

THE LANDINGS

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

September 2011

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Greetings to all. Thanks to the Beerts for the fly-in cookout. It is always a memorable event. We had very good weather and a nice contingent of planes came to the potluck. The dishes were plentiful and the conversation was great.

The September meeting is back at Deere Wiman carriage house. The board meeting will be moved up ½ hour to 6:00 P.M. The general meeting will follow at 7:00 P.M. The program will be given by Al Dussliere. Al will detail his experiences in the B-17 during WW II. He has prepared a computer presentation and is looking forward to speaking to Chapter 75. Al helped us with publicity for the Davenport B-17 visit via his radio interviews on WOC-AM and KUUL-FM with Cy Galley.

We received a check from EAA for our involvement with the B-17. Will let you know how well we did during the meeting on September 10th.

The Girl Scout Take Flight Program is scheduled for Saturday, the 10th from 9:00 until noon— same day as

the meeting. We have about 60 girl scouts coming and they will be doing four different workshops, teaching about the workings of an airplane, weather, aircraft charts, and airport and runway information. This is the first time we have done an event for the young people other than Young Eagle flights. We need lots of helpers to make this event a success. Please come help if you can, it should be a great experience for us as well as the girls. We will be scheduling a Young Eagle event at a later date for these girls to get an airplane ride.

We helped out in the National Aviation Day activity at DVN on the 20th of August. Those who attended and helped out had a good time. We received thank you letters from all three Air Academy students of this years Academy sessions, presentations by them will happen at a future meeting. See you on the 10th, either in the morning or the evening, or better yet, both. --Jim.

B-17 Ferry Flight to Lincoln, Nebraska

The ferry flight from Davenport to Lincoln Nebraska was a blast. More on page 9.



Next Meeting - September 10th - 7 PM - Al Dussliere - B-17 Crewmember
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

September 10th Chapter Meeting

The September Chapter meeting will be held on **Saturday, September 10th 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 Al Dussliere a B-17 crew member from World War II. Should be a very good presentation. Take a look at Al's very impressive resume, below. He will have a PowerPoint presentation detailing his service to our country and his experience in the B-17.

Al Dussliere Biography (from the 303rd Bomb Group Web Page, "[The Molesworth Pilot](#)")

Albert L. Dussliere was born July 21, 1924 the second of four sons of Alois and Martha Callewaert Dussliere. His primary education was at St. Mary's Catholic School with high school at United Township High School in East Moline, IL. from which he graduated in 1942. In high school he was a cheerleader four years for football and basketball. He and his brothers learned very early the art of working and spent many hours working for their parents in an independent grocery store.

In October 1942 his older brother enlisted in the Army Air Corps and in June 1943. Al followed in his footsteps. A younger brother entered the Navy in 1944. During the war two of the Dussliere boys were in combat areas in the Pacific Theatre while Al served in the European Theatre. Alois, Jr. was Killed In Action May 15, 1945 on Okinawa.

Al entered the Aviation Cadet Program and was sent to Keesler Field MS for Basic Training. The University of Tennessee in Knoxville, TN was the location of his College Training Detachment. From here he was sent to the Classification Center in Nashville, TN where he left the Cadet Program. The next stop was Buckley Field, CO for Aircraft Armorer Training. Aerial Gunnery School at Las Vegas Army Air Field followed. Al joined the Grafton N, Smith Crew in Lincoln, NB as a Waist Gunner. Soon the crew was sent to Sioux City Army Air Field for Combat Training. It was here that the crew was reduced by one Waist Gunner. Lincoln, NB was again our home for a short while. Here we boarded a train and headed east which was a hint as to where our destination was.



Al Dussliere (right) during the Davenport B-17 Visit

Late in November we boarded the Queen Elizabeth, where we spent Thanksgiving 1944. We arrived in Scotland in five days and very soon had the pleasure of our first travel on a European train. Early in December 1944 we arrived at our home away from home Molesworth.

The G.N. Smith Crew was assigned to the 427th Bomb Squadron of the 303rd Bomb Group. The days and nights were busy training on the ground and in the air until our first mission December 18 to Koblenz, Germany. The first few missions were fairly uneventful with no serious problems. January 10, 1945, our 13th mission, we were involved in a mid-air collision with another B-17 over Bonn, Germany as we were turning off the target. Our plane for that mission was "Buzz Blonde" which was on its 100th mission. Our nose was knocked off forcing the Bombardier, Bill Dohm and Navigator, Ed Gardner to bail out. Later we learned they were Prisoners of War. We were extremely fortunate in being able to make a belly landing in Luxembourg. The other aircraft made it to France.

The 14th mission on January 22, 1945 to Sterkrade, Germany in "Cheshire Cat" was another wake-up call. Intense and accurate flak at the target knocked out number 3 and 4 engines and filled the plane with holes. The plane was damaged so severely that it was necessary to get rid of everything we could including the ball turret requiring a forced landing in Ghent, Belgium. The Tail Gunner and Togglier were wounded.

Another memorable mission was #32 on March 20, 1945 to Hamburg, Germany where we were hit by approximately 30 ME 262 Jets. March 24 we com-

(Continued on page 14)

August Potluck at the Beert's - Good Weather and a Bunch of Planes



More Photos - August Potluck at the Beert's - A Great Time!



Teen Flight Idea (from Keith Williams)

This video is simply an excellent piece of work: <http://teenflight.blogspot.com/> (Using the link to YouTube worked best for me.)

I visited with the Teen Flight group at Oshkosh and came away impressed with the attitude of the teens and with the RV12 they built.

As I have worked on the RV12 kit I have been thinking what an enjoyable building experience it is and wondering how it could be shared with more folks.

My thinking has been running along the lines of finding a way to use the RV12 to inject some life into the Moline airport sport flying community. My hope is that if the plane turns out as well as I think it will, as folks see it and learn how easy it is to build, they will be inspired to form partnerships or do one on their own.

After the visit with the Teen Flight group at Oshkosh and watching the video, I'm thinking that going through the kids might be a good way to promote sport flying. Its great for the teens, but my real hope is that such a project would get more of the "big kids" to become more active in the aviation scene. Honestly, I would rather do it with a group of



40 - 70 year old kids. Whichever way it goes, there is a process here that I think we as a chapter should follow up on.

We have a couple of good resources to help investigate this. I have a kit in process (tail done, wings nearing completion, starting fuselage in Sept.) to help folks understand the facilities and tools needed, building process, etc. and Marty has a finished plane so folks can see the result. I remember a year or so ago that Tom Shelton had brought up the idea of some sort of chapter project built around an airplane.

I'm just starting to get into it but wanted to get your initial reactions. Give me a call!! Hope to discuss at our next meeting.

Young Eagles Update (from Cinda Beert)

I would like to start out by saying THANK YOU !!! to all of you for donating your time and participating in flying Young Eagles, pilots and ground crew alike. It definitely takes a team to be able to accomplish this. Sometimes I think we forget how lucky we are to be able to live our dream and to be able to share building and flying our aircraft. Like any passion we have, we do love to share it with others. With this program we're able to do just that.

I would like to recognize our pilots, John Vahrenwald (482), George Bedeian(268), Richard Lowe(435), Bob Olds(113), & Hank Pohlman (205); they have flown 1503 total Young Eagles. Several others are close to joining the 100 YE club. Every pilot out there is appreciated. YOU fulfill the dream so others experience flight. Please make sure when ever you fly forms are signed and given to me to send in. We want to get credit, start those log books and have a list to recruit from for Air Academy.

This year at Air Adventure I attended the Young Eagles forum. Had an opportunity to hear Rod Hightower announce that starting in January they are coming up with an "adult" Young Eagles program. The specifics are not worked out and neither is the name. Stay tuned for details to come.

This was the 28th summer for Young Eagles Camp. We are impacting beyond that initial flight. More than 7.3% of all active U.S pilots with a pilot certificate & medical certificate, ages 15-34 had a former Young Eagles experience. Young Eagles can now obtain a complimentary EAA student membership, online study through the Sporty's Complete Pilot Training course, the opportunity to earn a free first flight lesson and ability to apply for flight training scholarships. In the near future I will be putting together packets for you to have so when you take others up we will be able to get credit for them. All EAA pilots and newly incoming pilot members who flew YE students from August 1–October 31 are to placed in a

(Continued on page 10)

Quad Cities Balloon Festival - Sept. 23rd - 25th (From Gina Gore)

The Quad Cities Balloon Festival is a few weeks away and we need your help. We have 21 balloons this year and I need around 60 people to help get them up in the air. Right now I have only 12 volunteers that have said they will be there. The balloon festival is once again a fundraiser for the River Bend Food Bank. See our web site for balloon pictures and a schedule of events for the entire weekend. <http://www.qcballoonfestival.com/>

For past volunteers, if there is a balloon pilot you want to crew for please let me know. I know last year some of you wanted to keep the same pilot as last year. We are asking for volunteers to help for the following schedule:

Friday, Sept. 23

5:00 p.m. Balloon Launch (volunteers should be at the field by 4:15 p.m.)

6:00 p.m. Balloon Glow (half of the balloons will "glow" tonight, half tomorrow)

Saturday, Sept. 24

7:00 a.m. Balloon Launch (volunteers should be at

the field by 6:30 a.m.)

5:00 p.m. Balloon Launch (volunteers should be at the field by 4:15 p.m.)

6:00 p.m. Balloon Glow (half of the balloons will "glow" tonight)

Sunday, Sept. 25

7:00 a.m. Balloon Launch (volunteers should be at the field by 6:30 a.m.)

We are having a volunteer orientation on September 21 at 6:00 pm at the Rock Island County Fairgrounds in East Moline. This is for new volunteers and for past volunteers that would like a refresher. You will learn about the workings of a hot air balloon and what you can expect working with them.

I need as many volunteers as I can get and I will be eternally grateful for all the morning volunteers. Ask friends and family if they would like to be a part of the group. Contact me by email or phone. Home phone: 309-792-8812 Cell phone: 309-644-0276

Betsy Hall
Quad Cities Balloon Festival
Volunteer Coordinator
hallb@bhc.edu

Cessna Factory Fly-In - Interested?

(from Spence Gray)

I have had some ideas in my head about a few events I'd like to see our chapter get involved in and one of them would be to look at the possibilities of hosting pancake breakfasts in the Quad City area? Thoughts?

As most of you are aware Amanda and I are former employees of Cessna Aircraft Company. We were employed at the Cessna Independence Kansas facility. I was a flight line mechanic on the Citation Mustang and Amanda was doing customer G1000 flight training and customer deliveries. While at Cessna we had the opportunity to belong to the Cessna Employee's Flying Club. This gave us a chance to operate a new aircraft at a very reasonable price. One of the things we enjoyed doing was flying to Ponca City, OK (68 miles) for their monthly fly in breakfast on the first Saturday of each month. On average they have between 100-200 aircraft fly in for this event and they serve around 500 people. It's one of the best fly in breakfasts I've ever been to.

So I'm checking to see what the interest would be in a group flying down to Independence Kansas for a tour of the Cessna facility and then flying down to the Ponca City fly in breakfast. The plan would be to leave the Quad Cities on Friday Sept 30th in the morning to fly to KIDP Independence Kansas. Tour the Cessna factory, visit with EAA chapter 970 members, spend the night in Independence and then get up Saturday morning and fly to Ponca City for the breakfast. Then return to Quad Cities Saturday afternoon. Round trip this will be an 850 mile trip. I've planned the trip with the longest leg being 225 miles. If you think you would be interested in taking this trip please contact me and let me know if you are interested. If you are interested in going but do not have an aircraft let me know and I'll check with everyone going to see if there would be some extra seats available. If you are interested in going and would have an extra seat please let me know that as well.

My contact info is Spence_G@hotmail.com and my cell is [563-639-3105](tel:563-639-3105). I would like to have an idea of how many are interested in going by the first week in Sept

National Aviation Day at the Davenport Airport - August 20th



National Aviation Day at the Davenport Airport - August 20th



My B-17 Flight Experience

(from John Vahrenwald)

Some people have asked me what it was like to fly on the B-17. So I will write a little about my experience. There are things you notice about a plane or anything for that matter. Smell and noise are a large part of the B-17 experience. You can smell aluminum, paint, oil, and a little bit of sweat and once the B-17 gets moving it makes an incredible amount of noise.

It has one hydraulic system that is used for the brakes. The brakes are used to steer the plane while it is on the ground. The brakes make a very unique B-17 noise. The landing gear does not use hydraulics, they are raised and lowed by an electric motor located in each of the wheel wells. The landing gear can also be lowered using a crank located on the forward bulkhead of the bomb bay. Those who make movies know about this crank.

Once the plane is lined up with the runway and power is applied (the throttles are ganged nicely such that power can be added to all four engines at once) and power is what it has. It will thrust you back in your seat. Once in the air the plane is relatively easy to fly. I know what you are thinking, but with four engines running and so much mass all going in one direction, it takes more effort to through if off course. A Piper Cherokee on the other hand (my benchmark for comparison) will slip off course 20 degrees and lose 100 feet of altitude while reaching for a chart to look up a frequency. The pilots who fly the EAA B-17 are very good and make flying the plane look easy.

With much respect for those who flew the B-17s during time of war, I would like to reflect on one of Ernie Pyle's accounts. Ernie Pyle was a war correspondent during World War II. In January 1943 he wrote a column about an American airbase in French North Africa. At the time, censorship prevented him from naming it, though he noted, "the Germans obviously know where it is since they call on us frequently." It was the airfield at Biskra from which American bombers flew missions over the Mediterranean ports of Bizerte, Tunes and Tripoli.

Conditions were hot during the day and cold during the night. Soldiers wore goggles to protect their eyes from the blowing sand. Sand which got into the gears of trucks and planes. It was at Biskra that a story came to Ernie about an American bomber given up for lost. While dropping its load of bombs over Tripoli with the other bombers, the Flying Fortress, nick-



named "Thunderbird," had lost two engines on the same wing, usually a fatal blow. Falling fast and left for lost by the other Americans, the ten man crew managed to keep the plane aloft despite attacks by German fighters. When the Germans gave up for lack of fuel, they flew on alone, scraping through a mountain pass and creeping toward the airfield just at dusk.

"We had already seen death that afternoon," he wrote. For one of the returning Fortresses had released a red flare over the field, and I had stood with others beneath the great plane as they handed its dead pilot, head downward, through the escape hatch onto a stretcher.

(Continued on page 10)

My B-17 Flight Experience

(cont.)

(Continued from page 9)

The faces of the crew were grave, and nobody talked very loud. One man clutched a leather cap with blood on it. The pilot's hands were very white. Everybody knew the pilot. He was so young, a couple of hours ago. The war came inside us then, and we felt it deeply."

It was Pyle's first report of a combat death and probably the first he had seen. After the dead pilot was brought down from the plane, Ernie and others ascended the control tower to watch the desert sunset and to learn if German bombers were approaching.

"The day began folding itself up... All the soldiers in the tent camps had finished supper. That noiseless peace that sometimes comes just before dusk hung over the airdrome. Men talked in low tones about the dead pilot and the lost Fortress."

Then "an electric thing happened--- a red flare arched across the northern horizon. An officer fired a green flare in response. Ernie and his companions saw the plane--- just a tiny black speck" ---on the horizon. "It seemed almost on the ground, it was so low, and in the first glance we could sense that it was barely moving, barely staying in the air. Crippled and alone, two



hours behind all the rest, it was dragging itself home. "I am a layman," Ernie said, "and no longer of the fraternity that flies, but I can feel. And at that moment I felt something close to human love for that faithful, battered machine, that far dark speck struggling toward us with such pathetic slowness." Ernie narrated the bomber down---over parked planes, over the runway, onto the tarmac---whereupon "thousands of men around that vast field suddenly realized that they were weak and that they could hear their hearts pounding...Our ten dead men were miraculously back from the grave."

For more, see the book, "Ernie Pyle's War", by James Tobin.

Upcoming Seminars in Moline

(from Tim Leinbach)

On Wed., September 28th, at 6:30pm, I will be having an "Aviation Maintenance" seminar at the new John Deere hangar facility at the Quad City Airport. There will be discussion on Pilot and Owner/Operator maintenance that can be performed on aircraft.

Plus, a small program from one of the John Deere A&P's on required inspections, Minimum Equipment and Master Minimum Equipment List for our General Aviation equipment.

Then, on Thursday, October 13th, 7-9pm, I have invited AOPA to have one of their National seminars from the Air Safety Institute put on a program. It will be at Elliott Aviation in Moline in one of their main hangars. Please spread the word to everyone on this one. We need a huge turnout.

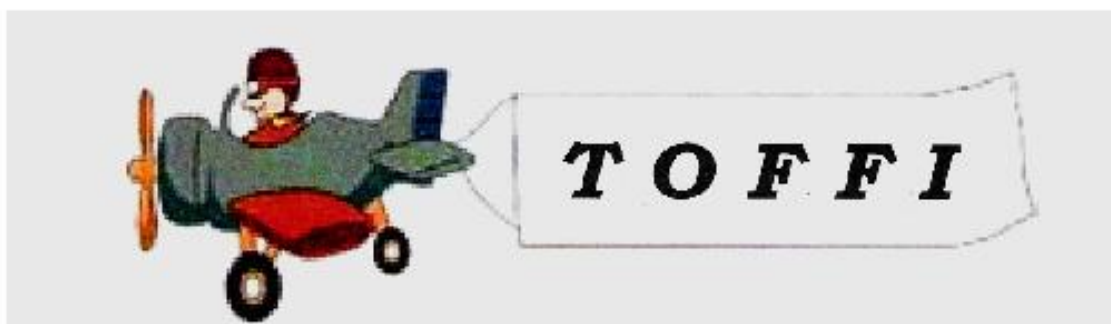
Young Eagles Update (cont.)

(Continued from page 5)

drawing for a chance to win a Light Speed headset or a Apple IPAD. Just a little incentive for you.

Our **next scheduled Young Eagles** event will be **October 15th** in Davenport. I hope to see you there. "Flight is exploratory. It is going beyond yourself, surpassing the variables and discovering what hasn't been done before. Flight is a frontier.", quoted from a former Young Eagle Michelle Tyrluk

P.S. BRING any OLD issues of SPORT AVIATION and any OLD sectionals to the chapter meetings for use at the Girl Scout and future Young Eagles events. I'll collect them and put them to good use.



THE OLD FOGEYS FLY-IN

Honoring Pilots Aged 65 and older
All others are welcome

Saturday, September 17, 2011
Whiteside County Airport (SQI)
Rock Falls, Illinois

Barbeque and Beans Lunch
From 11:00 AM to 2:00 PM
\$5.00 Free Will Donation

Come swap stories & lies about flying back in
"the good old days".
Award for oldest pilot to fly in.

The Bar-B-Q is to sustain you.
The beans are to assure that you have plenty of
gas for the trip home.

Local Calendar of Events (click on the Links)

([Link to the Iowa DOT Office of Aviation Calendar](#))

([Link to the EAA Calendar](#))

Friday's in September

Clinton Airport Friday Night Supper 5pm-7pm

September 3, 2011

Council Bluffs Municipal Airport -Great Plains Wing Museum open house. 8:00a.- 1:00p

Annual Labor Day Fly-in / Drive-in Breakfast

8a – 11a . Pilots in command free. 712-366-3505

(Dale Standley) E-mail: dales51503@cox.net

September 5-10, 2011

Annual Stearman Fly-In, Galesburg, IL. No Chapter 75 booth this year. But the event is still a go.

The Stearman's will be in Geneseo for lunch on the 8th. Car's only!! 100 Stearman's expected.

September 10, 2011

EAA Chapter 75 Monthly Meeting - 7pm - 1st Fall

Meeting at the Deere-Wiman Center, Moline, IL.

Board Meeting at 6pm.

Girl Scout Leadership Workshop, Workshop will be called "Girl Scouts Take Flight". The event is scheduled for Saturday, September 10th from 9:00a-11:00a, at the Davenport Airport. Help is needed. Contact Jim Smith.

September 11, 2011

Fly-In Breakfast, 7:00 am - 12:00 noon, **Ogle County Airport, Mt. Morris, IL.** "Best Breakfast in the Midwest", Sponsored by EAA Chapter 682

Dubuque Regional Airport (DBQ), Open House and EAA Chapter 327, Fly-in / drive-in breakfast

7:00 a.m. – Noon, 563-589-4237 (Karin Spisak)

E-mail: kspisak@cityofdubuque.org

September 16-18, 2011

Annual Challenger Fly-In Weekend, Erie, IL Challenger Annual Anniversary Fly-in . Lots of Fun, Food, & Flying. All type aircraft welcome. Fly or drive in. Bon Fire & BBQ both Friday and Saturday evenings.

September 17, 2011

The Old Fogey's Fly-In, Rock Falls, IL. Honoring

Pilots aged 65 and older. All others are welcome. Saturday, Sept. 17, 2011. Barbeque & Beans Lunch from 11am to 2pm. \$5.00 Free Will Donation.

Newton, IA. Newton Municipal Airport (TNU).

Fly Iowa 2011. Iowa's air fair. Fly-breakfast, static displays, educational exhibits, youth aviation camp, and free air show. Contact Jim Jones, 641-831-0713.

September 18, 2011

KVYS Illinois Valley Regional Airport-Walter A

Duncan Field Peru, IL. 7:00 AM - 12:00 PM

IL Valley Reg. Airport annual pancake breakfast.

September 20, 2011

AOPA Safety Seminar - Say Again, Radio Com-

munications Done Right. 7:00-9:00pm. Clarion

Hotel - 525 33rd Av S.W. Cedar Rapids, IA

September 24, 2011

KGGI Grinnell, IA. 6:00 AM - 2:00 PM. Grinnell Aviation Fly-In / Drive-In Breakfast.

September 25, 2011

Fly-in/Drive-in Breakfast, Boscobel Municipal

Airport, Boscobel, WI (OVS). 8:00am-12:00

Noon. Breakfast to pilot in command and children 6 and under FREE. There will be airplane rides available to view the beautiful Wisconsin River Valley.

September 28, 2011

Aviation Maintenance Seminar at MLI - New John

Deere Hangar at MLI. 6:30p. Contact Tim Leinbach

at 309-781-9585 or tlmt@qconline.com

October 1, 2011

Fall Fly-In/Drive-in Lunch. Cottonwood Airport,

Rockford, IL. Chapter 22 annual fly-in-drive lunch,

From 11:00 to 3:00. Menu is brats, hot dogs, chips and more.

October 8, 2011

Winterset Municipal Airport, Fly-in breakfast

Pilots in Command eat free, Free shuttle to Madison

County Covered Bridge Festival 515-468-0802

(Greg Harrison)

October 13, 2011

AOPA AIR SAFETY INSTITUTE SEMINAR

MOLINE, IL Terminal - 7p-9p Details Later.

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

What is It? We Have a Winner!

Tom Henry was the first to send me an answer. He did NOT have to guess. Saw a sister article on the EAA website. Tom WINS!! Gets to find the next!!

Originally designed by the Stinson Aircraft Company, Colvin's 1947 L-13 is one of approximately 280 examples of the large liaison plane produced by Vultee. Vultee had purchased Stinson, and although rights for most of the Stinson designs had been sold to Piper, Vultee retained this model and put it into production.

How Neat is This? Flying the Ford Tri-Motor with Jeff Skiles

At the Young Eagles Dinner in Oshkosh, Ron Franck won a ticket for a ride in EAA's Tri-Motor. Had a very special co-pilot on that flight, Jeff Skiles was sitting in the right seat. Ron told me, a Lake Winnebago landing was out of the question!



Classifieds (Click on the link for e-Mail address)

For Sale: 1948 PA-15/17 Vagabond in Kewanee. A -65, bungee gear, dual controls. I owned this aircraft. The current owner says it is time to quit flying. LSA eligible. While I owned it, I put Cleveland wheels and brakes, remote spin on oil filter, new sealed wing struts, and new Maule tail wheel on it to name a few items. Call [Ross Carbiener](mailto:Ross.Carbiener@A&P.com) (A&P) at 309-738-9391.

For Sale: High reach floor crane, (click for photo) 1-1/2-ton capacity on casters. Great for a hangar and lifting an engine from 0 to 8 feet. Can be hung on the wall in 3 parts. Come-along included.. Call Larry McFarland 309-792-0472

For Sale: Cherokee wing tips for sale \$35. Contact John Vahrenwald at airbike5@yahoo.com

For Sale: Have a RV wing rotisserie I picked up from Paul Fisher last year.... free for the taking. Also have a wing stand. Robby Root. robby-root@mchsi.com 309-945-5073

DAR Services: Amateur Built/Light Sport Airwor-

thiness Certification Inspections, Ferry Permits (Certified and Experimental), Replace lost/damaged Airworthiness Certificates (Certified and Experimental). Call [Ross Carbiener](mailto:Ross.Carbiener@A&P.com) (A&P) at 309-738-9391.

For Sale: Share for sale in the Cessna 152 based at DVN. \$1000.00 Contact Terry Crouch at [563-370-6126](tel:563-370-6126).

New LISTING - For Sale: GBY Look Alike, on gear, 2 engines---0290D & 0290G. Lots of parts, instruments, gages, most to finish except cover---\$5,000. Contact Bob Olds at 563-326-2430.

PLEASE LET ME KNOW IF YOU WANT AN ITEM ADDED OR DELETED!!

SEND TO marty.santic@gmail.com

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!!

Al Dusliere Biography (from the 303rd Bomb Group Web Page, "The Molesworth Pilot" (cont.)

(Continued from page 2)

pleted our 35 missions. Al returned to the States in May. He was stationed first in Santa Ana, CA and was Honorably Discharged as a Staff Sgt. at Chanute Army Air Field, IL in October 1945.

Al returned to the grocery business for 13 years with his father and younger brother. He married his high school sweetheart Lorene Mae Seitz in September 1946. They are the parents of Theresa Dusliere Voltz who lives in Wooster, OH, Philip Dusliere, Rock Island, IL and Steve Dusliere, East Moline, IL and grandparents of three.

He was Commander of the East Moline-Silvis Amvets and President of the East Moline-Silvis Kiwanis Club. At the age of 29 he was elected and served four years as a Councilman in East Moline in a non-partisan election. From 1959 to 1965 he served as Mayor but this time under a political party affiliation. In 1958 he established his own Importing and Distribution business. In 1965 he was appointed Postmaster in East Moline. He served in this position until he was named Assistant Postmaster for the Rock Island, IL Post Office. Later the office was made a Manage-



ment Sectional Center responsible for 105 Post Offices in western Illinois and eastern Iowa. At that time he was named Director of Customer Services for the Sectional Center and remained in that position until he retired in 1984.

In retirement his time is occupied with assisting St. Anne Parish as an Eucharistic Minister, visiting the home bound, Funeral Mass server, member of the tuition assistance committee and member of a committee studying the merger of the two Catholic schools in East Moline. Golf and travel also fit in the schedule.

Elected, or appointed, to the following 303rd BGA positions: (3 years) - Secretary; 2002 - Vice President Administration; 2003 - President; 2004 - Chairman Past Presidents Committee.

EAA CHAPTER 75 OFFICERS		Board of Directors (cont.)		Tool Librarian	
President		Jim Smith		Steve Beert	
Jim Smith		387js@mchsi.com	563-322-5485	srbeert@mchsi.com	563-381-4702
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Mike Nass		Edward Leahy		cbeert@mchsi.com	563-505-9988
gatewayaviation@yahoo.com	563-243-4891	me24nas@mchsi.com	563-285-4352	Amanda Gray (Next Step Advisor)	
Treasurer		V. George Bedeian		grayamandam@johndeere.com	563-639-3106
Edward Leahy		vgb@q.com	563-381-3113	Spence Gray (Next Step Advisor)	
me24nas@mchsi.com	563-285-4352	Flight Advisor		spence_g@hotmail.com	563-639-3105
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V. George Bedeian		bernien@qconline.com	309-787-0813	gore_gina@yahoo.com	563-940-6273
vgb@q.com	563-381-3113	Technical Counselors		Web Site Editor	
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