

THE LANDINGS

www.eaa75.com

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

January 2012

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

The Christmas potluck went very well, as planned. Santa made his usual appearance to pass out gifts and bring cheer to all. Thanks so much to all who prepared and brought food for the potluck. And a special thanks to Dave and Deb Jacobsen for the table decorations.

I did get to fly one day in December. The air is so great when the temperature is cool. It makes things run better and have improved performance – from 100 mph to 100+ at least.

The 2012 calendar is already starting to fill with aviation activities.

There is a Chapter Leaders Academy scheduled for January 20-22 at the Aviation Center in Oshkosh for existing chapter leaders or those that assist. Call me. Let's try to send a few in January! Is free!

The topic on the EAA Webinar on the EAA webpage for January 4th at 8:00P.M. is on magnetos. We need some of you to participate in this and give a report on this webinar.

Mike Nass will be conducting the meeting in January. The January program is still in progress. Programs through May are all open. We need volunteers to do these programs or find a program or find a program presenter. Would someone bring forward a Fast-team Safety event for one of these months?

Spence Gray has accepted a new chapter leader position of Activities and Flyout Coordinator. Look for future events he is planning in the newsletters.

We are still looking for a membership coordinator. Please think about volunteering for this NEW position.

The 2012 dues of \$10.00 are now due. Send your check to Ed Leahy or give it to him at the meeting. You should pay your dues at the beginning of the year.

The 2012 EAA Chapter Renewal Papers are on my
(Continued on page 2)

Last Month's Program - Chapter 75 Christmas Party and Santa



Next Meeting - January 14th - 7 PM - Paul Kirik "Intro to Formation Flying"

[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

January 14th Chapter Meeting

The January Chapter meeting will be held on **Saturday, January 14th 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 Paul Kirik. Paul will discuss formation flying at the January meeting. It is NOT as simple as one might think. A safe formation flight takes a lot of pre-planning and prior discussion. Hope to see a bunch of folks at the meeting. Bring a friend!!

December 10th Board Meeting and General Meeting Minutes

Due to the Chapter Christmas party last month there are no real Board Meeting or General Meeting minutes to print.

From The Desk of the President (cont.)

(Continued from page 1)

desk filled out and ready to send in. A big thank you to all chapter members who are on the list of elected or appointed leaders, and to all other volunteers who have worked to make 2011 a very successful year.

We have been fortunate in our accomplishments in 2011 – just to mention a few:

- We held successful Young Eagle events at two different airports.
- Participated in Davenport Aviation Awareness Day.
- Held two Hangar party flyins.
- Hosted a B-17 Davenport tour stop and hangar party.
- One week plus Repair Barn at Air Venture in Oshkosh
- Three Air Academy youth participants were 100% sponsored by Chapter 75's
- High Flight Education Fund.
- Christmas Party and potluck at the December meeting.
- Eight regular Chapter 75 meetings with programs at Deere Wiman.
- Held a Girl Scout Take Flight Program at the

Davenport Airport.

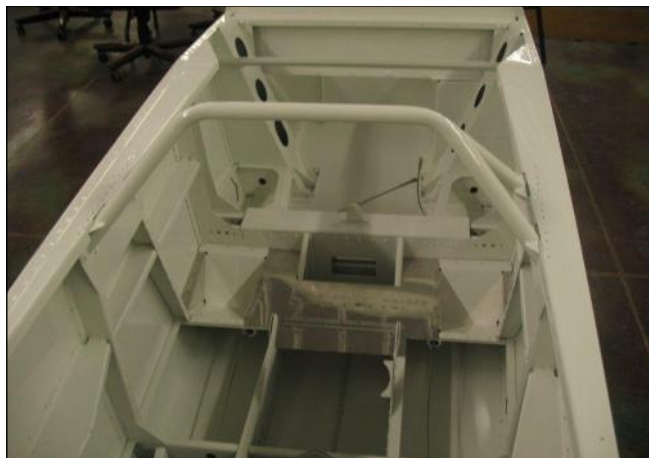
- Project review by Keith Williams – RV-12.
- We had two board members attend the Chapter Leader's Conference this year.
- The Quad City Aviators merged with Chapter 75 through much effort by Marty Santic and Bill Swaim. We look forward to their being an active part of the Chapter.
- We published 12 newsletters "The Landings". Our web page "EAA 75" was updated regularly and coupled with EAA Oshkosh new web site for Chapter 75.

Let's see what can be accomplished in 2012. It takes lots of members to accomplish these activities. Thanks in advance to all who will take an active part in making 2012 a successful year.

Wishing you a Happy-Healthy New Year.
Happy Flying - Jim

Bob Johnson's RV-8 Progress Photos

Bob indicates the wings are done, interior is painted, and is now working on the floor panels and rudder.



December's Christmas Party



If You Missed It - See You Dec 2012!!



Engine Pre-Heater Safety (from Larry McFarland as Published in Sport Aviation)

LAST MONTH'S HINT ABOUT an engine preheater was a good idea, except for one thing. We had a setup like [the one described] in a closed hangar at the Davenport airport, and seeping fuel evaporative found its way into the heater. The resulting fire destroyed the airplane, the metal hangar, and an airplane and boat in adjoining hangars. It was a really hot fire.

Since then, EAA Chapter 75 members place the heater on a stand that's 12 to 24 inches above the floor to keep it above any possible fumes from spilled or leaked fuel. I modified my floor model by riveting a quick weld stand to hold it. I use a bungee to grab a wire across the mouth of the flex piece and hook the ends together over my prop shaft.

This is a much safer prospect, and you'll sleep better even if you don't think you have any leaks, seepage, or vapor near the floor.

FAA AERONAV Meeting: Radically Higher Prices for Digital Charting PROPOSED (from AvWeb)

Terrible news for those of us that use the FREE internet flight planning services and electronic charts in the cockpit. This is an update to a previous story. The FAA held this meeting at the beginning of December and it appears they will be moving forward and at this point, are ignoring all user comments.

This will put an end to much of the FREE information that we have available even at the expense of our safety. By law, the FAA may recover ONLY costs that do NOT affect safety.

The FAA's AeroNav charting division told vendors this week that it proposes to charge end users of digital charting producers about \$150 a year to close a \$5 million shortfall in its budget due to declining paper chart sales. The new fee, if adopted, would presumably more than double the cost of some popular iPad and Droid applications such as ForeFlight and WingX. Plus, vendors selling through Apple's application channels would face additional charges. Pilots should NOT pay \$150 for these products without screaming about it. Write your representatives.



The Tragedy of Continued VFR (cont.)

(Continued from page 9)

prevent these accidents is more complicated than making new rules, and more expensive than new technology. The solution is also exceedingly rare and ranks right up there with fuel exhaustion accident prevention. The answer is pilot discipline and responsibility, and that is a precious commodity in short supply when we must have it 100 percent of the time. Scud running is just a form of gambling, and we are all gamblers, at least a little. The best I can hope for – and the way I try to make my flying decisions – is to gamble with my own safety, but not with the lives of others. We will never see the last continued VFR into IMC accident, but my fervent hope is that we be around long enough to see the last one that takes more than a single life in the crash.

Another What Is It?

Had to look real hard for this one. The previous submittals were just TOO easy for the super smart group we have in Chapter 75. Loman O'Bryne helped me find this entry. The winner gets a gift this month. I am awaiting your best guess, Send it to me at marty.santic@gmail.com



Is My Hangar Door Just Waiting for Me to be Complacent?

(from the Rotax-

Owner Forum)

(Yes it is!)

Another recent incident has prompted me to throw this out for review.

Just wanted to touch bases with everyone concerning our hangar doors. Over the last couple of years too many people have shut their hangar doors on their plane. It is usually the tail and a few wings. That means we are leaving our planes way too close to the door edge whether it be on the inside, but usually these incidents happen when the plane is on the outside of the door.

When I was on the Fire Department there were many door accidents as the truck would pull out. You can imagine what something the size of a fire truck can do to a large garage type door. The cost to the department was hundreds of thousands of dollars. So a policy was written. The door is either 12" off the ground and open for air movement or it was all the way open, nothing in between. The Fire truck was either all the way in the apparatus bay or it was all the way out. No one was allowed to touch the close button until the truck was way out of the station or parked inside. Failure to follow these rules led to a one day suspension and damage to another door or vehicle was much longer.

The point of this is to make everyone take notice that their plane should never be parked half way in or out of the hangar or very close to any door. If it is an electric hangar door it has a certain amount of angle that it protrudes as it opens. These hangar accidents have cost tens of thousands of dollars and I hope this little article helps someone from having this type of accident again. Even if the insurance pays for this incident the repair work and logistics is a royal pain. If I have to have something that crosses the door threshold then I trip the electrical breakers so there is no power to the door and it can't move.

Don't get suspended keep your attention focused and your plane at a safe distance from the hangar door.

DO NOT Forget Your 2012 Dues!!!

Planning Begins for the Next AOPA Safety Seminar in the Quad Cities

(from Tim Leinbach)

After such an excellent turn-out at my last seminar at Elliott's in Moline, AOPA Air Safety Foundation has contacted me and want to return in the Spring to present their newest safety seminar. We are trying to organize and set a date at this time. As of right now, we are looking at April. So, as before, we need to try for a record attendance and put the Quad City Area on the map for Aviation. If everyone could pass this on that would be phenomenal.

Tim Leinbach CFII

Leading Edge Flight Training

Illinois FAASTEAM Representative

Society of Aviation Flight Educators (SAFE)

NAFI Flight Instructor

(C) [309-781-9585](tel:309-781-9585)

Planning Begins On Future Chapter Fly Out Events Once Spring Arrives - PLEASE Complete the Survey

(from Spence Gray)

Spence has created a short survey of questions for info on possible fly out trips. The link is as follows:

<http://www.surveymonkey.com/s/GJPW3P2>

Please take a moment and complete the short survey. Will help plan our first and future fly-out trips.

Have You Tried 3-D Audio?

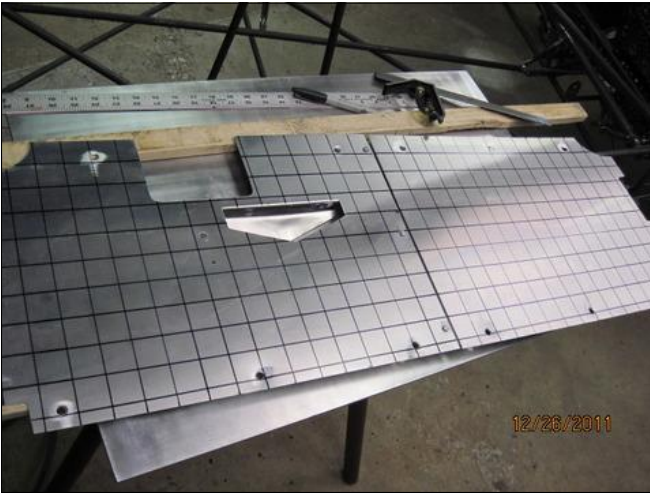
via Tom Henry

You have heard of 3D images, but how about 3D AUDIO? It's pretty cool. You really need earphones to appreciate the stereo effect. <http://www8.garmin.com/3daudio/>

Japanese Surrender - Amazing Footage Sept 2, 1945. Click here: [Japanese Surrender](#)

Spontaneous Victory Parade in Honolulu in 1945. Notice the cars and jeeps, and the youth. Check out the color fidelity. It's not bad for 1945. Nothing will ever compare with Kodachrome film. <http://vimeo.com/5645171>

A Floor Pan Idea (from Cy Galley)



Pieces have the grid pattern (1-1/8th sq)



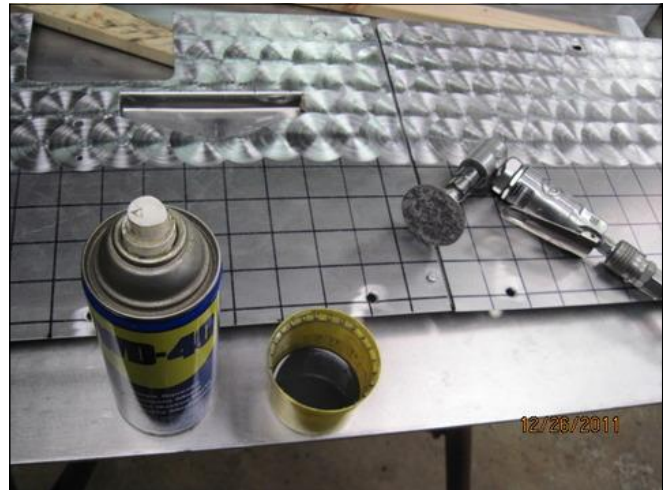
The Scuff pad is 2".... I use an aluminum washer to help support the Scuff pad... It is dipped in the WD 40 and hitting the trigger. The excess fluid stays in the container.



The lines you need will stay put.



Dipping the scuff pad



The fluid gets full of aluminum.



The finished product. Was careful to ensure the pattern was continuous between each of the floor pieces. An enjoyable project. And nice looking to boot!!

Simple Angle of Attack (AOA) Sensors - The FAA Gets this One Right

When a federal agency gets it right and responds promptly, we all need to pause, to recognize, and to applaud.

I would like to nominate Peter Rouse and David Sizoo of FAA-SAD (the Small Aircraft Directorate) for a special award with accompanying national publicity from AOPA Air Safety Institute. And from the B2OSH group. And from the ABS. I am totally serious. I have no idea what to call it, but ³FAA HERO OF 2011² comes to mind. These are two men of courage and integrity with foresight and clarity of vision:

Peter Rouse is a FAA Aerospace Engineer Policy and Regulation Branch, ACE-111 Small Airplane Directorate - Federal Aviation Administration Pete flies a Baron and has long been a participant in the B2OSH mass arrival at Oshkosh. He's a wonderful quiet guy so he never mentioned what he does for a living. We have a star among us!

David Sizoo is a FAA Flight Test Pilot Aircraft Certification Service, ACE-112 Small Airplane Directorate - Federal Aviation Administration Dave came off the F35 Joint Strike Fighter Flight Test program and now flies off new certifications for the FAA-SAD.

I flew these two men in my Alpha System AoA-equipped King Air 90 a few weeks ago and they saw with their own eyes how reliable and repeatable the Alpha System AoA sensor/display is. We discussed the non-intrusive installation with no new holes cut in the pressure vessel of the King Air. They heard that I have no financial interest in any AoA product or company. A week later, they installed an AoA Enhanced Legacy system in a Kansas City FBO rental aircraft that the FAA-SAD staffers use for recurrent training.

On Friday Dec 16 they delivered to Mark Korin at Alpha Systems AoA everything they told me they'd try to do ... and more! Mark sent me their FAA-SAD letter of clarification, which is attached. And posted at www.ballyshannon.com/aoaminormod.html

Their letter will save a lot of lives; it has been reviewed at the senior FAA-SAD level AND at the FSDO management level. This FAA-SAD clarification should eliminate almost all field objections to installing a simple non-intrusive AoA system on almost all small aircraft.

A year or so ago, at Tom Rosen's and my request, starting with Bill Hatfield last summer in contact with the Chicago ACO (they said: "this simple supplementary device doesn't need an STC ..."), the FAA Small Aircraft Directorate just issued an extraordinary letter. Basically, they ratified eve-

rything that we have been saying, specifically including the fact that, in MOST light aircraft, the Alpha System AoA that Butt, Sasser, Friedman, Stovall, Earle, Niemi, Paysse, etc. fly with ... may quite properly be installed as a simple minor alteration. They basically say "there are very real safety benefits from such devices; go for it,".

I have never seen such a letter from the FAA, but the seat-belt refits may have been similarly handled. While the letter happened to be mailed to AlphaSystems, their intent w/r/t similar non-intrusive systems is very clear.

Hugely important news, an example of truly great open minded engineers using logic and courage, it represents the very best of the FAA.

The Feds have ten major initiatives. The first two are 1. Stop the stall/spins in the landing pattern, and 2. Stop the departure stall/spins.

Alpha sensors/displays can help with both. Even great aviators with good airmanship skills can benefit; the Alpha devices do not lie. But they MUST be used along with the primary reference: Indicated Airspeed, and ... Airspeed must remain as the primary reference, because that is how the aircraft was certificated. I will not be at all surprised to read, within a year, that all new certifications will require Alpha sensors. That certification requirement will come from the FAA-SAD. From the same agency that helped us. I hope that happens. It will cost next to nothing to include Alpha sensors as an airplane is being assembled.

Remember, we don't get any better performance out of an AoA-equipped aircraft; an AoA will simply TELL US MORE, and VERY PRECISELY, about how much stall margin we have. Tom Rosen and I are simply in awe of the response we got. Far more that we were hoping for, FAA-SAD fully ratified our efforts over the last year and a half. They did it in only six months, and the clarification letter was fully vetted by senior FAA-SAD and the FSDO leadership.

How about that? Tom Rosen and I have four dead pals who are surely looking down from Heaven at these men today. I am quite certain that they are very pleased.

A special thanks to Bruce Landsberg at the AOPA Air Safety Institute: Finally! ... I am truly honored to know this man. His writings and teachings have been a voice in the wilderness for far too long. Two decades, at least, by my memory. On Alpha sensors, Bruce's has occasionally been a lonely voice, but he has been right all along. Oh, so right he has been!

To our AoA Flight Test pilots, who proved that this one system really works: Al Aitken (Al flight-tested the USMC Hornets at NAS PXT and wrote our AoA test flight plan), Will Moore, Jack Stovall, Earle Thompson,

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Simple Angle of Attack Sensors (cont.)

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Mary Jane and Bob Butt, Joe Sasser...Tom Rosen and I are humbly grateful for your time and effort. Thank you every one.

To our early installing A&Ps: Richard Kiser, Kyle London, Steve Bradley at Classic Aviation in KSHD. You dug through the existing, somewhat unclear, guidance and you figured out that installing a simple non-intrusive AoA was perfectly OK. Bravo!

The Tragedy of Continued VFR

All aviation accidents are, of course, tragedies for those involved and their families and friends. But the deaths caused by pilots who fly into weather conditions that they and their airplane are not equipped to handle strike me as the most sad because they are totally avoidable.

The VFR pilot who presses on into IMC (instrument meteorological conditions) is invariably trying to reach some destination, and that sets the stage for carrying passengers to that destination, and so often the death toll for a continued flight into IMC accident is high. Holidays add to the urgency to be someplace with an airplane full of passengers. As we saw over the Thanksgiving period poor weather and VFR flying can lead to disaster.

Unlike when flying IFR in the clouds the VFR pilot has the only tool needed to avoid weather he can't handle – the windshield. IMC doesn't sneak up on a pilot. If a pilot departs in true VFR he flies into low visibility and low clouds; the bad weather doesn't chase him down. Even low fog that may form under you is never so widespread that you can't divert so long as you carry the prudent amount of fuel.

When I came into the general aviation business in the 1970s we were writing about how instrument ratings were the answer to the continued VFR accident. If pilots simply all had IFR tickets they would sail along in the clouds to their destination and the problem would be solved.

The aviation industry, the FAA and the media all pitched the safety advantages of earning an IFR rating. The FAA reduced the total time required to earn the IFR rating, and many instructional courses were developed to teach pilots how to fly IFR. Avionics

advances made the task at least a little less daunting. And it worked. More than half of all private pilots are IFR rated, the big majority of commercial pilots are, and all ATPs have the rating.

But more general aviation IFR flying didn't work out exactly as planned. Now pilots with instrument ratings flying on a clearance in the clouds lose control and crash about as often as VFR pilots fly into obstructions or terrain while scud running. When you punch into the clouds maintaining control and staying on the proper flight path is the hard part. When you grope your way along below a low ceiling, or low visibility, control of the airplane is not the big issue, but flying into what you can't see is.

Improving IFR flying safety for general aviation pilots is a complicated task involving training, equipment, and currency. New technology such as satellite weather radar in the cockpit, flight directors, very capable autopilots, advanced glass cockpits, and more prevalent ice protection system availability have all made improved IFR safety possible, and I expect a gradual improvement to continue.

But we don't need any new equipment, advanced technology, new rules, or even improved training to prevent the continued VFR into IMC accident.

For the VFR pilot it's great to see a Nexrad radar picture delivered to your cockpit, and that picture can suggest a big deviation to avoid the weather detected by the radar. But a radar image won't change the fact that if the weather looks bad through the windshield the VFR pilot must deviate, turn around, or land. With or without radar, only the view ahead matters.

The same can be said for improved weather forecasts and more timely weather reporting. A forecast may encourage a VFR pilot to start a trip, but again, if the view out the windshield is not VFR, the pilot has to divert, no matter what the forecast says. The same is true for routine weather reports from airports. It doesn't matter what the METAR says if the weather ahead of you is not VFR.

Rule changes can't help because it has always been illegal to fly in weather conditions that don't allow you to see obstructions and terrain, and provide enough glimpse of a horizon to stay right side up. And training won't help because every pilot from lesson one is taught not to fly VFR when you can't see. The real solution to the continued VFR into IMC accident problem is the most elusive of all. The way to

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From the FAA Safety Briefing On-Line Website - The NEW PILOT'S Guide - ALL FREE!

Click on the following links to the FAA Safety Briefing On-Line Jan/Feb Newsletter. Links are contained within the FAA newsletter for a series of publications for that aspiring aviator. Each of the texts can be downloaded to your PC for latter study and viewing.

[Link to the FAA Safety Briefing website.](#)

[Link to the January/February issue of the FAA Safety Briefing](#) (Contents listed below.)



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Local Calendar of Events (click on the Links)

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

January 7, 2012

FAA Super Safety Seminar - IDOT Hanley Building, 2300 S. Dirksen Pkwy, Auditorium, Springfield, IL 8am. Accident Causal Factors, Fatigue & Stress, Presidential TFRs, 4 Things That Your Sectional Chart Won't Tell You

January 14,, 2012

EAA Chapter 75 Monthly Meeting - 7pm - Meeting at the Deere-Wiman Center, Moline, IL

January 28, 2012

Iowa Aviation Museum's 15th Annual Chili Fly-In, Greenfield, IA Lee Ann Nelson 641-343-7184

February 11, 2012

EAA Chapter 75 Monthly Meeting - 7pm - Meeting at the Deere-Wiman Center, Moline, IL

March 3, 2012

Illinois Ultralight & Light Plane Safety Seminar Springfield, IL. This year's keynote speaker is Rod Hightower, President of EAA. Registration begins at 8:00 AM. Program starts at 9:00 AM and ends at 4:00 PM. Attendance is FREE. More information is available at the Safety Seminar website – www.safety-seminar.com.

DO NOT Forget Your 2012 Dues!!!

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

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](#) (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

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

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

For Sale: Scroll Saw. \$35. Bought a new one. Contact John Vahrenwald at airbike5@yahoo.com

For Sale: 14" Band Saw on floor stand. 3/4 HP motor, 93 1/2" blade length, 4 speeds. Works well cutting thin metal using slower speed. Up to 6" thick material. 11 years old. Asking \$200. Ron Ehrecke [309-762-3210](tel:309-762-3210) (Home). [309-236-9785](tel:309-236-9785) (Cell)

For Sale: 1966 PA-28-140 (150hp) 2793 TT, 646 SMOH, King 170B Nav/Com with VOR/LOC Indicator, Narco AT 150 Transponder with encoder, new battery at 8/16/2011 annual, all AD's complied with, recent vac pump replaced, complete logs, hangared at EZI since 1991. Contact Jim Love [\(309\)368-3339](tel:309368-3339).

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!!

The Varied Talents of Our Chapter Members - Iowa Veterans Tell Their Stories through Poetry and Prose

(from Keith Williams and the Daily Iowan)

The varied talents of our chapter members is amazing to me.

I knew that Wayne Sapp does some writing and that he was attending a writing workshop at the University of Iowa in early November. The link below is to an article that appeared in the "Daily Iowan" (the University of Iowa newspaper) about the workshop and the work of some of the participants, including Wayne.

<http://www.dailyiowan.com/2011/11/11/Metro/25955.html>

The article is well worth a read. In the section about Wayne it mentions the poetry he has written. Wayne has published some of his poems in a small book called "Dinky Dau". This past week I got a chance to read it. Chapter 75 members who appreciate poetry would enjoy getting a copy of the book and reading Wayne's poems. I know I did.

In any case, I think it would be good to get the link to the Daily Iowan article into the newsletter.

Neat Internet Links from Our Members

Latest Sea Trials of the F-35B on the USS Wasp

http://www.youtube.com/watch_popup?v=Ki86x1WKPM

The B-17 Photo Gallery, Up and Personal (How Does Bernard Zee Get The BEST Photos?? Will share some tips in the February edition!!)

http://home.comcast.net/~szez1a/Al_overcast/Al_overcast.html

C-130J Demo 'Paris 2011' In Cockpit

<http://www.patricksaviation.com/videos/cpasley/5495/>

The FASTEST Piston Car on Earth

<http://biertijd.com/mediaplayer/?itemid=21927>

Short Clip - WWII Dogfight

<http://biggeekdad.com/2011/11/the-german/comment-page-1/#comments>

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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.



Ground School

Private Pilot Ground School

Meets Tuesday Nights 6:00PM and cost is \$325 + (tax)
Starts: Tuesday, January 17

Instrument Ground School

Meets Monday Nights 6:00PM and cost is \$350 + (tax)
Starts: Monday, January 16

Questions please call 1-563-391-5650



Introducing Our new Redbird TD2 G1000 FTD



- Now your instrument rating is more affordable.
- Featuring Garmin G1000 avionics.
- Can be used up to 14 hours for our part 141 Instrument Rating Flight Program.
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The Time Spent Flying is NOT Deducted
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