

# THE LANDINGS

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

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

January 2014

### THE EXPERIMENTAL AIRCRAFT ASSOCIATION



#### From The Desk of the President

Greetings, welcome to 2014 in the Chapter 75 world. Hope everyone enjoyed good health and a happy blessed holiday.

We had a wonderful Christmas party December 14<sup>th</sup> at the Deere Wiman Carriage House with approximately 50 in attendance. As usual we experienced a potluck of great food and fellowship. Requests were made for some of the recipes to be shared in the newsletter. Santa made his anticipated appearance and had gifts for several children, young and old. Thanks to the many members who helped in any way.

Shortly after the party ended about 40 pictures of the event were e-mailed on their way across the globe to a couple of our members in Ireland. Loman O'Bryne and Bryan Sheane had contacted me about a certificate of appreciation they had acquired in Ireland for Mike and Roger Nightingale. They forwarded this certificate to me and it was presented to Mike at the Christmas Party. Thus the pictures to Loman and Bryan.

Mike Nass will be presiding for the January and Feb-

ruary meetings. Bev and I will be enjoying some sunny warmer temperatures in Texas during that time.

The newly elected officers will be assuming their responsibilities as of January 1<sup>st</sup>. The officers for 2014 are as follows: Jim Smith-President, Mike Nass-Vice President, Treasurer-Ed Leahy, Secretary-George Bedeian, Board Members-Ron Ehrecke, Ron Franck, Dave Jacobsen, Marty Santic and Tom Shelton.

Thanks to those who have stepped up and volunteered to host coffee & donuts and meeting programs for January, February and March.

- January Coffee & Donuts – Don Grundstrom Davenport Hangar
- January Meeting/Deere Wiman – Bob Jones, helicopter flying while serving in Vietnam
- February Coffee & Donuts (biscuits & gravy) – Jim Goetsch, Moline Hangar
- February Meeting/Deere Wiman – Mike Nass
- March Coffee & Donuts – Tom Shelton, Davenport Hangar
- March Meeting/Deere Wiman – Paul Kirik, Chapter 75 tool calibrations and records / and guidelines on working and/or assisting owners of Experimental and Type Certificated Aircraft

Ron Ehrecke has accepted the responsibilities of Program Co-coordinator for the chapter. If you have a program or know of someone who could do a program, please get in touch with Ron so plans can be made to schedule the program. If you have a desire for a specific type of program or chapter presentation get in touch with Ron.

The following chapter members met on December 11<sup>th</sup> at the Carver Aero Building in Davenport to work on the Oshkosh Emergency Aircraft draft: Terry Crouch, Ron Franck, Cy Calley, Paul Fisher, Tom Shelton and Jim Smith. We reviewed the Administrative and Operational draft for Chapter 75 concerning

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**Next Meeting - January 11th - 7 PM - Bob Jones - Helicopters in Vietnam**  
**[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)**

## January 11th Chapter Meeting

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

This month's meeting will feature a presentation by Bob Jones. Bob will discuss helicopter flying in Vietnam. Should be a very interesting presentation.

Come and see Bob and don't forget, you can pay your 2014 EAA Chapter 75 dues at the meeting. Still a bargain at \$10.

All are invited. **Bring a friend!!**

## From The Desk of the President (cont.)

*(Continued from page 1)*

the Emergency Aircraft Repair project of the chapter during Oshkosh-2013. Once the draft is updated it will be submitted to John Hopkins at the Weeks Hangar in Oshkosh as he is our EAA Staff representative for the Repair Barn. He will approve the document making his comments and recommendations for

the 2014 Convention.

Have a Great 2014-Happy Flying  
Jim

## New Bill Would Expand the Driver's License Medical (from the AOPA Website)

After nearly two years of FAA inaction on the AOPA/EAA third-class medical petition, Congress has taken matters into its own hands, offering up legislation that would vastly expand the number of pilots who could fly without going through the expensive and time-consuming third-class medical certification process. Reps. Todd Rokita (R-Ind.), a member of the House General Aviation Caucus, and GA Caucus Co-Chair Sam Graves (R-Mo.) on Dec. 11 introduced the [General Aviation Pilot Protection Act](#). The legislation would dramatically expand the parameters for flying under the driver's license medical standard. Rokita and Graves are both AOPA members and active pilots.

"We have waited far too long for the FAA to expand the third-class medical exemption to more pilots and more aircraft," said AOPA President Mark Baker. "Congressmen Rokita and Graves stepped forward to take decisive action in the best interests of general

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## December 1st Saturday Coffee and Donuts at the Tom Shelton & Jerry Coussens Hangar at the Davenport Airport



# EAA Chapter 75 Christmas Gala



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## Why I Fly! (by Airspeed On-Line's Steve Tupper)

Flying has to be about the most expensive, demanding, and exasperating thing that I've ever loved. In fact, many of those qualities are at the core of the reason that I love it. Sometimes that's counterintuitive to non-aviators. They wonder why I and my fellows do as we do. So I thought about it for awhile.

On a recent Sunday afternoon, I took my five-year-old son, Cole, to an FBO at the airport. He sat and watched his Speed Racer DVD on the portable player with headphones while I flew practice approaches and holds on a simulator in preparation for an instrument stage check.

The FBO with the simulators is near the southeast corner of the airport and just a few hundred feet south down Airport Road from the fence where you can stand in the parking lot of an avionics shop and watch the airplanes landing on 27L and 27R. It was a beautiful afternoon, so I grabbed the radio out of my flight bag, tuned in the tower, and walked with Cole up to the fence. Not much going on, but I did hear one twin Cessna out at ERNST get clearance to shoot the back-course for 27L. I explained to Cole where to look for the twin and we watched it come in and grease the landing.

Not much else going on and we were just getting ready to walk back to the car when a Jeep pulled in off of Airport Road and stopped in the little parking lot. A guy in his forties or fifties got out.

"Are you a pilot?" the guy said.

It's a post-911 world, and the thought occurred to me that this might be the airport manager or someone similar who was uncomfortable about a guy with a radio standing by the fence. I explained that I was, indeed, a pilot and that I was an instrument student in a Part 141 program kitty-corner across the field, taking care to use as many code words as possible to convey to the guy that I belonged there and that I posed no threat.

I needn't have worried. "Oh, that's great!" he said. "I saw you and your boy there watching the planes and was going to stop and offer you a ride in an airplane. I have a light twin here at the airport."

We talked some more. Turns out that he's a Northwest 757 captain who flew Phantoms for the Marine Corps before joining the airlines. I expressed the requisite awe (mainly because I genuinely felt it) and he shook it off diplomatically.

We exchanged business cards and shot the bull for a



few more minutes and then he was off with a smile and a wave.

What a cool thing. I belong to a group that includes this guy. A guy who regularly flies more than 200 people 2,500 miles at Mach-point-eight and who used to fire guided munitions inverted and under spleen-crushing gee-loads with his hair on fire – all before lunch. He sees a suburban schlub and his five-year-old with their noses pressed against the fence at the airport on a Sunday afternoon and his heart's fondest desire is to load them into his airplane and show them the place where they were standing from a thousand feet up.

And, as cool as that was and is, it gets better. It would not surprise me if Cole and I were just two of dozens, if not hundreds, of people that got offers just like that one along airport fences all over the country and all over the world that day and other days like it.

I fly because I am honored to count myself in the fellowship that includes that guy.

Robert A. Heinlein wrote that "[a] human being should be able to change a diaper, plan an invasion, butcher a hog, conn a ship, design a building, write a sonnet, balance accounts, build a wall, set a bone, comfort the dying, take orders, give orders, cooperate, act alone, solve equations, analyze a new problem, pitch manure, program a computer, cook a tasty meal, fight efficiently, die gallantly. Specialization is for insects."

It is a proper thing for free men and women to be jacks of as many trades as they can practice.

I fly because it is part of the renaissance that many take for granted.

Many, if not most, pilots fly better than I do. But it is

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**Why I Fly!** (cont.)*(Continued from page 6)*

within my comprehension, skills, and will, to fly competently and safely.

If flying were easy, everyone would do it. In some ways, flying is the hardest thing I've ever done. Flight is singular in providing a challenge by which to measure one's self.

I fly because it's hard.

The other 98% of the American public – and even greater proportions of humanity elsewhere in the world – lives out lifetime after lifetime not knowing of a genuine third dimension that unfolds as little as five hundred feet above its collective head.

Timothy Ferris wrote in his book about astronomy, *Seeing in the Dark*, that most people, when asked to extend an arm up and point to a right ascension halfway between the horizon and the local zenith, choose an angle that's a good 10 to 20 degrees low. That's because most people literally don't think of the sky as including anything that they don't normally see from under their own eyebrows. The 40 degrees or so of sky directly above – 20 degrees each side of vertical – just doesn't exist for most people. Who can blame them when most live in urban areas where the sky glows with a dimly yellow sodium iridescence from sundown to sunup and all but the brightest stars and planets are obscured?

But just a little way up, there's a different world. Even VFR, you see things from the cockpit of a general aviation aircraft that others just don't see. The sun reflected on a frozen lake. Freeway traffic moving or not moving, according to the time of day. Crops being sown and harvested.

And IFR is yet another story. There's nothing like climbing up from the solid gray world as it gets brighter and then more ragged and varied, and then you finally climb into the sun. If you're really lucky, ATC assigns an altitude that lets you just drag your wheels in the clouds and stir the hillocks and mounds of piled cotton with your wingtip vortices.

Many fly commercially and that does count for something. But the view out the side window of a human mailing tube simply cannot compare to the view out the front window. Meeting an aircraft-carrier-sized cumulous cloud head-on and broadside five thousand feet up in a painfully blue summer sky – That's what I'm taking about.

I fly because I never, ever get tired of that.

All of the eggs of my species are in one basket. Every aspiration, dream, or idea – Every song, novel, poem, speech, or thought of homo sapiens has occurred within about 250,000 miles of the surface of this planet. The overwhelming majority within 100 feet of it.

It is likely that there exist one or more asteroids or comets between the sun and the Oort Cloud that has our planet's name on it. It is all but certain that a cataclysmic impact has radically changed our planet's climate and habitability at least once in the last 65 million years. If you think of thing in terms of the right timeframe, it is almost certain that this will happen again. The time frame in which I am thinking includes the time when humankind will still be in existence.

I am as subject to the rhetoric of exploration and adventure as anyone. From Buzz Aldrin to Jack Schmidt to thousands of others before and since, I believe in the human need to explore.

But even if I didn't, it is a matter of survival of the species that we develop the technology, practices, personnel, and political will to place some seed of our species in another place. That we allocate our eggs to more than one basket.

I fly because it gives me a broader understanding of the technical and emotional challenges associated with aerospace and grand missions such as outbound colonization and because, in some small way, it gives me the credibility as an advocate and teacher who can explain this imperative to others.

I was cruising the web the other day and I came across one of the most intriguing airplanes I've ever seen.

At a small airport in western Pennsylvania lives a Cessna 150, tail number N66089. It's like many other Cessna 150s of its vintage – except that it is painted in the blue and gold livery of the United States Navy Blue Angels. A Cessna 150 has about 100 horsepower under the cowling, cruises at 90 to 100 knots, and climbs at about 600 feet per minute on a good day. The Blues haven't flown aircraft since 1949 that wouldn't stall at the Cessna's cruise speed. Yet there exists a humble Cessna 150 that bears the blue and the gold.

I fly because someone in Pennsylvania painted a humble Cessna 150 in the livery of the Blue Angels, probably has a ball flying it, and probably doesn't give a tinker's damn what anyone thinks about it.

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**Why I Fly!** (cont.)*(Continued from page 7)*

In many ways, I am 089. And so are you. And neither you nor I give a tinker's damn who might have a problem with that.

I once saw an IMAX movie about the Space Transportation System (some call it the Space Shuttle). It was telephoto footage of the system about 30 seconds after launch. It's a little hazy because the camera is looking through so much atmosphere and because it's humid there in Florida. It adds a dreamlike quality. You can see the orbiter's engine bell. It's spitting exhaust and going like a bat out of hell. You can see the engine bell vibrating – flopping around a little. Then they throttle up and the bell just snaps to. No more visible vibration. Rock solid. Holding the strain in perfect balance. Taut. Going flat out at 110% or more of rated power.

I fly because humans can make machines like that that can bear them off of the world of their birth. I fly because the best and highest energies of humankind have, at every point since 1903, been best demonstrated by the then-current aircraft and spacecraft.

One of the most inspiring sights I've ever seen is a flight of the Grumman Cats. It was at the Kalamazoo Air Show in 1992 or so. The museum maintained an F4F Wildcat, an F6F Hellcat, F7F Tigercat, an F8F Bearcat, and an F9F Panther. The Navy supplied an F-14 Tomcat for the formation. The formation had to be very carefully executed because the Wildcat's top speed is just about the same as the Tomcat's stall speed.

On the last pass, the formation flew the Missing Man. All you hear as the formation comes in are rotary engines. Then, just before the formation overflies the crowd, the Tomcat lights up the afterburners and pulls up to the near vertical and all you hear is the thunder of the twin Pratt & Whitneys as the Tomcat heads up into the blue.

I challenge you to experience that and not get severely choked up. If you can, we can't be friends.

I fly because there are men and women who bridge time and space by restoring, maintaining, and flying these aircraft and I want to be at least a little like them.

Flying – at least flying of the kind most worth doing – requires courage. It's not courageous to do a thing that holds no challenge for you. It is also not courageous to do a thing in which you're incapable of rec-

ognizing the risks. The former is overconfidence and the latter is stupidity. For me, having flown is having met the enemy – certain of my insecurities – in the sky where they were familiar and I was not. Continuing to fly is to continue to subject myself to an environment that requires commitment, training, skill, and nerve.

I fly because it is courageous to do so.

Ever see a jet demonstration team perform a high show? About halfway through the show, they do the sneak pass. I saw it one particular time during the Blue Angels' show at Selfridge ANGB in May of 2005.

You've just watched the diamond go by and you haven't quite thought about where the solos are. Then they're right on top of you. Two McDonnell Douglas F/A-18 Hornets from behind at more than 500 knots and less than 1,000 feet off the deck. They make a sound like someone is unzipping the very sky. Tens of thousands of people freeze simultaneously. No one even has the presence of mind to look up. There's no time. It's suddenly just there. It grabs you in the small of the back, runs up your spine, and grabs you again at the back of your neck and just shakes you.

I was there. I was in full military battle dress uniform. I was a number-one badass in my narrow shades and my shiny boots. And I heard that. I was rooted to the spot. Everything else was silent. It seemed to last for minutes. And I realized that my face was wet. And I didn't care who saw.

I fly because I want to be a part of that. No matter how small the part, I want to be a part of something like that.

Lastly, have you noticed that all of the best dreams are about flying? All of them. Sure, there's music and there are various reasons for the flying from love to victory to every other happy thing. But it remains that there's always flying. Even those who have never flown in an aircraft of any kind fly in their dreams. It is natural and instinctive in the human psyche that flight necessarily accompanies love and victory and the fondest desires of the heart and mind.

Play double basses and mandolins, write novels, heal the sick, coax sustenance from the ground, launch rockets, and fly jets. These are things that humans do. Because, if we work long enough and hard enough – and if we are lucky enough – we can do these things. Just us. With our opposable thumbs and our oversized braincases and our boundless curiosity.

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## Why I Fly! (cont.)

I fly because to do so is to be one with the highest aspirations of my species. To daily demonstrate that homo sapiens is no longer earthbound. To taste some small piece of what it will be like when we take our first real steps into the cosmos.

That's why I fly.

See more at [Airspeed On-Line](#) - Steve Tupper has a very nice website, is a regular contributor to the Internet aviation community

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or download this episode at : <http://media.libsyn.com/media/airspeed/AirspeedWhyIFly.mp3>

## New Bill Would Expand the Driver's License Medical (from the AOPA Website)

*(Continued from page 2)*

aviation when the FAA refused to act. We appreciate their outstanding leadership on this issue and look forward to seeing this bill move forward."

The General Aviation Pilot Protection Act would allow pilots to use the driver's license medical standard for noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats. That includes virtually all single-engine airplanes with six or fewer seats, including Beech Bonanzas, as well as many light twins like the Piper Aztec, Beech Baron 55 and 58, and Cessna 310. By way of comparison, most large SUVs on the roads today weigh more than 6,000 pounds and can carry six to seven passengers, making them larger than the aircraft that would be operated with proof of a valid driver's license under this new bill.

Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The act also would require the FAA to report on the safety consequences of the new rule after five years.

"As a pilot, I am pleased to introduce this important legislation with my colleagues and fellow pilots," said Rokita. "This bill eliminates a duplicative and therefore unnecessary medical certification regulation that

drives up costs for pilots and prevents the general aviation industry from fulfilling its economic potential."

"For many recreational pilots, the FAA's third class medical certification process is nothing more than a bureaucratic hoop to jump through," said Graves. "It discourages new pilots and does not truly improve safety. As a pilot, I have gone through this process several times. However, like all pilots, I am responsible for determining whether I am medically fit to fly during the time between my mandated medical certifications. Expanding the current exemption makes sense and will promote greater recreational aviation activity across the U.S. without an impact on safety."

In addition to Rokita and Graves, the bill was co-sponsored by Reps. Collin Peterson (D-Minn.), Bill Flores (R-Texas), Richard Hanna (R-N.Y.), and Mike Pompeo (R-Kan.). All four co-sponsors are members of the GA Caucus.

The legislative action comes after the FAA has repeatedly declined to rule on a March 2012 petition filed by AOPA and EAA. That petition asked the FAA to expand the driver's license medical standard already used by sport pilots for nearly a decade. Under the petition, pilots would be able to operate non-commercial VFR flights in single-engine aircraft with 180 horsepower or less, four or fewer seats, fixed gear, and a maximum of one passenger. To participate, pilots would need a valid driver's license and would be required to take recurrent safety training to help them accurately assess their fitness to fly.

More than 16,000 overwhelmingly favorable comments were filed during the public comment period on the petition. But despite strong support from the aviation community and solid evidence that the exemption would maintain or improve safety, the FAA failed to act, so AOPA turned to supporters in Congress for help.

Building support for the General Aviation Pilot Protection Act will be critical to its passage, and AOPA will be calling on members to show their support in January after Congress returns from recess. Look for details about how you can help in upcoming issues of *AOPA ePilot* and on [AOPA.org](http://AOPA.org).

**Your 2014 EAA Chapter 75 Dues ARE NOW DUE - Send your \$10 to Ed Leahy or See Ed at the January Meeting**

**(Ed's Address is on the Last Page of Newsletter)**



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

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

**SATURDAY, JANUARY 4, 2014**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Don Grunstrom at the**  
**Davenport Airport**



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

This month, hope to see all at our 1<sup>st</sup> Saturday of the Month coffee hosted by Don Grundstrom at the Davenport Airport. Come for some good hangar talk and meet your fellow chapter members.

**FLY IN:** Davenport Airport (DVN). Flying in, just taxi to the NEW T-Hangars at the north end of the airport. You will see us.

**DRIVE IN:** Come to the North side of the airport near the NEW T-Hangars. Call Marty Santic if you do not know the Harrison Street gate code. 563-340-9919.

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

**January 4, 2013**  
**EAA Chapter 75 1st Saturday Coffee and Donuts at the Davenport Airport. 8:30AM at Don Grundstrom's hangar.**

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

## Classified Ads

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

**For Sale:** Overhauled Std bare cylinders 320 wide deck 150 hp. I have all the other old cylinder parts as removed. Starter, flywheel, alternator, alternator brackets, vac pump, fuel pump & air shroud, oil filter adapter. Contact Terry Crouch at 563-370-6126.

**Partners WANTED: Looking for other pilots to buy an LSA.** Bob Nash. 309-944-2212

**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-

**January 11, 2013**  
**EAA Chapter 75 Monthly Meeting at the Deere-Wiman Center at 6PM.** [www.eaa75.com](http://www.eaa75.com)

## Upcoming EAA Webinars

Go to [www.eaa.org/webinars](http://www.eaa.org/webinars) to register

- 1/08/14 8 p - **Is My Airplane Too Broken To Fly?**
- 1/14/14 7 p - **Maneuvering Safely - Avoiding Loss of Control**
- 1/15/14 7 p - **Chapter Chat: How to Start and Run a Successful EAA Chapter**
- 1/22/14 7 p - **Buying and Selling Amateur-Built Aircraft and Projects**
- 1/29/14 7 p - **Avoiding Loss of Control - Inflight during Takeoff**
- 2/05/14 8 p - **How To Flunk an Annual Inspection**
- 2/12/14 7 p - **LSA Documentation - What's In Your Logbooks?**

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. Asking \$4000. Dan Murphy 309-230-2679, Ron Ehrecke 309-762-3210, or Ralph Stephenson 309-737-6902.

**For Sale: Flying Country Club shares** for sale. Will sell any amount you need at \$35.00 per share, buyer pays transfer/activation fees, call Ray Holland at 563-359-0450.

## 2014 EAA Calendars Will be Available at the January Chapter Meeting!



**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 last meeting, 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 will be available at our future monthly meetings. I will ship in a Priority Mail package for an additional \$5.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$16. I ordered 30 and received a discount. If you would like a cap, please send me an e-mail. [marty.santic@gmail.com](mailto:marty.santic@gmail.com) If you would like me to ship, send a check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807

Also available via CafePress are men's clothing items such as T-shirts, sweatshirts and jackets, women's clothing items, child's clothing items, accessories and holiday items with the logo. The logo is printed and not embroidered on all of the items from CafePress.

I displayed one of the T-shirts at the last meeting. Nice quality, the printing is not raised on the fabric surface. So the fabric remains nice and soft.

You can visit the Chapter 75 store by going to [www.cafepress.com/eachapter75](http://www.cafepress.com/eachapter75). All items are



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

shipped directly to the buyer. All you need is a credit card. Many items are available from CafePress ([www.cafepress.com](http://www.cafepress.com)) If you see an item that you would like added to our webstore, let me know.

### EAA CHAPTER 75 OFFICERS

(Effective January 2014)

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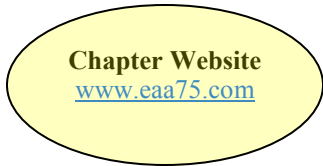
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**Always Remember.....  
The Time Spent Flying is NOT Deducted  
from Your Lifespan**



**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: Ed Leahy - EAA Chapter 75 3211 South 25th Avenue Eldridge, IA 52748</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 <a href="http://www.eaa.org">http://www.eaa.org</a></p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 <a href="http://www.eaa.org/membership">http://www.eaa.org/membership</a></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&amp;P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with: _____</p> <p><input type="checkbox"/> Tool Committee      <input type="checkbox"/> Tech Advisor      <input type="checkbox"/> Flight Advisor <input type="checkbox"/> Repair Barn      <input type="checkbox"/> Young Eagles      <input type="checkbox"/> Social/Flying <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>
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