

THE LANDINGS

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

March 2013

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Many thanks to Vice President Mike Nass for stepping in for me during my absence in January and February.

Our Chapter Programs are being made available on the internet through the efforts of Marty Santic using current state of the art electronics.

Bev and I walked in to the Texas Cattle Company restaurant in LaFeria Tx. for Chapter 595's mid month dine out meeting. Chapter President Don Schwankie asked if I had seen the video Marty had recorded of Jim Sweeney's presentation of ADS-B at our February meeting. 1 hour 15 minutes on YouTube. [Click here to see the presentaion](#), if you missed it. Jim Sweeney - ADS-B. Jim's presentation is very informative and not slanted towards one manufacturer's product.

EAA has compiled our Young Eagle credits. We will apply them to our three Air Academy youth we are sending for 2013. If you know of someone who could attend Air Academy in 2014, have them get on

Chapter 75's web site and download the forms to be filled out and turned in.

February Coffee and Donuts at Charlie Hammes shop brought out all the RV builders. I am told the only conversations going on were about RV's. Thanks Charlie for hosting.

Last month I reported about AirVenture Chairman Volunteer Conference.

This month a follow up conference was held with 83 Chair's on the call. Subjects were updates on some of subjects discussed and printed in the newsletter last month along with several venue moves planned for AirVenture 2013 to more desirable locations. Some of them were Aviators club, Volunteer Park, Registration Center, Assistance Center. Things are coming together for AirVenture 2013

Happy Flying Jim

Last Month's Program Jim Sweeney - ADS-B and NextGen



Next Meeting - March 9th - 7 PM - Davenport National Weather Service
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

March 9th Chapter Meeting

The March Chapter meeting will be held on **Saturday, March 9th at 7 PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

The meeting will feature a presentation by Dan Ferry from the Davenport office of the National Weather Service located at the Davenport Airport. He will discuss the current state of the art weather data collection methods used for weather forecasting. Will be an interesting program this month. Bring your questions. **Bring a friend!!**

February 9th Board Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter Vice President Mike Nass at 6:22 PM

MEMBERS PRESENT: Mike Nass, George Bedeian, Ed Leahy, Tom Shelton and Marty Santic

THOSE NOT PRESENT: Jim Smith, and Dave Jacobsen

OTHERS PRESENT: Ron Frank and John Bullers

TREASURERS REPORT: The treasurer's report was read by Ed Leahy. A motion to accept the report was made by Marty Santic, the motion was seconded Tom Shelton. Approval by the board was unanimous

A motion to approve the previous months minutes, as published in the last newsletter was made by Marty Santic and was seconded by George Bedeian. The motion was approved by the board.

OLD BUSINESS: The balance in the Highflight fund has decreased this year due to the market & fees.

The Highflight foundation still owes the chapter money from last year.

Ed Leahy suggested further review by the chapter on its status and how the fund is invested.

Marty Santic showed the board the status on this year's membership dues, and number of members that still owe 2013 dues.

NEW BUSINESS: Marty Santic will record tonight's evening presentation for a possible up load on to YouTube.

We are looking for evening programs for April & May.

We need volunteers for first Saturdays coffee and doughnuts, and would like it to be a project visit if possible.

A motion to adjourn the meeting was made by Ed Leahy and was seconded by Tom Shelton. The meeting was adjourned at 7:00 PM.

These minutes respectively submitted by Vahan G. Bedeian, Recording Secretary, EAA Chapter 75

February 9th General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:05 PM with 32 members present, by Chapter Vice President Mike Nass.

VISITORS AND NEW MEMBERS: Greg Stauder, new member from Galena, IL Alma Mariano – visitor

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

TOOL LIBRARY: Nothing to report.

TECH COUNSELOR REPORT: Terry Crouch noted an article in the Experimenter on how to make a crankshaft seal installation tool for Lycoming engines.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Nothing to report.

YOUNG EAGLES: Nothing to report.

NEXT STEPS ADVISOR: Nothing to report.

AIR ACADEMY ADVISOR: Nothing to report.

MEMBERSHIP COORDIATOR: Tom Shelton is

February 9th General Meeting Minutes

planning to discuss membership goals at the next board meeting.

ACTIVITIES / FLY-IN/OUT COORDIATOR: Nothing to report.

NEWSLETTER EDITOR: Marty Santic is always looking for trip write ups, pictures, aviation web links and other good aviation stories for the newsletter.

WEB EDITOR: Nothing to report.

OLD BUSINESS: Nothing to report.

NEW BUSINESS: We need evening program presenters for April & May chapter meetings. These presentations can be of technical in nature and involve building and problem solving.

We are looking for Saturday morning coffee doughnuts hosts / project reviews or restorations.

Adjournment: The membership meeting was adjourned at 7:41 PM

THE EVENING PROGRAM: Jim Sweeney from Savanna, IL gave a presentation on ADS-B and how it will affect General Aviation, and the time line on its implementation.

These minutes respectively submitted by Vahan G. Bedeian, Recording Secretary, EAA Chapter 75

2013 EAA Calendars and Chapter 75 Baseball Caps Remain Available

Ed would like all to know that a number of the 2013 edition of the EAA Calendar are still available. They are now \$7 and will be available at the March meeting or via Ed Leahy.

Also, a couple of baseball caps in light khaki also remain available. The caps embroidered with the NEW Chapter 75 logo are very nice. They are \$11 and the caps will be available at the future chapter meetings. They are also available via the US Mail. Add \$5 for postage. Contact Marty Santic via marty.santic@gmail.com if you would like one.

Are Your 2013 Chapter 75 Dues Paid?

The 2013 Chapter 75 Roster and e-Mail List Becomes Final on April 1st!

What Was It? As Submitted by Loman O'Bryne



The mystery aircraft is a Channel Custer Wing CCW-5. The winner was Tom Henry and Tom has submitted the next challenge. Correct entries were also submitted by Ron Franck, Cy Galley and Galen Johnson.. The Custer Channel Wing was a series of American-built experimental aircraft designs of the 40s and 50s incorporating a *half-barrel* shaped section to each wing. Cy Galley says, "They were looking for financing to place into production. An Engineer came to me and had me make a u-channel mock up so they could get some empirical data. Must not have done a very good job as they still went belly-up."



February -- 1st Saturday Coffee and RV-8 Project Review - At Charlie Hammes

(Text from Charlie Hammes)

N525RV construction began in Leawood, Kansas on March 29th, 2010. The empennage was completed in May of 2010. The wing kit arrived and construction began in August, 2010. Wing construction was completed in November, 2010. The quick build fuselage arrived in November, 2010. Just in time as John Deere offered me a new position in the Quad-Cities. Then I packed it all up for the move.

N525RV progress came to a screeching halt while our new home in Bettendorf was constructed. No build progress for about 8 months. Once we settled in our new home, building resumed in June of 2011. There was lots of fun finishing the fuselage, canopy and the dreaded canopy skirts and cowling that fit like #\$\$%^ . Learned the good and bad thing about fiberglass and epoxy is that if you don't like the results you can always sand it all off and start over. Then have more fun chasing pin-holes. Took delivery of my instrument panel assembled by Steinair in August, 2012... and the wiring began. My goal is to have the airplane's airworthiness certificate late spring this year.



February -- 1st Saturday Coffee and RV-8 Project Review - At Charlie Hammes



The Sound of Silence

(from Mike Hoyer, EAA Chapter 168 - Dallas, TX)

I suppose that if you fly long enough it's bound to happen; that is having a real engine failure in flight. We learn how to deal with it as students, we are tested for it to earn our license, and we are encouraged to continue practicing as we build hours.

Around 5:00 PM on Wednesday evening November 7, 2012 the Lycoming O235 in my Pober Pixie II decided it had enough and called it quits. Flying alone on a short evening flight across Rockwall County, westbound at 600 feet AGL, easing toward 1000 feet AGL in cruise climb, I noticed the scent of oil vapor. A visual check over the side of the open cockpit was all the confirmation I needed, so I started a 180 degree turn back toward the airport about four miles behind me. It was not soon enough though and the engine began to clatter and shake but continued to run. Fortunately lots of open fields were available. Reducing power caused the engine to immediately seize with the prop stopped at the 12:00 o'clock position. The field of choice was raked brown dirt, dry with some remnants of corn stalks plowed in. Wind was calm, the field relatively smooth, rectangular in shape and about the size of Airpark East. The landing was uneventful, and a welcoming party arrived within five minutes. The land owner lived nearby and after being satisfied all was well, he gave me a lift back to IF7. My friend Howard Schindler and I met the next morning and we began the process of removing the wings and relocating the Pixie II to her hangar.

HISTORY

The engine was originally installed in a new 1953 Piper PA12 Super Cub; I have the one and only original logbook. According to the log, it was flown to TBO (2000 hours), removed from the Cub in 1957 and stored until 1974. It was overhauled at that time and put into service on a homebuilt Jodel D12. Following Tony Bingelis' recommendations in his book *Firewall Forward*, I removed the engine from the Jodel in February of 1991 with 283 hours logged since 1974, and did a partial restoration of the engine that did not include the internal reciprocating components. I did have an FAA approved shop overhaul the cylinders and I overhauled the carb and replaced all ignition components with new parts. I installed it in the Pixie II in 2000 and ground ran it for about two hours before the first flight in May of 2000.

All four cylinders were replaced in the summer of



View through the number 1 Cylinder base opening before Disassembly



Number two rod and failed bolt with nut still attached



Number two cylinder base after cutting away skirt to release it.

2011 with new Lycoming parts at 1114 hours logged

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The Sound of Silence (cont.)

(Continued from page 6)

due to low compression in two of the cylinders. The engine had about 80 hours on the new cylinders when the failure occurred. The big question of course is what happened?

Mark Davis is a friend at the airport, fellow EAA member and holds A&P with IA certifications. We worked out a plan that started with removing the spark plugs to determine piston placement. Sure enough, numbers one, three and four were in their proper positions relative to the propeller orientation at 12:00. Number two however, was at top dead center which is not in agreement with the others. The next step was to remove number two from the engine. After disconnecting the various components and removing the base nuts, the cylinder would only move about ¼ inch out from the case. The next step was to remove the remaining cylinders which exposed the interior of the engine. We could see the number two rod journal was missing the rod cap, and one bolt. The crankshaft rod journal was damaged and oxidized blue from intense heat. The rod was completely disconnected from the crankshaft and the piston/rod assembly could be moved freely within the cylinder. The rod cap and bearing, bolt, nut, etc. were missing and there were lots of shiny marks on the inside of the case.

We found the majority of remaining bearing and rod cap debris in the bottom of the case and the oil sump. The rod bolt with castellated nut and cotter key still attached was found in two pieces, both elongated and obviously having failed in tension. What a mess!

We relocated the engine from its mount to an overhaul stand and began the disassembly process. Once the case was separated we could see that the cylinder skirt had been distorted by the flailing rod such that it was flared on the inside. We removed the damage area with a Dremel tool and diamond cut-off wheel to finally separate the cylinder from the left side of the case.

RESEARCH

Sacramento Sky Ranch offers an excellent book “Sky Ranch Engineering Manual”; on aircraft engine maintenance, failure, and repair. According to their text regarding oil starvation: “The first area of damage is usually the rod bearing. Upon loss of oil pressure, the



Number two rod journal damage, note the oil relief hole partially closed off



Sludge Tube

rod journal comes in contact with the rod bearing. Heating and scuffing causes the bearing babbitt to melt and flow off the bearing shell. The bearing shell then scores the crankshaft journal. With the loss of bearing babbitt, the rod will be loose on the journal. If the engine continues to operate, the rod bolts fail, releasing the rod from the crankshaft. “

So it appears that we experienced a catastrophic failure of the number two rod bearing due to oil starvation. Oddly enough, I never saw a drop in oil pressure, even as the engine continued to run with all the racket. So what might have caused the failure?

The Lycoming Overhaul Manual makes the following statement with regard to crankshaft cleaning at over-

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The Sound of Silence (cont.)

haul: “Accumulated sludge loosened during cleaning will clog the crankshaft oil passages and cause subsequent bearing failures.”

This engine does not have an oil filter and the crankshaft is fitted with sludge tubes at each rod journal. Perhaps sludge accumulation reduced oil delivery to that particular journal. That might also explain the oil vapor I noticed in flight, likely due to the heat generated by the crankshaft after the bearing disintegrated. Removing the sludge tube released a dry powdery substance that could pass for “sludge” baked at a very high temperature.

The Lycoming O235 was first produced in 1942 and has a reputation for being a rugged, durable engine, and is still in production today. It is rated from 108 to 115 Hp, depending on compression ratio. The O235 shares case components and various internal components like camshaft, tappets and crankshaft with the O290 rated at 135 Hp. The connecting rods and bearing components are also shared with the O320 series engine that is rated up to 160 Hp. However most of the early engines did not include an oil filter, relying on more frequent oil changes and a reusable screen instead.



Sludge Tube as Installed in a Rod Journal

It is said that the word experimental translates to “mental experience”. So far this experience has been mental alright, with a little physical experience thrown in. We are now in the process of locating parts, working with vendors to provide advice and certified components to re-build the engine. I plan on re-assembling the engine as part of our home-builder privilege, learning as we go, and enjoying the process of working with “mind and hand” as Paul Poberezny would say.

Do You Know You Carry a Borescope, and a Tool to Look in a Tight Areas or Around a Corner In Your Pocket?

Yes, it is true. Most of us have a cell phone. Select the cell phone video-recorder mode and turn the lamp on the cell phone ON. Press RECORD and use the cell phone to look deep in the cowling or use the cell phone to look around a corner. With the winter, upon, check deep in the cowling for those warm seeking critters. Or just use the FLASHLITE app.



The Origin of 3 Letter Airport Codes

by Rick Seaney, www.FareCompare.com

Most of you fliers out there are familiar with JFK, LAX and DFW -- the airport codes for New York's Kennedy, Los Angeles International and Dallas-Ft. Worth. But how many of you have flown to SUX?

Yes, SUX - the airport code for Sioux City, Iowa. Luckily, residents there have a sense of humor; instead of bemoaning their unfortunate appellation, they celebrate it: the airport's website sells souvenirs including t-shirts and caps emblazoned with the bold SUX logo.

It could be worse. It appears a kindergartner might have had a hand in picking some of these airport codes: Russia's Bolshoye Savino Airport is stuck with the unlovely designation PEE, while Brazil's Poco De Caldas Airport has to live with POO. Then there's Rotorua, New Zealand ROT while Louisiana's Barksdale Air Force Base is just plain BAD.

Ever wonder how these codes came into being and what they mean? I'm going to tell you, plus I'll give more examples of truly weird ones. Like FAT and GRR.

First things first: FAT is the airport code for Fresno, Calif. (and from what I understand, the locals aren't crazy about it); and while GRR may sound like an anger management therapy center, it's actually the code for Gerald R. Ford International Airport in Grand Rapids, Mich.

Where do these codes come from?

The assignment of these codes is administered by the Montreal-based International Air Transport Association (IATA) and the codes cover locations (mainly airports) around the globe.

A lot of these codes are no brainers: LGA stands for LaGuardia in New York, HOU is for Houston's Hobby Airport and SLC is for Salt Lake City.

History of Airport Codes

But what about, say, LAX -- where did that "X" come from? It goes back to the early days of passenger air travel when airports simply used the same two letter codes that the National Weather Service used for cities, never dreaming they'd ever need more letters for

more combinations. When they did, some airports simply added an "X" to their name, and that's why you have LAX or PHX for Phoenix.

But how to explain Chicago O'Hare's ORD? For that I turned to the Sky God -- pilot Dave English. A few years back, he wrote an excellent explanation piece for the Airline Pilots Association journal that tells the story of a now defunct community just west of Chicago called Orchard Place. In the 1940's, it became the site of a military (and later, commercial) airport called Orchard Field, which was renamed for WW II ace Edward Henry "Butch" O'Hare, in 1949. However, nobody bothered to change the original "Orchard" code designation of ORD.

Ever wonder why Orlando has the code of MCO? Hint: before it was the gateway to theme parks, it was McCoy Air Force Base.

History buffs might have been able to solve those little mysteries eventually, but try explaining these two Tennessee puzzlers: Nashville's airport code of BNA and Knoxville's TYS designation.

The "B" in BNA stands for Berry -- Col. Harry Berry, to be precise, who headed the state's Works Progress Administration during the Depression when the airport was built. The facility was named for the colonel in 1937. The "NA" in BNA simply stands for Nashville.

As for the Knoxville airport, it was built on land donated by a wealthy resident name Bettie Tyson. She asked that the new facility be named for her only son Charlie, who was killed in action during WWI when his plane went down off the English coast. Even though Lt. Tyson died more than ninety years ago, his name lives on at TYS.

Origin of Three-Letter Airport Codes

But if you really want to see a lot of great airport codes, head to Alaska. The word transportation pretty much means flying for a lot of folks there, since the state itself notes that 82 percent of Alaska's communities are not served by roads. Mind-boggling, huh?

So they fly. And while Alaska has big airports like Ted Stevens International in Anchorage (ANC), the state's Department of Transportation & Public Facilities also owns 253 rural airports -- many of them one-runway affairs with landing strips made of dirt or

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The Origin of 3 Letter Airport Codes

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gravel. And great code names.

Like EEK, a fitting code for the little community of Eek in western Alaska. Then there's WOW for Willow, GNU for Goodnews Bay and UNK for Unalakleet Airport.

Now let's look at tiny Chicken, Alaska (according to its folksy website, the population is "usually between 17 and 37, depending on who you ask.") You might expect its graveled-runway to proudly boast the CHK code, but alas, Chickasha Municipal Airport in Okla. was already using that one, so Chicken settled for CKX (remember those "X's"). And forget FWL; Farewell, Alaska already had dibs on that.

Back to the lower 48 and another mystery: why is Cincinnati called CVG and not CIN? Well for one thing, CIN belongs to the municipal airport in Carroll, Iowa. For another, Cincinnati's airport is not actually in Cincinnati, or in Ohio, for that matter; it's across the river near Covington, Ky. Get it? Covington = CVG (I can hear the groans now).

I could go on and on, listing my favorites, like Harbour (Eolie Island) Airport in Italy (ZIP) or the airport near Dumai, Indonesia (DUM) not to mention HIP (Headingly, Australia) and HOT (Hot Springs, Ark.) or Norway's Bodo Airport (BOO) or...well, as noted, I could go on.

Fair warning; if I ever ask you to play a friendly game of "guess-the-airport-code", better put your hand on your wallet. I'm pretty good, or, you might say I'm AOK (airport code for Karpathos, Greece).

Congratulations to Brandon Gore and Logan Rathjen - Past Chapter 75 Air Academy Attendees

Col. Scott Lofreddo, Army Sustainment Command chief of staff, addressed a gathering of 60 Davenport Civil Air Patrol cadets and guests during an awards dinner Feb. 2.

The event, held at Davenport's Trinity Lutheran School, honored cadet achievements throughout the past year, culminating in the presentation of three General Billy Mitchell Awards.

"Only 15 percent of cadets throughout the country earn this award," said Randy Mester, Davenport Civil Air Patrol activities commander.

Recipients of the award were Cadet 2nd Lt. Roy Schindler, Cadet 2nd Lt. Brandon Gore and Cadet 2nd Lt. Logan Rathjen.

"The General Billy Mitchell Award is earned by Civil Air Patrol cadets who have successfully completed the second phase of the cadet program. It marks the end of their enlisted phase of the cadet program. Cadets are promoted to Cadet Second Lieutenants upon receipt and, by extension, cadet officers," Mester said.

The award is named in honor of Maj. Gen. William

"Billy" Mitchell, deputy chief of the Army Air Service during World War II, and a military aviation visionary.



Internet Links from our Members

If you click on the links, you should see the articles.

Cy Galley - [Neat Towbar Idea](#) using a simple maglite flashlight.

Marty Santic - [Confused about LSA Maintenance Requirements?](#) A nice editorial.

Tom Shelton - [The Pal-V Flying Car](#) - Very neat!!

Casey Jones - [Start a Flying Club](#)

Marty Santic - [The Blue Angels](#) - Did you know that the pilot on the right of the formation is always a Marine. This is one of the best Blue Angel videos you'll see. It is in HD. This was recorded in FL. And El Centro, CA

Mike Nightingale - [Israeli Air Force](#)...the beginning This is a piece of history that I never read or heard about till now. Very interesting!!! The password is iaf, if needed.

Marty Santic - [Oshkosh - The Spirit of Aviation](#) - A 17 minute video that will have you longing for next July.

Tim Baldwin - [Passenger Uses Cell Phone to Record Off Airport Landing](#) - So many things were done wrong here.

Marty Santic - [Virgin Atlantic Appears Out of Nowhere and Lands](#)

Marty Santic - [FAA Flight Planning Forms](#) - Download them here.

Marty Santic - [The Appeal of Vintage LSA's](#)

Marty Santic - [2 Minute AirVenture 2013 Promo](#)

Dennis Crispin - [Midair Airplane Repair from 1924](#)

Marty Santic - [Sporty's Pilot Shop Webinar Schedule](#) - Another set of good webinars you can view on your PC.

Marty Santic - [Terrific F-15 Video](#) - Courage is what it takes to stand up and speak. Courage is also what it takes to sit down and listen. Winston Churchill

Mike Nightingale - [The Flight of the Pacific Clipper](#) - The Concorde of its Era.

Local Calendar of Events (Click on the Links)

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

March 2, 2013
1st Saturday Coffee and Donuts at the Quad Cities Intl Airport Davenport. See Page 12.

West Bend, Wisconsin: West Bend Municipal Airport (ETB) EAA Chapter 1158 Pancake Breakfast

Mount Hawley - Peoria - BREAKFAST EVERY 1st and 3rd Saturday every month, Fly, drive, or walk. FREE Breakfast to "Pilot" who flies in the farthest. Pancakes, Eggs, Sausage, Coffee, Juice, and Good Times and Hangar talk - Mount Hawley Auxiliary Airport

March 9, 2013
EAA Chapter 75 January Meeting
Come one, come all to the March Chapter meeting at the Deere Wiman Carriage House. 7pm. All are invited. www.eaa75.com

March 9, 2013
2013 Ultralight / Light Plane Safety Seminar, Jim Sweeney will be there! Springfield, IL

March 16, 2013
Council Bluffs Municipal Airport - Great Plains Wing CAF Chili Fly/Drive In 11a-1p
Free Will Donation

Send events you are aware of to the editor.
Will list them here!!

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

Take the Following Quiz/Survey - What Kind of an Airplane Are You?

Complete the short series of questions and the experts at Quizilla will tell you what kind of airplane you are.

Very neat if a number of the chapter members would take a moment and answer the questions. After completing the quiz, send me your result and I will publish them in a future column. I am a P-51!!

Take the short quiz by [clicking here](#) and then send your result to Marty Santic, marty.santic@gmail.com

Will be neat to see and print the results in an article!!

Upcoming EAA Webinars

A number of very good EAA Webinars are coming in March, April and May. Simple to sign up for any or all of them and view via your home computer.

Click here to sign up: <http://www.eaa.org/webinars/>

What is It? Another in the Series!!

(Submitted by Tom Henry)



Be the first to identify this marvel. This one was submitted by last months winner, Tom Henry. Not too many hints this time other than it is a RARE BIRD!! Send your answer to the editor marty.santic@gmail.com and earn bragging rights at least for a day or so and the honor to choose the next.

One huge hint. It is rare. Only four or five were ever built. Can Tom Henry stump the crowd this time?? Would be the first!! Send your guess today after you have had a chance to research via Google.

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

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. October 2012 annual. Contact Jim Love (309)368-3339.

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**.

NEW AD - FOR SALE: 1976 Piper PA 28-181. Airworthy, located in Davenport. Call for Details. [563 355-3424](tel:5633553424). Richard Lowe

**Are Your 2013 Dues Paid?
Please DO NOT let your membership
lapse and be deleted from the chapter
roster and e-mail list. The DEADLINE is
April 1st. See the Last Page of the
Newsletter and Send Your \$10 to Ed
Leahy.**

Have something to sell? Send the information 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!!

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 DAVE MILLS' HANGAR

SATURDAY, MARCH 2, 2013
8:00 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Dave Mills and
Paul Kirik
Quad Cities Intl Airport



DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Dave Mills and Paul Kirik. Come for some good hangar talk and see Dave Mills' L-39 Albatros (a high performance jet trainer), his North American AT-6 Texan, a Piper PA-18 Supercub and Paul Kirik's 1945 BC-12D Taylorcraft which is undergoing restoration.

DRIVE IN: Drive to the General Aviation entrance on the far south side of the Quad Cities Intl Airport (from the main entrance of the airport, follow Route 150 east and then south as it follows the east fence. Turn west on 78th Avenue to the GA entrance). Follow the entrance road to the control tower area. There are two hangars just west of the control tower. Dave Mills' hangar is furthest west. The door says Space Industries. Call Jim Smith's cell at [\(563\)340-5131](tel:5633405131) if you have a problem. The hangar is heated.

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 \$11 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 50 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



Baseball Caps in White and Light Khaki



Men's Polo and Women's T-Shirt

www.cafepress.com/eaachapter75. All items are shipped directly to the buyer. All you need is a credit 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.

EAA CHAPTER 75 OFFICERS		Board of Directors (cont.)		Coordinators	
President		Jim Smith - President		Cinda Beert (Young Eagles Coordinator)	
Jim Smith		Mike Nass - Vice President		cbeert@mchsi.com	563-505-9988
387js@mchsi.com	563-322-5485	Edward Leahy - Treasurer		Amanda Gray (Next Step Advisor)	
Vice President		V. George Bedeian - Secretary		grayamandam@johndeere.com	563-639-3106
Mike Nass		Marty Santic - Newsletter Editor		Spence Gray (Activity/Fly-Out Coord.)	
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**Always Remember.....
The Time Spent Flying is NOT Deducted
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