

THE LANDINGS

www.eaa75.com

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

October 2013

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Last month's program was presented by Tim Toal on the Deere flight operations. I lost count of the questions after 25. Tim answered each one with "That's a very good question?" and then continued his presentation including the answer to each question.

Thanks Tim, sorry we had to end before you completed everything. What an interesting presentation.

The chapter equipment room is ready for use. Thanks to all who had a hand in getting it ready. The first Saturday coffee and donuts will be held there for all to view. It is at the Davenport Airport at the southeast corner of the H row of T- Hangars. Enter the T-Hangar area from the "9230" Harrison Street gate.

Jan Dorgan has donated all of Larry's aviation books to the chapter. Weather permitting, they will be on display at coffee and donuts. For anyone wanting some of these, she did ask that a donation would be accepted and appreciated for the High Flight Education Fund. That is the fund we use to send three youth each year to Air Academy Camp.

The first teleconference for Air Venture Oshkosh was conducted on September 24th, from 7:00 to 8:30 P.M. Dates for Air Venture through 2020 have been set and are on the web. The theme for 2014 will be "World War One Planes and early jet aircraft". They are hoping to have several in attendance. Highlights of this teleconference are elsewhere in the newsletter, if headquarters makes them available before press time.

On Saturday, September 21st Chapter 75 conducted a Young Eagle Event at the Clinton Airport. Forty Young Eagle rides were given. Once again, a huge thanks to all who participated in this event, pilots and ground crew.

Thanks especially to Martin Pauly from Chapter 33 in Cedar Rapids who came down with his Bonanza A-36. I couldn't tell who had the larger smiles after each flight, the pilot or the new Young Eagle. We had several very interested participants with lots of questions.

The Board of Directors has asked that a sub-committee be put together to determine and recommend to the chapter which air academy age group we should work toward each year i.e.: Advance, Basic, or Young Eagle. If you have a desire to serve on this committee, please contact me. We have made a deposit to reserve two Advance Camp and one Basic Camp for the 2014 camps.

This month's program will be our three Air Academy Participants from the 2013 camps. We will be doing extended progress reports. Please bring your stories about the flying, building and projects you are working on. Let us know where you have been flying, anything you have been doing related to aviation.

See you at coffee and donuts.

Happy Flying
-Jim

Next Meeting - October 12th - Air Academy Reports - 7 PM
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

October 12th Chapter Meeting

The October Chapter meeting will be held on **Saturday, October 12th at 7 PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

This month's program will be our three Air Academy Participants from the 2013 camps. We will be doing extended progress reports. Please bring your stories about the flying, building and projects you are working on. Let us know where you have been flying, anything you have been doing related to aviation.

Bring a friend! Donuts and coffee as usual.

Chapter Nominating Committee is Still Seeking Your Input (Keith Williams)

Still time! Remember, the chapter nominating committee is seeking members interested in serving as chapter president, chapter vice-president or as a member of the Chapter Board of Directors (4 positions). Nominations can be submitted to any of the committee members - Kent Johnson, Mike Smith, Ralph Stephenson or Keith Williams. Nominations will become final during the October chapter meeting. Voting will take place at the Nov. meeting.

Keith Williams - 309-235-7766
Kent Johnson - 309-912-0437
Mike Smith - 563-271-5723
Ralph Stephenson - 309-737-6902

September 14th Board Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter president Jim Smith at 6:05 pm.

MEMBERS PRESENT: Dave Jacobsen, George Bedeian, Ed Leahy, Jim Smith, Tom Shelton & Marty Santic

THOSE NOT PRESENT: Mike Nass

OTHERS PRESENT: Ron Franck

TREASURERS REPORT: The treasurer's report was read by Ed Leahy. A motion to accept the treasurer's report was made by Dave Jacobsen and was seconded by Tom Shelton, Board approval was unanimous.

Photos of Tim Toal - Last Meeting's Program Speaker

If you missed last month's meeting, you missed a VERY GOOD presentation on Deere Aviation! A big THANK YOU to Tim Toal and Larrie Dahl of Deere.



John Deere's Early Fleet



Tim Toal at the September Meeting

Jim Smith gave a report on the High Flight fund to the board.

OLD BUSINESS: A motion was made by Marty Santic to pay Cy Galley \$292.82 for expenses incurred at the repair barn, at this years AirVenture. Dave Jacobsen seconded the motion and then was approved by the board.

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September 14th Board Meeting Minutes (cont.)

(Continued from page 2)

Jim Smith told the board that this years repair barn activities went smoothly.

Cy Galley told John Hopkins at EAA that all went well at the repair barn, at this years AirVenture. Cy also told John that the repair barn had 150 operations.

Tool committee functions and guidelines were discussed by the board.

Jim Smith and Tom Shelton are working on operation and administration procedures for the repair barn.

The tool committee will have their operating procedures written up in the near future.

NEW BUSINESS: We would like to have more chapter members attend the upcoming leadership conferences at EAA headquarters at Oshkosh this coming winter and spring.

Tom Shelton made a motion to spend up to \$800.00 for remodeling the storage area at the Davenport airport that will be used for chapter tools & equipment. Ed Leahy seconded the motion and board approval was unanimous.

We had a tool committee meeting on August 21st 2013. Ron Franck read the meeting minutes. The minutes were reviewed and accepted by the board.

Tom Shelton made a motion that Ron Franck head the tool committee. Dave Jacobsen seconded the motion. The motion was approved by the board.

Gina Gore has three kids for this year's air academy for 2014.

Tom Shelton made a motion to select a sub committee to decide which age groups to send to air academy. Ed Leahy seconded the motion and the motion was approved by the board.

Age groups discussed by the board were to send three, two to advanced camp and one to middle camp.

The board approved to send reservation funds to EAA headquarters for three spots for the 2014 Air Academy.

Paul Kirik offered to give a small presentation to the repair barn staff, on what we can, and cannot do during repair barn activities and what our limitations are

when helping aircraft owners with their aircraft repairs.

Marty Santic suggested we have chapter fly outs, similar to other chapters.

Paul Kirik told the board he would help set up a tool calibration program.

The need for a Young Eagles coordinator was discussed by the board.

A motion to adjourn the meeting was made by David Jacobsen and was seconded by Ed Leahy. The meeting was adjourned at 6:59 PM

These minutes respectively submitted by Vahan G.

September 14th General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:05 PM by chapter president Jim Smith with 29 members plus one visitor and the evening program presenter present.

VISITORS AND NEW MEMBERS: Doug Voltz of Geneseo-visitor.

TREASURERS REPORT: The treasurer's report was read to the membership by Ed Leahy. The report was approved at the Board of Director's meeting earlier in the evening.

TOOL LIBRARY: We are taking names for the tool committee members.

YOUNG EAGLES: The up coming young eagles rally at the Clinton airport on September 21st was discussed.

Jim Smith asked the membership if anyone would like to be the chapter's young eagles' coordinator.

OLD BUSINESS: A report of the August 21st tool committee meeting was given by Ron Franck at the board meeting earlier in the evening.

Ron Franck gave a report on the progress of the new tool shed (for chapter tools) at the Davenport airport. He said it was newly painted and we are waiting for the electrical wiring to be completed.

All things went smoothly at this years repair barn at

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September 14th General Meeting Minutes (cont.)

(Continued from page 3)

AirVenture. We had 150 operations.

NEW BUSINESS: The need for a young eagle's coordinator was discussed.

Jim Smith talked about EAA webinars available from EAA headquarters on line.

Jim Smith told the membership about the leadership conferences that are available to chapter members, at EAA headquarters. They are usually held in the spring and fall.

Keith Williams gave a nominating committee report. Nominations are being taken through October and we will have elections at the November meeting.

Charles Hammes is flying his newly built RV 8.

Jim Smith talked about Eagle flights, similar to young eagles, but for adults. He passed out literature and application forms to the membership.

Adjournment: A motion to adjourn the meeting was made by Jim Smith and seconded by Dave Jacobson. The membership meeting was adjourned at 8:40 PM.

THE EVENING PROGRAM: Tim Toal from the John Deere Global Aviation Department gave a detailed presentation on their aircraft and how they conduct their domestic and world wide operations.

These minutes respectively submitted by Vahan G.Bedeian, Recording Secretary, EAA Chapter 75 of the Quad Cities

AirVenture Volunteer Teleconference Held on September 21st

On Tuesday, September 21st, Jack Pelton and Janine Diana hosted the first AirVenture volunteer teleconference since this year's fly-in. Tony Wihlm, Rick Larsen, and Holly Williams from the EAA staff also participated.

Feedback from the chairmen was very positive as we closed out feedback from the 2013 fly-in. The next chairmen teleconference is scheduled for November, when more details on AirVenture 2014 will be finalized and are ready to be shared.

The Chapter is STILL Looking for Someone to Step Forward and Volunteer!!

We are still looking for someone to step forward and help the chapter! We need a Young Eagles Coordinator. The job is NOT hard and there is a lot of help available. The kid's expression after a Young Eagles flight tells all. Please call Jim Smith!!

That someone is YOU!! Volunteer!!

Mike Nightingale in Ireland (from Loman O'Bryne - Our Correspondent in Ireland!!)



Above see a photo of Mike Nightingale on his recent Irish holiday with fellow EAA Chapter 75 (Irish Wing) member Bryan Sheane about to take off in Bryan's RV-7 EI-VII from Newcastle airfield (EINC).

Their flight took them over Glendalough and the Wicklow mountains to the environs of Kilkenny (EIKK) and then a full stop landing on the grass runway at Kilrush (EIKH) to fuel up on the way home to EINC. Bryan had been a guest of the Nightingale brothers at AirVenture this year.

(Editor's Note) I look forward to seeing many more photos from Mike and an extended version of his trip story. Hoping Mike will send more for the next newsletter!!

Next 1st Saturday Event is October 5th at the Davenport Airport - Please Attend!!

Lesser Know Aircraft of WW II - Douglas Dolphin Flying Boat

(by Ron Franck)

The Douglas Dolphin was an amphibious flying boat. While only 58 were built, they served a wide variety of roles: private "yacht," airliner, military transport, and search and rescue.



Design and development

The Dolphin originated in 1930 as the "Sinbad," a pure flying boat without wheels. The Sinbad was intended as a luxurious flying yacht. Undaunted by the lack of demand, Douglas improved the Sinbad in 1931 so that it was amphibious, and could land on water or land. The improved aircraft was named "Dolphin", however this did not represent the end of development, as many detail improvements were made. Powered by two radial engines, strut-mounted above the high-set cantilever monoplane wing, it provided accommodations for a pilot, co-pilot and six passengers. An unusual feature was the use of an aerofoil section structure to brace together the two engines. The overall length was increased by over one foot, and several changes were made to the empennage, engine nacelles and wings. An attractive looking boat, it soon aroused the interest of the U.S. Armed Forces, which were seeking transport amphibians to supplement the Loening observation amphibians then in service with both the U.S. Army and U.S. Navy. The Great Depression had curtailed demand for such extravagance as a "flying yacht", but Douglas managed to interest the United States Coast Guard who not only bought the Sinbad, but 12 Dolphins.

Operational history

The first two were purchased by Wilmington-Catalina Airlines to fly passengers between Los Angeles and Santa Catalina Island, becoming the first successful Douglas airliners. Subsequent examples were ordered beginning in 1931 by the United States Navy and U.S. Coast Guard for use as transports, search and rescue craft and for patrolling along the nation's coastline. The U.S. Army Air Corps ordered several in 1932 under the designations C-21, C-26, and C-29. Many were eventually ordered for their original purpose as luxury transports. Owners includ-



ed William Boeing, the founder of the Boeing Company, and Philip K. Wrigley, the son of the founder of the Wm. Wrigley Jr. Company. William K. Vanderbilt bought two with custom interiors for use from the Vanderbilt yacht Alva as flying tenders. One civilian Dolphin, which had been used for survey purposes by an Australian petroleum company, was presented to that nation's government soon after the beginning of World War II. This duly found its way into service with the Royal Australian Air Force, which operated it in a training role.

One was procured by the U.S. Navy as a transport for President Franklin D. Roosevelt. Although never used by Roosevelt, this was the first aircraft procured to provide transportation for the President of the United States.

In 1933, landing in heavy seas, the USCG RD-4 undertook some rescues of merchant sailors at sea, feats that made spectacular news reports, enthraling the American public.

Military operators

Argentina

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Lesser Know Aircraft of WW II - Douglas Dolphin Flying Boat

(cont.)

Royal Australian Air Force
U.S. Army Air Corps
U.S. Army Air Force
United States Coast Guard
U.S. Marine Corps
United States Navy

Specifications (RD-3 Dolphin)

General characteristics

Crew: Two, pilot and co-pilot
Capacity: Six passengers
Length: 45 ft 3 in
Wingspan: 60 ft
Height: 15 ft 2 in
Wing area: 6,370 sq ft
Empty weight: 6,764 lb
Gross weight: 9,734 lb
Fuel capacity: 240 US gal
Powerplant: 2 × Pratt & Whitney R-1340-4 Wasp 9-cyl. air-cooled radial piston engines, 450 hp each or 2x 450 hp Pratt & Whitney R-1340-96 Wasp engines.



Performance

Maximum speed: 149 mph at sea level
Cruise speed: 105 mph
Range: 692 mi
Service ceiling: 15,100 ft
Rate of climb: 806.5 ft/min
Time to altitude: 5,000 ft in 6 minutes, 12 seconds
Wing loading: 16.4 lb/sq ft

Charlie Hammes' RV-8 Is NOW Flying

Congrats are in order for Charlie Hammes as the RV-8 we saw as a project review airplane is NOW flying. Last heard Charlie had already accumulated 20 hours.

Charlie has the RV-8 hangared at the Davenport airport and can be found most evenings FLYING.

Charlie indicates no real problems other than a slight heavy wing which he will resolve in the near future. The kids are eager for him to complete hour forty.



My Personal History - Ramp Service

(by Richard Lowe)

RAMP SERVICE

As many of the chapter members know, I worked as a ramp service agent at the Quad City Airport for about six years in the early 90's. I even gave a presentation to the Chapter 75 members one night on what goes on to get an airline flight into the air and on the way.

As a ramp service agent, I helped park the planes of our carrier and those we had on contract for ramp service at the gate. We unloaded and reloaded the bags, air freight and U.S. Mail. We dumped the holding tanks for the lavs and refilled them with blue water. We also cleaned the cabins before the passengers for the next flight boarded. In the winter, we applied deice fluid and anti ice fluid on the airframes according to strict FAA procedures.

Our company also had the fueling contract for the airline side, so we received fuel from the transports, quality checked it, stored it and pumped it into the planes of each airline according to the fuel order for each flight. It was a fun job, but the physical labor involved and the weather made it a challenge on many days. The folks I worked with made the job really enjoyable.

When you see the movies, you often see such drama when it comes to airline operations. It is certainly a serious business, and a ramp is a dangerous place to work due to the noise, fast moving vehicles, need to keep the flights on schedule and often, the ice, snow and darkness in which you worked.

Training was key to a good ramp operation and I served as the training officer for a few years. The FAA inspectors were thorough in making sure a record of training was kept for each employee on the ramp. Since the job did not pay a lot, it was a challenge for management to find someone willing to work nights, weekends and holidays and still have the smarts to do the job without causing a major accident. Some of the new hires were not the sharpest knives in the drawer, and often did not last when they failed to measure up. However, we had fun and still got the job done day after day without much fan fare.

We had names for the planes, and it was not the ones officially listed in the airline news articles. A Boeing 727 was called a three-holer, maybe due to the number of engine air intakes or maybe the number of lav's we had to service on it. The Boeing 737 was often called the Guppie as it looked a little like a fish. I have heard it referred to as a FLUF (Fat Little Ugly Fellow). The 19 passenger Fairchild Metor liner was

sometimes called a San Antonio Sewer Tube due to its shape and where it was made.

Many of the regional propjets in those days had 19 seats since if they put on one more they had to add a flight attendant. The Short 330 and 360 were often called the flying Winnebago or the "box the other plane came in" due to its shape. Northwest Airlinck painted their planes red over gray and were referred to as bowling shoes.

The four engine, 100 pax BAE 146 Jet that Air Wisconsin used had four engines mounted under a high wing. It was often called a bomber....a term probably not used on a ramp today. We still put Jet A into the old F-227's and due to the high pitched noise it made on the ramp, we called it the whistle pig.

Some of the charters were interesting. I worked the MGM Grand DC-8 which brought Neil Diamond in to open the Mark of the QC. I worked a sports charter which brought in the Bulls for a game at the Mark. The inside of those planes did not look anything like the airliner most of us ride today.

I worked a new NWA B747 which brought the press in during the President's visit to the flood of 93. We never worked Air Force One, they had their own crew and fueled through on those trips. John Deere used to have a lot of charters come from various places to visit their plants. Miami Air did a lot of them, and we got to know those crews very well. They were mostly old Eastern Airlines folks.

I took a captain's check for fuel on an old B-737 one Sunday afternoon. It was not uncommon to do that on charters. The next day our headquarters called and said not to fuel them any longer. The checked bounced higher than the plane on it's last landing before they went out of business.

I remember the Christmas mail, the creative loading we did to get it all out on time, the thunderstorms, the minus 28 temps with forty knot winds, the 100 degree plus days on the ramp and the many human remains we loaded and unloaded, treating each as though they were family.

It was a fun job, and I recommend it for any young person with an interest in aviation. Len Morgan, a retired Branif Captain, used to write a column for Flying. He said he came to the airlines because of the airplanes, but he stayed because of the people.

So true.

September's 1st Saturday at the Moline Airport



Young Eagles Rally at the Clinton Airport - 40 NEW Young Eagles!!



Ed Olds' Zenith STOL 750

Here is a new shot of my Zenith STOL 750, after the paint job. I'm pleased with how it looks, but how it got done is a story (not happy) in itself. I've got 56 hours on it and it flies great and has shown no bad tendencies. I am working to address a difference in the fuel flows from the two tanks and will probably go to a different fuel selector and two separate lines.



A Special Day for Chapter 75 Members Eric and Nicole Dienst

A very special day for Eric and Nicole. A wedding ride in a Waco at the Poplar Grove airport. Photos courtesy of Tom Shelton.



Progress on Todd Fusco's Barracuda at the Davenport Airport

Good progress is being made on the project. Visitors are welcome just about anytime at the hangar at the Davenport airport.



Upcoming EAA Webinars - Go To www.eaa.org/webinars

These are well attended and done. Go to the website to register.

- 10/09/13 Latex Paint for Your Homebuilt Aircraft
- 10/16/13 Learning to Fly: How to Start Following Your Dream
- 10/23/13 Flying to the Bahamas and Caribbean - Everything You Need to Know
- 10/30/13 Flying Efficiently in a World of \$7 Avgas
- 11/06/13 Trust (Your Mechanic), but Verify
- 11/20/13 Prepare for Your Checkride, and Pass
- 11/26/13 LSA and Experimental Maintenance

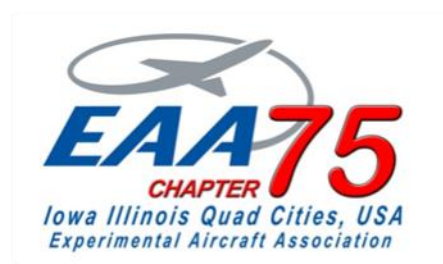


EAA CHAPTER 75 – QUAD CITIES
1ST SATURDAY COFFEE AND DONUTS
MEMBER OR NON-MEMBER
ALL ARE INVITED – BRING THE FAMILY

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

SATURDAY, OCTOBER 5, 2013
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Ron Franck (our Tool
Librarian) at the Davenport
Airport



FLY IN or DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Ron Franck at our NEW CHAPTER EQUIPMENT ROOM 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 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 Jim Smith if you do not know the Harrison Street gate code. 563-340-5131.



Join us for this fun, fact-filled, FREE seminar!

You don't need a meteorologist-level understanding of weather to be a good pilot—though to judge from some of the educational materials out there, you might think so. Skew-T diagrams and moist adiabatic lapse rates are all well and good, but for the most of us it's the practical stuff that matters.

With that in mind, our new seminar is aimed at bolstering your real-world weather wisdom—and having a little fun, too. As with our recent "Chart Challenge" seminar, we'll put your knowledge to the test, quizzing you on everything from METAR/TAF decoding to real-world weather scenarios. Along the way we'll cover:

- The most important weather resources for pilots
- Critical tie-ins with risk management and decision making
- Weather-related accidents that didn't need to happen
- The promise (and pitfalls) of cockpit weather

Don't miss out on this!

Thursday, October 17, 2013
7:00 - 9:00 p.m.
John Deere Global Aviation Services
5600 69th Avenue
Milan, IL 61264

Special thanks to John Deere Global Aviation Services



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](#)

October 5, 2013

EAA Chapter 75 1st Saturday Coffee and Donuts at the Davenport Airport

EAA Chapter 22 Fall FlyIn /DriveIn Lunch,
 11:00am - 3:00pm Rockford, IL BBQ Lunch Fly In/

Drive In

October 12, 2013

EAA Chapter 75 Monthly Meeting at the Deere-Wiman Center at 7PM. www.eaa75.com

October 12-13, 2013

ELSA Airplane Repairman Course Erie Airpark, Erie, IL. Successful completion of the course allows you to perform the annual condition inspection on any Experimental-LSA fixed wing airplane aircraft you own now or in the future. For more information visit <http://www.rainbowaviation.com> or call 530-824-0644

October 13, 2013

Pork'n Pie Feast Ogle County Airport, Mt. Morris, IL 11:00 am - 3:00 pm Old Fashioned Pig Roast with all the Trimmings, including Home-Made Pie!!

October 17, 2013

AOPA Safety Seminar at the John Deere Hanger in Moline on Thursday, October 17th, at 7 pm. The topic this time will be "Weather Challenge".

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

Classified Ads

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

FREE: Have two tables for laying out airplane wings. The legs come off for easy transport. Contact John Vahrenwald at 563-359-3507

For Sale: Share for sale in the Cessna 152 based at DVN. \$1000.00 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-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: Piper Tri-Pacer located at the Davenport Airport. The plane is listed for \$17,000 but I will take \$15,000. I just need to get rid of it because it's too expensive down here

in Florida and cheaper for me to just rent. I do have someone up there to show it. I can e-mail additional photos. Rich Baertschi. 563-349-4886



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 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. All items are shipped directly to the buyer. All you need is a credit



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

card. Many items are available from CafePress (www.cafepress.com),

If you see an item that you would like added to our webstore, let me know.

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We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 75, regardless of the form, format, and/or media used, which includes, but is not limited to, "The Landings" and audio/ video recordings is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. Therefore, no responsibility or liability is expressed, or implied, and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.

Marty Santic
 Chapter 75
 3920 East 59th Street
 Davenport, IA 52807-2968



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

Chapter Website
www.eaa75.com

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
 Renewal
 Info Change

Membership dues for EAA Quad Cities Chapter 75 are \$10/year.
 Make checks payable to EAA Chapter 75

Mail application/renewal to:
 Ed Leahy - EAA Chapter 75
 3211 South 25th Avenue
 Eldridge, IA 52748

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
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Name: _____
 Copilot (spouse, friend, other): _____
 Address: _____

 City: _____ State: _____ Zip: _____
 Phone (Home): _____ (Work): _____
 (Cell): _____
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 EAA#: _____ Exp Date: _____
 Pilot/A&P Ratings: _____
 Occupation: _____ Hobbies: _____

I am interested in helping with: _____

Tool Committee Tech Advisor Flight Advisor
 Repair Barn Young Eagles Social/Flying
 Hospitality Board Member Newsletter

What are You Building? _____

What are You Flying? _____
