This adaptation allows Wittman Regional Airport to operate three non- intersecting runways, providing for arrival and departure rates that are critical to the safety and success of the event.

Wittman Regional Airport General Aviation Terminal Construction Updates



In this picture shown above is the structural steel is on its third week of being placed. This photo was taken on December 20, 2020 for the official Whitman Regional Airport's Facebook Page.



Construction crews completed construction to Wittman Regional Airport's Taxiway A.



In these picture shown above: The beams are set over the lobby space and roof decking is being installed over top. Not too long now and we'll be enclosed, working inside with some temporary heat!! This photo was taken on January 6, 2021 for the official Whitman Regional Airport's Facebook Page.



In this photo shown above: Windows are being installed and work continues at a brisk pace on the interior. This photo was taken on February 18, 2021.

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, March 6, 2021
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Jerry Coussens at the
Davenport Municipal
Airport



DRIVE IN or FLY IN – HOPE TO SEE ALL

This month we hope to see all at our 1st Saturday of the month coffee and donuts hosted by Jerry Coussens. Come and see Jerry's 2002 Lancair 360 and Tom Shelton's 1973 Cessna U206F Stationair and come for some good hangar talk. Plenty of room for all.

FLY IN: Davenport Municipal Airport (DVN). Just taxi to the new Executive Style Hangars (I-2) and park on the taxiway.

DRIVE IN: Just drive to the Davenport Municipal Airport (DVN). We will be meeting at Jerry Coussens and Tom Shelton's hangar. They are located at the new Executive Style Hangars (I-2). Call Jerry Coussens at 563-529-3706 for access if the gate is closed. See you there!!!

First Flight - Samand Aerospace's Half Scaled e-Starling CTOL

Samand Aerospace recently marked a major e-Starling milestone with the conventional take-off and landing (CTOL) 50% fully scale electric demonstrator by conducting its maiden flight. [Watch here.](#)

Ravn X Autonomous Launch Vehicle Rollout

Aevum, a small company based in Huntsville, Alabama, rolled out its Ravn X Autonomous Launch Vehicle (N567RX) from their hangar at Cecil Airport in Jacksonville, Florida, during a live streaming on December 3, 2020. [Watch here.](#)

Aaron Bendetti wins the Van's RV-10 Sweepstakes

Aaron Bendetti of Livermore, California won the 2020 Sweepstakes' 2007 Van's RV-10. You can watch the video of AOPA handing over its keys to the winner [here](#) and [here](#). AOPA also wrote an article on this story which can be accessed [here](#).

AOPA's Next Sweepstakes Grand Prize Giveaway

AOPA's next airplane giveaway will be a 1978 Grumman American AA-5B Tiger (N28860). AOPA plans on giving it away to one lucky winner in 2022.

You may read the article written by AOPA that gives more details about this giveaway [here](#) or watch the video announcement [here](#) or [here](#).

Chapter 75 Flight Instructors

Per a member's request, the newsletter will be publishing a listing of EAA Chapter 75 members who are flight instructors willing to help with primary flight instructions, biennial flight reviews, instrument flight procedures (IFP), ect. If you are an EAA Chapter 75 member and flight instructor who is willing to assist and chooses to be on the list please email the newsletter editor at adam.santic@gmail.com.

CFI / CFII	Phone	New Students	CFII	BFR	IFP	Airports	Plane
Travis Baldwin	309-781-8896	Yes		Yes		DVN, MLI	Owners, FBO
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

2021 Super Bowl LV Flyover & Behind the Scenes Footage

On February 7, 2020, the NFL's Super Bowl LV in Tampa, Florida saw a unique formation including a Northrop Grumman B-2A Spirit (93-1086/WA callsign DRAGON 51) from Whiteman Air Force Base, Missouri; a Boeing B-1B Lancer (86-0108/EL c/s DRAGON 52) from Ellsworth Air Force Base, South Dakota; and a Boeing B-52H Stratofortress (60-0012/MT c/s DRAGON 53) from Minot Air Force Base, North Dakota. [Watch Here.](#)

MAHEPA's Hy4 Aircraft

The MAHEPA consortium recently confirmed the successful proving flight of an Hy4 aircraft. [Watch Here.](#) [Read Here.](#)

Introducing the Cirrus 8000 Limited Edition SR Series

On January 28, 2021, Cirrus Aircraft unveiled a new Limited Edition aircraft to commemorate the delivery of is 8,000th SR Series aircraft - the 8000 Limited Edition SR Series. [Watch Here.](#) [Read Here.](#)

The First Diamond DA62 SurveyStar Delivered

Diamond Aircraft's latest addition to their Special Mission Aircraft portfolio – the DA62 SurveyStar – has landed. Read [Here](#) or [Here](#). Watch [Here](#).



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.

[EAA Chapter 75 Upcoming Events](#)
[EAA Aviation Calendar of Events](#)
[AOPA Calendar of Events](#)
[FAA Safety Team 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](#)
[North American Air Show Calendar](#)

Upcoming EAA Webinars

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

How Mags Fail: March. 3 at 7 p.m. CST.
 Presenter: Mike Busch

Bong: America's Ace of Aces March 9 p.m. CST
 Presenter: Chris Henry

Pushing Past TBO - Running your Rotax Engine "On Condition" March 10 at 7 p.m. CST
 Presenter: Prof. H. Paul Such

Engine Care Items Every Pilot Should Know
 March 31 at 7 p.m. CST
 Presenter: Bill Ross

Send event information on aviation related activities that would be of interest to the newsletter editor at adam.santic@gmail.com. Activities can include: aircraft fly-ins, airshows, conventions, pancake breakfasts, programs, seminars, ect.

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 309-7312-1066.

Hangars Available at the Davenport Municipal Airport. Hosts 78 aircraft t-hangars, 6 box style hangars, and 2 executive aircraft box hangars. Prices range from \$105.00-300.00/month. Contact the Airport Manager Tom Vesalga at 563-326-7783 or tvesalga@ci.davenport.ia.us for more information.

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 in 2003, with the following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin GTX37 Transponder. Installed in 2021 was a Garmin G5 HSI and Garmin G5 AH with a GFC 500 Autopilot. Contact Dan Murphy 309-752-3887, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.



moment. Call Darin Heffelfinger at 815-626-3750 or visit the [website](#) for more information

For Sale: Garmin Aera 550
 \$350.00 (OBO).

Contact Mike Nightingale at 309-798-0028 or mvnight@icloud.com
 Contact Roger Nightingale at 309-207-0266 or r.nightingale@mchsi.com



Wampus Cats Flying Club Shares for Sale

This is a 1978 Cessna 152 that belongs to the Wampus Cats Flying Club and has been located at the Davenport Municipal Airport since it was new. This aircraft receives regular maintenance and has less than 6000 airframe hours and approximately 1000 hours remaining on the last overhaul. It has been used mainly for short distance recreational flights but can also be used on long cross-country flights. The aircraft is scheduled via an online scheduler and has very good availability. Nowhere else can you fly so economically with dues at \$45.00/month and at a rate of \$50.00/wet. Contact Bernie Nitz at 563-508-8200 or bernien@visioncrest.com.



Hangar Space at Whiteside County Airport The airport currently has no hangar space available at the

To place an ad: Submit requests for aviation related For Sale or Want Ads to the newsletter editor at adam.santic@gmail.com. Ads are free to EAA Chapter 75 members. Ads from nonmembers are \$10.00 per ad. Ads will run / rerun at the editor's discretion.

Chapter 75 Merchandise Now Available

As mentioned at the chapter meetings, the baseball caps are now available with the EAA Chapter 75 logo on them.

If you would like a cap, please send an e-mail to marty.santic@gmail.com. We have lots of caps in stock.

The caps are of nice quality as the logo is embroidered. The caps are available for purchase for \$10.00 each. The hats can be delivered personally to you at the next chapter function.

If you decide that you want the hat shipped to you, that can be done for \$17.00. Please mail a \$17.00 check to Marty Santic, 3920 E. 59th St., Davenport, Iowa 52807.



Baseball Cap in Light Khaki

Chapter Website: <https://chapters.eaa.org/ea75>
 Facebook: <https://www.facebook.com/EAA75/>

EAA CHAPTER 75 OFFICERS

(Effective January 2021)

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Program Coordinator - ??

OPEN Position - Need a Volunteer!

Fly-Out Coordinator - ??

OPEN Position - Need a Volunteer! You can work with John Bender in Waterloo!

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

Chapter Websites
chapters.eaa.org/ea75
facebook.com/EAA75/

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
<https://www.eaa.org/ea75/ea75-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

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