

THE LANDINGS

www.eaa75.com

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

January 2013

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

The December Christmas meeting went great, with good cheer from all. Santa arrived on time to the delight of all the youngsters. The chapter provided the usual turkey and ham, Cy the beverages, and everyone else a dish to pass. The food was delicious. Thanks to Debbi & Dave Jacobsen for doing the table decorations. And, to George Bedeian and Greg Klema and others who helped with the cleanup. Thanks to everyone who attended, all this making for another great Chapter 75 event.

Elections were conducted at the December meeting by Keith Williams, chairman of the nominating committee. See the minutes of the December meeting for the details.

As January, 2013 approaches, we need to get out our calendars and start filling in dates for aviation activities. First on the list is Air Venture, many others to be added.

Speaking of calendars, Ed still has a number of the

2013 EAA Aviation calendars left for purchase. He will have them at the January meeting at a reduced price of \$7.00. Call him if you want one and won't be at the January meeting.

We are still in need of programs for 2013. We have January with Keith Williams doing the program. In February Jim Sweeney, (FAAST Team) – ADS-B for General Aviation. We still have six openings for 2013. Please come forward with your ideas for programs/discussions for chapter meetings.

The November "Grass Roots with Jeff Skiles" brought in over 200 people. That location has been offered again. Let us come up with a program/activity that would bring in 200 aviation enthusiasts again.

The AirVenture scholarships for 2013 have been awarded. The recipients were listed in the last news-

(Continued on page 8)

Last Month's Program EAA Chapter 75 Christmas Potluck Dinner



Next Meeting - January 12th - 7 PM - Keith Williams - Building/Flying the RV-12
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

January 12th Chapter Meeting

The January Chapter meeting will be held on **Saturday, January 12th 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 Keith Williams. Keith will discuss building and flying his recently completed Van's RV12. His talk will include comments on the decision to go LSA, his choice of the RV12 versus the LSA alternatives and on how the RV12 project compares with the RV6 he completed in 1999. **Bring a friend!!**

December 8th General Meeting Minutes

CALL TO ORDER: A shortened meeting was called to order at 6:00pm by Chapter President, Jim Smith.

VISITORS AND NEW MEMBERS: Santa Clause and some helpers from the North Pole EAA Chapter were present with a bunch of our youngsters. A total of 50 attended.

NEW BUSINESS: "Report of the Nominating committee by Keith Williams"

Keith reported both Secretary and Treasurer Positions were open. Keith said both current Secretary George Bedeian and Treasurer Ed Leahy would serve another two year term if re-elected. Tom Shelton answered a request to serve on the board as a class II director if elected.

Keith Williams asked three times for any nominations from the floor. Hearing none, a motion to elect, using voice vote was made by Dave Jacobsen and seconded by Mike Nass. This passed unanimously. These positions are now filled. The membership meeting was adjourned at 6:10pm

EVENING PROGRAM: Santa Clause led the chapter in some nice Christmas carols. After all the singing, Santa and a helper handed out Christmas gifts to all the youngsters present. Then there was a photo opp with Mr. Clause. After that, Santa got in to his Sled and flew off to his next party.

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



Photos from the Chapter Christmas Dinner at the Deere Wiman House



Iowa Aviation Photography Contest

(from the General Aviation News, December 25, 2012)

Every year since 2004, the Iowa Department of Transportation holds a photography contest to celebrate aviation in the state.

The contest showcases the wide range of aviation activity connected to Iowa, notes Tim McClung of the Iowa DOT Office of Aviation. "Aviation is an integral component in Iowa's economy, and it's important to be able to show citizens and decision makers how the aviation system is used," he said.

This year, 38 people entered nearly 400 photos, with winners chosen by the staff of the Iowa DOT Office of Aviation, who focused on aviation components, and a graphic artist who provided input on framing, photo quality, and color.

2013 EAA Calendars and Chapter 75 Baseball Caps Remain Available

(from Ed Leahy)

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 January meeting or via Ed Leahy.

Also, a number of baseball caps in white or 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.

The biggest prize for the winners is "bragging rights," according to McClung.

The winning photos are posted on the Office of Aviation website and the Iowa Aviation Facebook page. Each winner also receives a customized framed certificate.

"Everyone seems to appreciate the certificates, many of which end up hanging on the walls of hangars and airport terminals around the state," McClung notes.

General Aviation News is proud to present just some of the winning photographs from this year's competition.

For more information: IowaDOT.gov/Aviation



Are Your 2013 Chapter 75 Dues Paid?



1943 B-17 Survival Story "All American" (414th Squadron, 97BG)

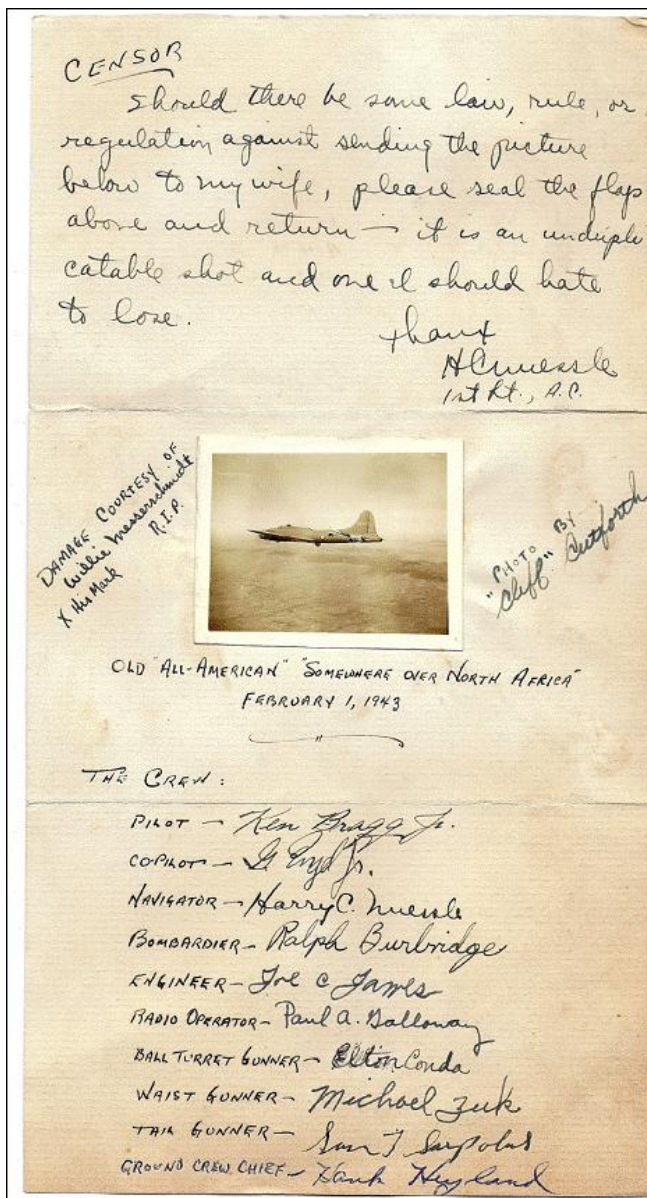
(from Bob Kuhns)

A mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of World War II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named All American, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunner's turret.



Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew - mi-

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1943 B-17 "All American" (414th Squadron, 97BG)

- Pilot- Ken Bragg Jr.
- Copilot- G. Boyd Jr.
- Navigator- Harry C. Nuessle
- Bombardier- Ralph Burbridge
- Engineer- Joe C. James
- Radio Operator- Paul A. Galloway
- Ball Turret Gunner- Elton Conda
- Waist Gunner- Michael Zuk
- Tail Gunner- Sam T. Sarpolus
- Ground Crew Chief- Hank Hyland

1943 B-17 Survival Story "All American" (414th Squadron, 97BG)

(cont.)

(Continued from page 5)

raculously! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.



Two and a half hours after being hit, the aircraft made

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1943 B-17 Survival Story "All American" (414th Squadron, 97BG)

(cont.)

(Continued from page 6)

its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.

Maybe you have seen this before....but if not....you may be very impressed

Emergency Repairs at AirVenture

By James Wynbrandt (from the Bellanca-Champion Club Contact! Magazine via Cy Galley)

There's no better place to have an aircraft mechanical issue than AirVenture, thanks to the Emergency Aircraft Repair center, which celebrated its 50th anniversary of providing repair assistance to aircraft at EAA's annual fly-in conventions.

EAR is a service project of EAA Chapter 75 of Davenport, Iowa. Some 40 volunteers staff the center, about half A&P mechanics, the other half homebuilders and mechanically inclined pilots. The EAR lends tools and provides repair advice and hands-on assistance for virtually any repairable aircraft problem, from a missing screw to broken landing gear or a damaged composite structure. Even before AirVenture 2012 officially began, the EAR crew was hard at work. "We just had a tail wheel break on a 1938 J-3 Cub," EAR Chairman Cy Galley said, after one of the aircraft in the Piper Cub mass arrival had a mishap upon landing. "We'll have it welded up by tonight."

"It's a family affair," said volunteer Mindy Leahy, of Davenport. "My dad drove me here when I was a baby and we came here every year, then I got married and now I bring my kids here." "It's fun to help people," added EAR co-chair Jim Smith. "We've had people from all over the world come here and get re-

DeoxIT D5 Contact Cleaner (from Marty Santic)

Ever have a light fixture at home that flickers even tho you have changed the bulb. How about a noisy headphone or microphone jack. Or a noisy volume control on the radio. The problem is most likely a layer of corrosion preventing good contact. This stuff WORKS!! Cleans up all corrosion even if burnt on. I am sure it would also work on switch contacts, relay contacts computer connectors (DB-25s, etc.) Supposed to be safe on all plastics.



Comes in a small spray can. For the home light fixture, I sprayed some on a small bristle brush and cleaned the socket contact and the bulb contact.



paired. They come to the window with their hearts in their hand saying, 'Can you fix this?' They're awfully glad to see us."

He and other Chapter 75 members started the repair center at the 1962 Rockford convention, after the A&P on the field tired of lending his tools to EAA members who needed to repair their aircraft. "We said, 'This is a service we should provide,' and Paul Poberezny said, 'Get it done,'" Smith recalled. "Three of us drove home to Davenport that night, got tools, and came back the next morning. That's how it got going."

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Emergency Repairs at AirVenture

By James Wynbrandt (cont.)

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Chapter members designed and built their current facility in 1999. It's stocked with virtually every tool used in general aviation, service manuals, an air compressor, welders, a cherry picker, and other heavy equipment. Any pilot with a mechanical problem can borrow tools for do-it-yourself repairs or get advice

and help from the EAR experts. With tow bars and Gators, the crew can also pull aircraft right up to the small ramp fronting the facility for repairs. (If parts aren't repairable, pilots often can find replacement parts at the Fly Market, another reason to have your next mechanical problem at AirVenture!) "We've had as low as 150 (repairs) and upwards to 300 in a single year," Galley said, the variable number attributable to weather conditions.

From The Desk of the President (co nt.)

(Continued from page 1)

letter. We have sent deposit funds in for these three recipients.

The EAA registration for Chapters and Insurance has been sent in to headquarters for 2013. Thanks to those who have accepted positions and all who help in any way in your chapter. Your support and time commitment make this chapter one of the best in the EAA organization. Happy Flying, Jim

Know Your Insurance - Why Does the City Want to be Listed as Insured?

(from Tom Vesalga)

Recently I was asked why the Davenport Municipal Airport requires T-hangar renters to list the City as one of its insured parties. The City has always required those who are renting city property to list the City as an additional insured. At the Davenport Airport, the property in the adjoining hangars could be damaged in case of a loss. The owners of the property damaged in the adjoining hangars may try to sue the City in tandem with the responsible renter even though the City was not responsible for the loss.

This was the case with the recent fire in C-Hangar. The renter was responsible for the loss, but the adjoining aircraft owners made overtures about suing the city in tandem with the renter. Had the City not been an additional insured, the airport would have had to hire its own attorney to defend itself against actions it had nothing to do with. As additional insured, the renter's carrier would have defended the airport in this type of lawsuit.

Listing the City as an additional insured is strictly for



200 Days Until Airventure!

the protection of both the renter and the airport during time of loss. The airport cannot use your policy to cover the actions of the airport should the airport be found to be the responsible party. In this case, the City will work closely with your insurance company to resolve the loss as quickly as possible. Most insurance carriers will provide an endorsement that explains the limitations of the Additional Insured on the policy. This endorsement will define the limits of liability as well as the restrictions of coverage when the additional insured is responsible for the loss.

Although there is no direct advantage to the renter to list the City as an additional insured, there will also be no cost to the renter to do this. It is common in these situations and should not be a burden on the renters.

As everyone knows, adequate insurance is a must in today's environment. Properly administered insurance policies cover more than the loss of your prized investment. They also provide protection to those around you as well as the airport should tragedy strike. Knowing your policy and your responsibilities is key to peace of mind.

Internet Links from our Members

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

John Bender - [Runway Incursion Video](#). Does not matter how safe you are, things can happen.

John Bender - [Reaction Engine](#) - 4 hours to anywhere in the world. Now in development. Is quite remarkable.

Jim Goetsch - [So You Want to be a Bush Pilot?](#) Great footage and this is real not like the 'Flying Wild Alaska TV series.

Mike Nightingale - [This is spectacular live footage](#) of the 3,000 round trip mile air assault upon the Japanese mainland with 3 bomber wings and a host of P-51's. This is the real way to end a war. No matter what war footage you ever saw before, this is the real deal and will keep your undivided attention. The P-51 & B29 footage is remarkable. The strafing runs by the P-51 pilots were incredible. There are several "breaks" as the film canisters are changed, just wait for the count down. 36 minutes in all. FANTASTIC!

Marty Santic - LUNCH Anyone? - [The Flight Deck Bar & Grill at Chicago Skydiving Center](#) opened October 1, 2012. Is a unique dining venue

offering guests a diverse menu with amazing service while enjoying the skydiving and aviation activities of Chicagoland Skydiving Center located on the Rochelle Municipal Airport in Rochelle, IL. With our open air design and the Flight Deck Beer Garden, you can be in the action without actually jumping out of a perfectly good airplane! Fly or drive-in! The Flight Deck Bar and Grill opened just recently, October 2012. Will be a gathering place come warm weather!



Marty Santic - [Do YOU Know Where Your Parts are Coming From?](#) See page 28 in the Nov/Dec 2012 Safety Brief.

Local Calendar of Events (Click on the Links)

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

January 5, 2013

1st Saturday Coffee and Donuts at Davenport-See Page 13.

January 12, 2013

EAA Chapter 75 January Meeting

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

January 26, 2013

Greenfield Municipal Airport Chili Fly-In

11 a.m. – 2 p.m. Website: www.flyingmuseum.com

February 2, 2013

Brodhead Groundhog Chili Ski Fly-in

Brodhead Airport, Brodhead, WI 9a-2pm.

Annual Groundhog Chili Ski fly-in. Ski-equipped aircraft, homemade chili and camaraderie around the fire pit. <http://www.eaa431.org>

February 9, 2013

EAA Chapter 75 February Meeting

Come one, come all to the February Chapter meeting at the Deere Wiman Carriage House. 7pm. All are invited. www.eaa75.com

February 15th-16th, 2012

2013 Midwest Aircraft Maintenance Symposium and Trade Show

Airport Holiday Inn Des Moines, Iowa

Website: www.iapama.com

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

EAA Internet Links - From the Chapter's Leaders Conference (via Cinda Beert)

BUILDING MEMBERSHIP	
Trial Membership	http://www.eaa.org/chaptertrial/
Promotional Materials Form	http://www.eaa.org/chapters/resources/forms/promo_materials.pdf
EAGLE FLIGHTS	
Eagle Flights Website	http://www.eaa.org/eagleflights/
Eagle Flights Supplies	https://secure.eaa.org/apps/eaajoin/ef_supplies.aspx?
YOUNG EAGLES	
Young Eagles Resources	http://www.young eagles.org/volunteers/
Young Eagles Supplies	https://secure.eaa.org/young eagles/supplies.html
Aviation Activity Cookbook	http://www.eaa.org/chapters/resources/cookbook/list.asp
Young Eagles Flight Plan	http://www.young eagles.org/flightplan/
ONLINE RESOURCES	
Calendar of Events	http://www.eaa.org/calendar/
Online Insurance	http://www.eaa.org/apps/insurance/
Chapter Insurance Guide	http://www.eaa.org/chapters/resources/reference/chapter_insurance_guide.pdf
Speakers Bureau	http://www.eaa.org/apps/speakers/default.aspx
Chapter Website Support	http://support.eaachapter.org/
PUBLIC RELATIONS	
Quick Facts - Experimental Aircraft	http://eaa.org/media/quick_facts.pdf
EAA Fast Facts	http://www.airventure.org/media/EAA_Facts.pdf
EAA Chronology	http://www.airventure.org/media/EAA_chronology.pdf
ADDITIONAL RESOURCES	
Fly-In Guidelines	http://eaa.org/chapters/resources/reference/ChapterFly-InGuidelines.pdf
Chapter Recordkeeping	http://eaa.org/chapters/resources/reference/recordkeeping_webinar.ppt
Newsletter Tips	http://eaa.org/chapters/resources/articles/newsletter_tips.pdf
Rotating Grill Plans	http://eaa.org/chapters/resources/articles/pancake_grill_plans.pdf
Barrel Grill Plans	http://eaa.org/chapters/resources/articles/0906_double_grill.pdf
Scholarship Guidelines	http://eaa.org/chapters/resources/reference/scholarshipguidelines.asp
Raffle Guide	http://eaa.org/chapters/resources/reference/raffleguide.asp



Strategic Air and Space Museum Boy Scout Aviation Merit Badge Program Request

(from Dennis Crispin)

Editor's Note: I received this request from Dennis Crispin who has contributed book reviews for inclusion in our newsletter. Dennis is a member of Chapter 569 in Omaha and volunteers each year at Campground Registration.

We are updating the Boy Scout Aviation Merit Badge program at Strategic Air and Space Museum.

We hope to include a class on air navigation. To this end, we will need a bunch of Sectional Aeronautical Charts.

If you have some obsolete and outdated sectionals that are cluttering up your flight bag, please send them to: Dennis Crispin 531 10th Street Humboldt NE 68376 or bring them to the next meeting and the editor will package and forward.

PLEASE Help and support this worthy cause.

What is It? Another in the Series!!

(Submitted by Dean Maupin)



Be the first to identify this marvel. Never flew as funding dried up, but, it is certainly one of a kind. Send your answer to the editor marty.santic@gmail.com and earn bragging rights at least for a day or so!

One huge hint. Yes it is a plane, yes it is a boat, yes it is a hovercraft? Impossible? Happy GOOGLING!

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](mailto:Ross.Carbiener@A&P.com) (A&P) at 309-738-9391.

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

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 - WANTED: I would like to use, rent or even buy a two or four man life raft. My trip is after the first of the year. Steve Schroder Quilt-fly@cs.com 309 792 0018

**Are Your 2013 Dues Paid?
As of the End of December, 34% Have
PAID their 2013 Chapter Dues. See the
Last Page of the Newsletter and Send
Your \$10 to Ed Leahy TODAY!!**

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!!

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 \$5.15, 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.

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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.

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, JANUARY 5, 2013
8:00 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Don Grundstrom &
Dean Maupin
In Their Heated Hangar (G-7)



FLY IN OR DRIVE IN – HOPE TO SEE ALL

FLY IN: Fly in to the Davenport Airport. Taxi to the T-Hangars at the Northeast corner of the airport. We will gather in T-Hangar G-7. If you arrive and need help, call Greg Klema at 309-912-1416 (Cell).

DRIVE IN: Enter at the T-Hangar East Gate or South gate. The address at Davenport is (((9230))) just off North Harrison for the East Gate and just off runway 03-21 (((03-21))) for the South Gate. You can call Greg 309-912-1416 (Cell) if you need help getting through the gates. Again we will be at Hangar G7. The hangar is HEATED, housing a Christian Eagle and Stearman.

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
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
<http://www.eaa.org/membership>

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

City: _____ State: _____ Zip: _____
Phone (Home): _____ (Work): _____
(Cell): _____
Email Address: _____
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? _____
