

THE LANDINGS

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

April 2014

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Thanks to the following who helped with the Girl Scout event at the River Center in March:

George Bedeian, Ron Ehrecke, Gary Rasso, Adam Santic, Marty Santic, Josh Stinocher Tom Shelton, Keith Williams and Jim Smith. We had good questions and interested girls as well as parents. Andrew Poppy made a very nice Young Eagle's display board and Gina Gore made one for Air Academy. We will be able to use these at future events. Marty Santic brought a large screen TV and showed videos of Oshkosh Air Venture and Young Eagle Rides.

Paul Kirik's made a very informative presentation at the March Chapter meeting relating to the maintenance done at the Emergency Aircraft Repair Barn during Oshkosh. He covered qualifications needed and who must be present when we are working on aircraft, knowledge of tools, as well as expertise needed on projects. Marty Santic made a video of the presentation. It will be available to view during Air Venture at Oshkosh and can be used as a reference and review.

I have had a few comments regarding the conversations that are going on during the business portion of the monthly meetings and during the program. This not only disrupts those speaking but it also makes it difficult for the rest of the membership to hear those speaking during the business meeting as well as the presenter during the program portion of the meeting. There is plenty time for conversation before and after the meeting and during the break between the business meeting and the program. Please try to keep your discussions and comments for these times.

Surely the weather man will soon look at the calendar and realize it is spring and the weather will begin to improve.

Happy Flying, Jim

Last Month's Program - Paul Kirik - Maintenance at the Repair Barn



A very informative presentation by Paul Kirik. Jim Smith has copies of the video. If you help at Oshkosh, is a MUST watch. Ask him for a copy.

Next Meeting - April 12th - David Lammers - Flying to Alaska in the RV-10
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

April 12th Chapter Meeting

The April Chapter meeting will be held on **Saturday, April 12th 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 David Lammers from Chapter 33. Dave has a fantastic presentation on his trip to Alaska in the RV-10.

Some of my friends from Cedar Rapids/Waterloo have seen this presentation and they tell me it is NOT to be missed.

Come and see David, your fellow chapter members and don't forget, you can pay your 2014 EAA Chapter 75 dues at the meeting. Still a bargain at \$10. All are invited. **Bring a friend!!**

March Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter President Jim Smith at 6:09 pm.

MEMBERS PRESENT: Dave Jacobsen, George Bedeian, Ed Leahy, Tom Shelton, Ron Ehrecke, Marty Santic, and Jim Smith.

THOSE NOT PRESENT: Ron Franck

OTHERS PRESENT: Cy Galley

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

PREVIOUS MONTHS BOARD MEETING MINUTES: A motion to approve last month's minutes as published in the newsletter was made by Ed Leahy and was seconded by Ron Ehrecke. Approval by the board was unanimous.

OLD BUSINESS: Jim Smith reported that the food bill for last weeks Flying with I pads & I phones seminar at the Moline Airport, was paid for by the Airport authority.

Name tags will be ordered by mid April for those with paid up dues for 2014. The tags will be the large size as discussed by the board.

Your 2014 EAA Chapter 75 Dues ARE NOW DUE - Send your \$10 to Ed Leahy or See Ed at the April Meeting

SUPPORT Your Chapter!

THIS is the LAST newsletter you will receive if your DUES are NOT Paid!

(Ed's Address is on the Last Page of Newsletter)

A check in the amount of \$2,530 for the balance owed for this summers Air Academy was discussed. Tom Shelton made a motion to send the check to EAA. Ron Ehrecke seconded the motion and board approval was unanimous

The High Flight Fund will reimburse the chapter 100% for the above check except for our Young Eagle credits. Dave Jacobsen made a motion to accept this and Cy Galley seconded it and board approval was unanimous.

The Board will check with Tim Leinbach before we spend chapter funds on the next seminar.

NEW BUSINESS: There will be a tentative Young Eagle rally on the third weekend of May.

Marty Santic made a sample tri fold brochure of Chapter 75 mission statement and contact information.

Tom Shelton made a motion to have 1,000 to 2,000 printed depending on the price break. Ed Leahy seconded the motion and board approval was unanimous.

Cy Galley presented to the board with a list of operational and administrative repair barn procedures for AirVenture Oshkosh. Cy will send the list to EAA headquarters.

Today's Girl Scout event went very well for our chapter. We had Forty Eight Girls / Parents sign up to be notified of upcoming Young Eagles events.

Volunteers at today's Girl Scout event from chapter 75 were Jim Smith, Marty Santic, Tom Shelton, Ron Ehrecke, Adam Santic, George Bedeian, Gary Rasso,

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March Board of Directors Meeting Minutes (cont.)

(Continued from page 2)

Josh Stinocher and Keith Williams.

The Girl Scout Organization thanked our chapter for having a booth, and for our support.

Tom Shelton wanted to thank Andrew Poppy for his effort on organizing our booth display at today's Girl Scout event. Andrew put a lot of time and effort into the project.

Tom Shelton suggested having a rubber stamp made, to identify Chapter 75 on the EAA literature we use as hand outs. Marty Santic made a motion to proceed with the idea and Ron Ehrecke seconded the motion and board approval was unanimous.

The following people earned Chapter Service Award Certificates for 2013. Jim Smith, Mike Nass, Ed Leahy, George Bedeian, Marty Santic, Andrew Poppy, Bernie Nitz, Terry Crouch, Cy Galley, Paul Kirik, Tom Shelton, David Jacobsen, Ron Ehrecke and Ron Franck.

A motion to adjourn the meeting was made by David Jacobsen; and was seconded by Ron Ehrecke. The meeting was adjourned at 6:54 P.M.

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

March 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.

VISITORS AND NEW MEMBERS: Doug Voltz visiting from Geneseo, IL

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: Nothing to report

TECH COUNSELOR: Terry Crouch talked about an article concerning a situation where pitot tube became inoperative from icing during a flight, and the other backup instruments failed to agree, and caused a dangerous situation. The article will be in

the newsletter.

Cy Galley reported on a Luscombe Take off / carb heat Placard AD from the FAA that was resolved from help by EAA.

FLIGHT ADVISOR REPORT: Nothing to report

REPAIR BARN: Cy Galley reported that he took part in a teleconference With EAA and all the volunteer committees. Some of the changes were the new drinking fountains. Another was the change over to all electronic communications for things as parking passes and camping passes.

Also Cy is sending the new guidelines for operational and administrative procedures for the repair barn at AirVenture to EAA headquarters.

YOUNG EAGLES: We are trying to set up a Young Eagles rally for the third weekend of May.

There will be a Young Eagles event at Geneseo on Fathers day.

Mike Nass will try to set up a Young Eagles Rally at Clinton during Clinton days.

The chapter has 395 Young Eagle credits.

PROGRAM COODINATOR: Ron Ehrecke announced the evening program for April. April's program will be presented by Dave Lammers from EAA Chapter 33 in Cedar Rapids, Iowa.

The subject will be his trip to Alaska in his RV-10.

May's program is still open; we are looking for a presenter for May.

AIR ACADEMEY ADVISOR: A check in the amount of \$2,530 for the balance owed for this summers Air Academy was will be sent to EAA headquarters.

MEMBERSHIP COORDINATOR: Nothing to report

ACTIVITIES / FLY-IN/OUT COORDINATON: A possible drive out to the Aurora, IL airport was discussed. The tour would consist of the actual use of the full motion red bird simulator. More news on this possible trip will come later.

NEWSLETTER EDITOR: Marty Santic thanked everyone for their contributions, photos and links for

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March General Meeting Minutes (cont)

(Continued from page 3)
the news letter.

WEB EDITOR: Cy Galley noted that there are updates on the web site.

OLD BUSINESS: Jim Smith talked about the flying with I phone and I pad seminar at the Moline airport on the first of March was very informative. Also Jim said the Chili lunch was paid for by the airport authority.

NEW BUSINESS: Today's Girl Scout event went very well for our chapter. We had Forty Eight Girls / Parents sign up to be notified of upcoming Young Eagles events.

Volunteers at today's Girl Scout event from chapter 75 were Jim Smith, Marty Santic, Tom Shelton, Ron Ehrecke, Adam Santic, George Bedeian, Gary Rasso, Josh Stinocher and Keith Williams.

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Book Review - A Higher Call by Adam Makos (Reviewed by Warren Brecheisen)

This is the amazing story of an encounter between a B-17 and an ME 109 over the skies of Germany during World War II. Although versions of this story have been available on the internet for some time, they have all focused on what happened on that fateful day -December 20, 1943. The author spent eight years doing research, including interviews with those involved, before writing this book. He not only documents the event itself, but also gives the reader insight into the backgrounds and thoughts of those involved.

The ME 109 pilot was Franz Stigler. He was a highly decorated ace with 27 victories to his credit at that time. He knew that one more bomber kill would give him enough victories to receive the coveted Knight's Cross. Until this day his primary motivation as an aggressor was revenge for the death of his brother, who was a Luftwaffe Ju-88 bomber pilot. After December 20, 1943, he continued to fight to try to save his people from the unrelenting Allied bombing of Germany.

ing on the price break.

Kent Johnson told the chapter that their will be a Berlin air drop / candy bomber reenactment on April 5th 2014 at the Geneseo airport.

Kent Johnson presented a Stearman poster to Marty Santic from the posters designer. This was his way of thanking Marty for his photography work at the fly-in.

MOTION TO ADJOURN: Ralph Stephenson made a motion to adjourn the meeting. The motion was seconded by Nick Anagnos. The meeting ended at 7:50 PM

THE EVENING PROGRAM: The March program was presented by Chapter member Paul Kirik. He discussed aircraft maintenance and necessary qualifications when involved with work being done on Part 23, experimental, exhibition, war birds, including the various light sport aircraft types. This should help us with the volunteers loaning tools and assisting pilots at the repair barn during AirVenture in Oshkosh.

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

The pilot of the B-17, named Ye Old Pub, was Charlie Brown. It was the first mission for him and his crew. The mission was to bomb an FW 190 factory in Bremen. Since they were the newest crew, they were assigned to fly "Purple Heart Corner", the lowest slot on the outside edge of the formation. During the raid they sustained heavy damage and fell behind the other bombers. Alone and defenseless, with their guns frozen, they were nursing their battered bomber home when a lone ME 109, piloted by Stigler, approached to finish them off. What happened next was, well let's just say that both pilots survived the war. Many years later, they met and became good friends.

The history and insight into the operations of the Luftwaffe fighter pilots is an especially interesting part of this book. It gives accounts of the air war in North Africa, Italy and Germany through Stigler's eyes. Stigler knew many of the most famous German fighter pilots personally and the book relates his memories of what they were like. It also shows how arrogance and poor decisions on the part of the top leadership shortened the air war.

This book is highly recommended for anyone interested in aviation and especially those interested in World War II aircraft and pilots.

Geneseo Event - Need WW-II Era Aviation Related Items (from Kent Johnson)

On the morning of Saturday April 5, 2014, Gen-Airpark will be host to the local Jr. High School Community Reading Program. This year's book selection is "Candy Bomber" by Michael O. Tunnell. The book is about Col. Gail Halvorsen, a USAF pilot at the end of WWII who participated in the Berlin airlift. The Berlin airlift was a huge project undertaken by the United States, Britain, and France to supply the British, French, and US portions of Berlin with food and fuel in spite of a Russian blockade of ground transportation routes. Col. Halvorsen saw a need to give the children of Berlin hope for better times to come and he arranged to drop candy to the kids with parachutes made from handkerchiefs when his airplane came in to land at the Berlin airfield.

Geneseo Jr. High School students have read the book and have made copies of it available to the community for others to read as well. On April 5th the readers will meet at the Geneseo Airport to have a presentation/discussion and if weather permits, we will be

My Flight from New Orleans (KNEW) to DeKalb-Peachtree (KPDK) (from Mark Clark)

Overall, a good flight, yet, like all flights, especially of great distance, there are always interesting happenings.

I got up Friday morning 21 February, packed my gear, got a cab from downtown New Orleans to KNEW. The cost was \$20. It was actually \$22, but the taxi driver didn't have change. So he said \$20 was fine. I didn't have change either.

I went into the FBO, Landmark, paid my dues, 5 days of tie-down and fuel came up to around \$175. I did a preflight of my aircraft, talked to the line person. It was a bit of a windy day. The METAR (weather observation) was calling for 30 knot gusts, straight down the runway.

I got into the plane, called up "Clearance" and got my altitude, departure frequency, and transponder code. Calling Ground, I was second after a Cirrus.

Because I was departing to the North, I was going to fly over Lake Pontchartrain. I am not a strong swimmer, actually I sink when I swim, so I put on my life jacket, taxied behind the Cirrus, did my run up and I was ready to fly.

reenacting the Berlin candy bombing by dropping candy with parachutes onto the airport for students to retrieve, similar to what Col. Halvorsen did for the children of Berlin. We do not know for sure what the crowd size will be, but we are guessing that we will have between 100 and 200 people at the airport for this event.

The Jr. High Principal has asked me to determine if there is anyone in the local pilot community who might have WWII era aviation related items that they would like to display for this event. The presentation/discussion will be held in the hangar where we serve the Father's Day breakfast. Items could be small to display on a table, on up to large to park outside the hangar (a T-6 for example, if the runway is firm enough). Also, we have a Cub and a Champ dropping candy, if you would like to participate in the flying fun and have an aircraft capable of low and slow and a door that opens (Super Cub for example), we would welcome the help.

If you would like to display items or fly in the bombing runs, please contact **Kent Johnson at: (309) 912-0437 or email at: airport1@geneseo.net**

The Cirrus took off, Tower cleared me for take off on 31Left, and off I went. Great climb out. Yet, once I leveled off at 3000 feet, still over water, my IPAD (Using Foreflight) was indicating a ground speed of 40 kts. It would be a long flight at this rate. There were boats on the water going the opposite direction that looked like they were moving faster than me.

When getting the weather from FSS (Flight Services), the winds aloft was more favorable in my direction of flight at 6000 feet. I called up ATC and asked for 6500. The Controller cleared me for that altitude, then (which was strange) a second Controller broke in and "explained to me" that 6500 east bound was the incorrect altitude for VFR flight. I told the Controller I was looking for more favorable winds. I was not declined just reminded.

I climbed to 5500 and found a good east bound wind. So I told the Controller I would stay at 5500. There was a lot of chatter on Friday. I like the noise, like listening to Talk Radio.

My destination was Montgomery, AL (KMGM). Once I was handed off to KMGM I was sequenced after the "Thunderbirds". I was a bit out so I didn't see the 6 Birds land. I got onto Final, I was dealing with a stiff crosswind so I came with no flaps. Thinking about my instructor working with me to stay on

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My Flight from New Orleans (KNEW) to Dekalb-Peachtree (KPDK) (cont.)

(Continued from page 5)

the centerline. Landing was good, and I got off the runway.

There was a lot of traffic on the field, the Thunderbirds, three helicopters, a few private jets. I taxied in for fuel and spoke to the Line Person who said it all became busy very fast.

I went into the FBO, had my health break, looked at all of the young Thunderbird pilots, some female, and paid for my fuel. As I was walking out, a gentleman was standing outside and asked me about my Bird. He said he learned to fly in one of these. I asked him if he flew in today, he said "Yes", then pointed to a Cessna Citation Jet in front of us. He said he wasn't the pilot, just riding.

I got into the plane, went through my check list, started up and got on the radio. I was on Clearance when I heard the Citation ask to open their IFR flight plan. The young lady controller gave a take off time in zulu time. The Pilot said, "you mean I have to sit here

Pigeon Adventures (more from Mark Clark)

Sunday 16 February: What a memorable day in aviation for me.

One of those days where it seems everything is going wrong, or shall I say, a bit twisted.

Joe and I had went to KPDK (Peachtree Dekalb) where the "Pigeon" is tied down. (1969 Cessna 150J) on Saturday 15 February to make sure it was going to run after sitting for three weeks.

Guess what, when we went back on Sunday, I loaded up all of my gear and went to do the preflight, I found I left the master switch on and the battery was dead. Grrrrrrrrrr.

Fortunately, for a "possible" electrical outage on the plane, I have a little jump starter I take along. Mostly so if my iPhone or iPad would need juiced, I wouldn't have to use the plane's internal wiring.

So Joe and I attached the little jump starter to the plane, let the plane battery soak up some juice. About 20 minutes later, Joe held the jump starter to the plane as I cranked it up. The little Pigeon started right up.

for 10 minutes before I can take off????". The Controller came back "sorry, you have to sit for 2 hours and 10 minutes". The Pilot was obviously taken back "what's the problem", the controller came back with "There is a storm over Miami, an Airbus was struck by lightning and the airspace is restricted for travel". The Pilot said, (who was headed to Marathon, FL", can I go around it? The controller came back with instructions which included a 50,000' flight level to fly over the storm. The pilot came back "I don't have that much juice". Interesting stuff. I was heading the opposite direction, so I didn't have to worry about a 50,000' flight level. I got out on the runway with my instructions and flew toward KPDK. I ascended to my requested altitude and relaxed. Still lots of chatter on the radio. A Grumman was flying around under the Class Bravo airspace, ATC was a bit upset with him because he didn't seem to be able to understand that he was close to "busting" Class Bravo airspace. I was getting closer to Atlanta, requested 2500' and flew straight to KPDK, right over Midtown.

I requested Runway 34, it was still a bit windy, so I came into the final, there were a couple of jets on the runway. One took off on 3R as I was approaching 34. I came in with no flaps, easy landing, taxied to my tie down and as always, had that bit of relief to be back on the ground.

I sat there for 20 minutes, letting the alternator charge the battery. The amp meter was pegged to +60. Prior to shutting the plane off, I asked Joe "how long do you think it will take to charge the battery", Joe's response "probably till you get there". I was in agreement.

We loaded what else needed to be loaded. I was aware now I have 20 less minutes of fuel on board. I started the plane and off I went.

As I was taking off from KPDK, the passenger window came open, CRAP that is startling, I shut the window and continued on, then realized my door was coming open, CRAP, I got the door shut. I contacted ATC (Air Traffic Control) in hopes of having a direct to Brewton, AL, no such luck, ATC had me flying west out of the "Heavy's" approach corridor. I had to stay out of Class B airspace which meant staying low, 2500 MSL (Mean Sea Level). The ride was bumpy down there. I had to hand fly because of the moderate chop (turbulence).

That was 30 minutes out of my way. So as I am talking to ATC and looking at maps trying to determine

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Pigeon Adventures (cont.)

(Continued from page 6)

how far I can safely fly before needing fuel, I decided on Perryville, AL. I requested a change in destination to ATC, and they accepted my change.

After clearing Class B outer ring, ATC let me ascend. I took the “bird” up to 4500 where I found a bit a smooth air. I was getting close to Perryville, then ATC decided to divert me around a small airport on my track of flight due to glider activity. I had plenty of fuel, time was what concerned me.

Perryville is a nice little airport. I landed at 2.15PM. While there, people were coming in to have a birthday party. Part of the festivities was a gentleman in a Skyhawk giving rides to the children. I always remembered the ponies when I was growing up. I got fuel, and tried to get back in the air as soon as possible. Foreflight was telling me I had 3.5 hours ahead of me and a sunset of 5.50PM. I knew I was cutting it close.

Perryville (1A9) lies in a valley, so as I am taking off all I could see is a ridge line and trees, guess what, my window came open “CRAPPPPPP”, scared the hell out of me. I did clear the trees yet it did seem a bit closer than any time before. Had there been density altitude to deal with, I would have been even closer to the tree tops.

As I am flying along, my airspeed is crap, between 68-75 knots. I do a lot of math in the airplane “Do I have enough fuel, do I have enough daylight, and how far have I gone so far”. I also use a mix of my iPad and the sectional charts for aviation. I don’t want to rely on an electrical device to get me where I am going. Too many failures. So I track with my iPad, yet always looking at the sectional. The sectional is also a good “scratch pad” for ATC frequency changes.

Why the frequency changes? Well, flying a good long distance and only being 4500 means I may move from one radio to another. Example, I am talking to Atlanta Center. I fly an 30 minutes, still with Atlanta Center, yet the frequency I am on can no longer reach my plane, so Atlanta Center will tell me to go to a different radio so we can still communicate.

I always time out how far to the next airport in case I would have an emergency or would have to go to the “potty”. On my flight path, there was a very long gap in airports, like over an hour. I was looking down, not much out there but trees and swamp. I was wanting to climb, yet all I could see in front of me was a cloud

bank eye level. I was flying at 4500 feet, considering the land is at sea level, I was at 4500 feet. I caught up to the cloud bank, and it was eye level, I started to descend to 3500 then I called ATC (Gulf Shores) and asked if I was going to be able to get to KNEW under VFR (Visual Flight Rules) conditions. ATC said “I don’t see any clouds in your vicinity”. Ok, I saw clouds. So I stayed at between 3500 and 4000. It didn’t look like it was getting any lower and the AWOS (weather from nearby airport) along the way said broken at 4000.

I finally see another airport, I have about 30 minutes left to get to Lakefront (KNEW), it was 5.30. I knew I was racing against the clock. I had the Pigeon at full throttle, figuring I would get speed on decent. As I am flying along I can see Lake Pontchartrain in front of me, wishing I would have grabbed my life vest out of the back. I was able to get my hands on it so I felt better about crossing the lake.

Once I got across the lake, I could make out the field. There was still light and I was descending at a whopping 87kts, yet knew I would get there before total darkness. This was definitely one of the longest legs I had flown in my short aviation career. About 3.5 hours in the air.

ATC handed me off to Tower, Tower sequenced me for landing. It was getting dark, yet I could still see the runway. I was cleared for 36R and a Citation was landing on 36L. Just as the Tower told me I was cleared, the tower announced they were closed for the night. Wow. OK. I get on the ground, get off the runway, called Ground. Nothing. I had no idea where to go. I was facing water, so I was sure that wasn’t the way to go. I started going down the taxi way. I looked off to my right, the sun was down, and I all I could see were the words “Mark” in bright lights. Almost like a beacon calling out to me.

It was actually the FBO “LandMark”, but “Land” was burned out. As I was taxiing there was a big plane right behind me. The situation was surreal, the sun is gone, the airport is good size, I was taxing, and vehicles with emergency lights on were on the taxi ways, a big jet coming up behind me, surreal. I parked. Went into the FBO (Fixed Base Operator), arranged for tie down and fuel, logged onto my computer and I got a room off of PriceLine. The trick to Priceline, \$50 and 3 stars or better. I ended up at a Courtyard downtown for \$67, more than I would like to pay, yet about \$100 off what the “rack rate” is. Taxi from KNEW to downtown was \$25 with Tip.

Landmark is charging me something like \$20 a day to park the plane. Apparently there are other costs yet as long as I get 7 gallons of gas the costs are waived.

Cliff Beeler and the U-2 (from Ralph Stephenson)

Cliff Beeler was a spy. He didn't hang out on shadowy street corners with his trench coat collar obscuring his face. The Air Force major, now retired, spent his snooping time in a plane. Beeler, 88, of Riverside, was a U-2 pilot at the height of the Cold War.

His missions took him over Russia, Cuba and China, photographing targets from nearly 80,000 feet in the sky. His planes crashed more than once. He was occasionally targeted by MiG fighters, and he once landed on and took off from an aircraft carrier in the Pacific using only a few feet of the deck.

Beeler, who grew up in Santa Ana and spent most of his retirement in Santa Barbara, is a resident of Air Force Village West, near March Air Reserve Base. Recent back surgery has left him reliant on a walker, but his memories are as vibrant as ever. He remembers enlisting at 19, learning to fly a P-51 fighter and being on his way to Saipan to get ready for the invasion of Japan. Then the United States dropped its atomic bombs on Hiroshima and Nagasaki.

The war was over, and Beeler was sent home. Unlike many of his fellow pilots who left the service, Beeler stayed in. He learned to fly the Air Force's first jets and then trained others to fly them. Then the U-2 program caught his eye. "I wanted to fly the latest," he said.

There were never more than 24 pilots in the program, he said. In 1958, he entered the program. He spent seven years flying missions high above the Earth — out of the range of other planes and most other defenses — in the long-winged, lightweight plane. It was not an easy task, he said.

As a plane climbs in altitude and the air thins, it must go faster to avoid a stall. The higher it climbs, the faster it needs to fly. Above 70,000 feet, the critical stall speed approaches the plane's Mach speed, or the speed of sound, somewhere above 650 mph at that altitude. If that barrier is crossed, the shock waves can break the plane apart. U-2 pilots usually had a window of less than 12 mph between the two speeds. They had to keep the plane within that window for hours at a time.

CLOSE CALLS

Beeler learned the hard way what it meant to violate that window. He was above Louisiana on a night flight when he reached Mach speed. "It tore the tail off," he said. "The plane flipped over, and that tore the wing off."



The plane fell apart, he said, and at 78,000 feet, "I'm out in space. That's a long way down." Fortunately, he was in a pressure suit with oxygen and had a parachute. After a long freefall, he opened his chute and found himself floating toward the ground. To his right, he could see lights on the ground. To his left, the same. But beneath him, all was black. He remembered he was over Louisiana. "I said, 'That looks like a swamp.'" It was. "I landed in a big cypress tree," he said. "My chute got caught and swung me into the trunk." Telling the story, Beeler reached down toward his calf, "I always kept a doublebladed knife in my pocket," he said. He was able to cut himself free of the parachute and use the ties to lash himself to the tree. He took off his helmet and dropped it into the darkness below. There was a distant splash. "All I could think about was alligators and cottonmouths in the swamp," he said.

Lucky for Beeler, the breakup of his plane had been spotted on radar. Within an hour and a half a rescue helicopter was overhead.

Another close call came over Cuba. Beeler said MiG jets would fly beneath the U-2 planes, at about 50,000 feet. The fighter pilots would sometimes attempt to reach the spy planes by turning on their afterburners and flying straight up, higher than the

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Cliff Beeler and the U-2 (cont.)

(Continued from page 8)

MiGs were capable of operating effectively. A Cuban pilot's effort was particularly memorable, Beeler said. "I look back and there's this MiG tumbling about 50 feet off my wing," he said. The plane was so close that he could see the pilot's face. Remembering, Beeler turned his hand cockeyed in front of his face. "His goggles were like this and his face was ..." The sentence ends in a grimace, Beeler's eyes and mouth wide. "He was sure scared up there."

Beeler took the U-2 on numerous missions over Cuba, providing information on the country's armaments and the strength of its air force. Images from U-2 flights, he said, showed that Castro had only a few dozen bombers instead of the more than 400 he had claimed. At one point, Beeler said, President John F. Kennedy stopped by the U-2 headquarters in Del Rio, Texas, to talk to the pilots. "He said, 'You guys gave me information that prevented World War III at least twice,'" Beeler said.

AMAZING IMAGES

Sometimes the U-2's high resolution, long-range camera captured images that had nothing to do with national security. During one Cuban mission, Beeler spent some time following the coastline. Afterward, he was called into the lab by the man in charge of analyzing the film. "He showed me a picture of this Cuban gal sunbathing nude on the beach," Beeler said. "It was so clear I could see she had blue eyes. (The analyst) said, 'The only film these guys want to work with is your film.'" Returning from another mission, he took some images over San Diego. Later, he was shown a photo of a man sitting in his backyard reading the paper. "I could read the headline on the newspaper," he said.

Beeler is semi-famous among pilots for landing his U-2 on an aircraft carrier. The landing followed a mission over northeast Russia. The U-2's 80-foot wingspan meant it could only go a short distance before it collided with the superstructure of the ship. Because of the ship's speed and a headwind, Beeler said he was able to touch down and come to a stop in about five feet.

"When I came aboard they had a ceremony welcoming the Air Force into the Navy. I said, 'I don't have much I like about the Navy except one thing,'" he said. That one thing was the Navy pilots' leather jackets. Before he left the ship the following day, the captain had given him one.



It lasted. "I gave it to my son last week," he said.

AFTER THE U-2

Among the military photos and plaques on the wall of his room is a framed row of medals from his service, including the Distinguished Service Cross. He points to the photo of one plane, a B-46. "It was the God-almighty bomber," he said. But he declined a chance to fly those planes. "I didn't like the mission," he said. "Go out and drop bombs. I wanted to shoot things up."

After he left the service, in 1965, Beeler said he worked on the Apollo 5 program for three years. He was in charge of purchasing the equipment for the swing arm on the launch tower, he said. He spent the next 25 years selling airplanes. He had his own dealership in the Santa Barbara area. When his wife, Mary, developed Alzheimer's disease, he retired to take care of her. After five years, he felt he needed help, so he moved with her to Air Force Village West, which has a nursing home on its campus. "She lasted 11 days after I brought her here," Beeler said. "I guess I kept her about as long as I could."

The couple, who were married for 65 years, had two sons. The elder son lives in Corona and comes to see him most days, Beeler said. For Veterans Day, he said, he doesn't have any big plans. "I'll probably sleep late," he said.

Book Review - The Wild Blue - The Men and Boys Who Flew the B-24 (from Dennis Crispin)

About a year ago I found an interesting book in a discount store's bargain bin. Recently I finally found time to read it and found it a quite interesting work.

The Wild Blue – subtitled *The Men and Boys Who Flew the B-24s Over Germany 1944-1945* is a 260 page paperback first published in 2001. Stephen E. Ambrose is the best selling author of a dozen or so historical and biographic works covering WW-2 and some well known people of that era.

The book covers of the history of George McGovern and his crew flying B-24s of the Fifteenth Air Force over WW2 Europe. Woven into the narrative are the stories of a number of other pilots, crewmen and support personnel. There is no attempt to novelize or edit the story. It is pure history as derived from news records and personal interviews. There is very little technical information about the B-24 Liberator bomber itself. Instead the book focuses on the personalities, hopes, dreams, stresses and fears of the airmen caught in history's largest and most violent struggle.

There are many little tidbits that collectively tell the story, some that I have not seen elsewhere.

Just flying the airplanes was a very dangerous business. A significant percentage of the airmen killed in WW-2 were from training and non-combat operational accidents.

When McGovern's crew was sent overseas they voted to name their airplane the *Dakota Queen* in honor of McGovern's wife. Once in the combat zone they did not receive assignment to a specific B-24, but flew on next-plane-available assignments. So what ever plane they happened to be flying, they called it the *Dakota Queen*, regardless of the name that someone else had painted on the side.

Air warfare was an endeavor of youth. The average age of the bomber crews was 19. George McGovern was a combat pilot at 21. The squadron commander was a 23 year old Captain. The group leader was a Lieutenant Colonel at age 25. Typical flight experience for American pilots going into combat was 350 hours. German pilots usually had less than half that. Japanese and Russian pilots often went into battle with less than a hundred hours training. The German artillery crews that were shooting at the bombers were even younger. Many of the AA gun crews were as young as 14.

The Fifteenth Air Force flew out of hastily constructed bases in Italy.

McGovern found the people of Italy in a very bad state – much worse than the worst conditions that Americans had endured in the Great Depression. The Italians considered the Americans, not as conquerors, but as liberators who had freed them from the hated Germans.

A B-24 with the hydraulics shot out had no brakes making landing a dangerous undertaking. In such a situation the pilot might have the waist gunners tie their parachute harnesses to the gun mounts, then, as the plane touched down, throw the chute packs out the window and pull the rip cords. The opening chutes would act as air brakes to slow the plane. McGovern learned of this technique from older pilots and used it once to make a successful emergency landing. He received a Distinguished Flying Cross medal for saving his plane and crew on that occasion.

The usual military “chicken shit” didn't exist on the air bases. Officers and enlisted men visited each others service clubs. Most of the crews were on a first name basis regardless of rank. Uniform standards were non-existent – one pilot wore his cowboy boots even while flying. The book's author says that it certainly wasn't General George Patton's Third Army.

The twelve hour missions well exceeded the crews' bladder capacity. Urination was difficult with the heavy multilayered flight suits and the relief tubes were often frozen in the extreme cold. Sometimes the gunners would inadvertently urinate in their flight suits during the stress of combat. This resulted in extremely severe frost bite,

The B-24 was a physically difficult plane to fly. A standard joke was that you could tell a Liberator pilot by his enlarged left arm (from horsing the bomber around.)

All of the enlisted personnel on the bombers were promoted to the rank of sergeant before their first mission. (Much to the consternation of the infantry, where a man might never make sergeant in the entire war.) This was because it was found that the military oriented Germans gave much better treatment to NCOs in their prison camps. (In much reading about WW2, I had never before seen this explanation.)

On the forward air bases, each man could draw a weekly ration of five bottles of beer. But it was always warm. So the ground crews would stash their beer in out of the way spots on the bombers and the beer would be nicely cooled when the plane returned from the mission. An inside joke among the flight

Book Review - The Wild Blue - The Men and Boys Who Flew the B-24 (cont)

crews was that the real reason the maintenance guys took such good care of the B-24s was to protect their beer.

Capri and a couple other off shore islands were set up as R&R camps. When General Eisenhower found that a couple luxury villas had been reserved for him and another General, he blew up and ordered that the facilities were for the troops and not the brass.

New pilots in the theater of operations had to fly 5 missions as copilot with an experienced crew before they could take command of a bomber themselves. So McGovern was five missions ahead of the rest of his crew in the quest for the 35 missions that sent a man home.

McGovern's navigator, a personal friend, often volunteered for extra flights to build up his total. He was killed in action at about 20 missions.

McGovern completed his 35 missions just before hostilities stopped. After Germany surrendered he was one of the pilots that used the B-24s to fly the leftover food from the American bases into Germany for distribution to the starving German people.

When the European war was over, the high time crew members were given an immediate discharge while those with less than 30 missions were sent to the Pacific for more duty.

The book's most touching story involves a bomb run on military targets near Vienna. A 1000 pound bomb jammed in the release mechanism. McGovern turned the plane away from the city over open country while the crew struggled to release the now armed bomb. When the bomb finally fell free it dropped into a farmyard destroying the farmhouse and other buildings.

McGovern knew that South Dakota farmers were always in their houses for dinner at noon and supposed that Austrian farmers did the same thing. When he returned to base, he received a telegram that his wife had just given birth to a daughter. The possibility that he had destroyed an innocent non-combatant family on the very day that he learned of his daughter's birth haunted McGovern for years.

Many years later McGovern was being interviewed on Austrian television. In a discussion of the WW2 bombing he related the story of the errant bomb.

Shortly afterwards the TV station was contacted by an Austrian farmer who thought that his was the farmhouse that McGovern has described. The farmer said that, on that fateful day, he had seen the American bomber coming and had gotten his family safely away from the farm buildings. The farmer went on to say that he so hated Hitler and the Nazis that if his own farm had to be bombed to shorten the war, he didn't mind. After many years, the revelation finally put McGovern's mind at ease.

The Wild Blue is not a book for you if you are looking for a neatly crafted plot in an exciting adventure. Real history rarely works that way. But if you are looking for a realistic description of what it was like to be on a bomber crew in 1944, this work will provide it for you. Extensively footnoted and with a complete bibliography and index it will be a valuable research tool for anyone needing information on WW2.

The book does not contain any information on George McGovern's later political adventures.
Dennis Crispin

YOUR ACTION is NEEDED - 3rd Class Drivers License Medical

If you have not taken the minute to do it., go to the following website and completes the SIMPLE form

THERE ARE NO EXCUSES. Click on the LINK!

<http://govt.eaa.org/14781/support-general-aviation-pilot-protection-act/>

EAA members should get involved NOW with what you've told us is the most important issue in GA advocacy. Contact your Senators and Representatives and urge them to co-sponsor and support S. 2103 and H.R. 3708, the General Aviation Pilot Protection Act. The newly introduced Senate bill is a companion to the House bill of the same name, introduced in December 2013 and currently co-sponsored by a bipartisan group of 52 Representatives. The bill aims to allow pilots flying certain aircraft to operate using a driver's license in lieu of a traditional third-class medical.

This legislation would build upon the remarkable safety record proven by a decade of light-sport aircraft (LSA) operations. This success shows that it's time to widen the pool of recreational pilots who can enjoy flying their small aircraft without the expense and regulatory burden of third-class medical cert.

Jeannie Hill to be Inducted into the Illinois Aviation Hall of Fame (from Cy Galley)

Great news! Chapter 75's good friend Jeannie Hill has been inducted into the Illinois Aviation Hall of Fame. Bunny Kessler was her sponsor and Steve Plourde will speak and accept the plaque in her honor.

ILLINOIS AVIATION HALL OF FAME BANQUET AND INDUCTION CEREMONIES WEDNESDAY, MAY 14, 2014 AT THE DOUBLE TREE BY HILTON, COLLINSVILLE, ILLINOIS

The five inductees: Frank Beagle, James Bildilli, Marvin Campbell, Jeannie Hill, and Carl Wheeler. And Spirit of Flight Award: Challenger Learning Center of Woodstock

THE DOUBLE TREE BY HILTON
1000 Eastport Plaza Drive Collinsville, Illinois
62234 Phone: [618-345-2800](tel:618-345-2800)

More information regarding the banquet is available on the web site at www.ilavhalloffame.org

Jeannie Hill

Jeannie Hill spent a lifetime volunteering in various areas of aviation. She served as a director, organizer, advisor and aide to numerous aviation organizations and events both with the Experimental Aircraft Association in Oshkosh and also here at home in Illinois. She had a gift for sharing her knowledge of aviation history as a writer, historian, film maker and lecturer.

Jeannie Hill's involvement with aviation began as a teenager with a part time job waitressing in the Oshkosh airport diner. She started volunteering at AirVenture, which led to more than 40 years of volunteer work with the Vintage Aircraft Association, a part of the Experimental Aircraft Association. The Oshkosh diner is also where she met her future husband, Richard Hill, a pilot flying for North Central Airlines. The Hills married, and for Jeannie, the result was a total immersion in all things aviation.

The Hills restored several vintage aircraft, including a 1931 Bird biplane, which they then barnstormed around the country giving free rides to anyone interested. The barnstorming experience instilled in Jeannie a passion for sharing the gift of flight. She spent 8 years helping run the EAA's Pioneer Airport and helped establish the Ford Trimotor passenger operation and worked at the museum as a docent. Jeannie served the EAA's Vintage Airplane Association as a Director for over 30 years, including managing the

Red Barn during AirVenture.

Locally, Jeannie donated her time and organization expertise to a number of organizations. She was a founder and board member of EAA Chapter 1414 at Poplar Grove Airport, a director and



advisor to Vintage Aero Association and an advisor for the Poplar Grove Wings and Wheels Museum for many years. She was a director for the Corinne Kreissl Foundation of the American Cancer Society. The Corinne Kreissl Foundation ran the Lake Geneva Classic Car Rally, which included a 25 airplane fly-by each year as a fund raising event. There are a number of other organizations that she assisted that are too numerous to mention.

Sadly, Jeannie Hill passed away in 2013. Her husband, also an inductee into the Hall of Fame, preceded her in death. She is missed by many who worked with her.

Congratulations to Jeannie's friends and associates on her induction into the Illinois Aviation Hall of Fame.

Charlie Hammes' Beautiful RV-8 - Just Painted - Leaving Texas



Thanks to Bill Swaim for finding and sending this photo. NEED more of them. Send me a photo or two of your masterpiece or for that matter, your ragwing. Our members love to see photos like this. Have received many comments that we need more of them.

Internet Links from Our Readers

Mike Nightingale – [B1 Bomber Landing Without Nosegear](#) - This fascinating Air Force footage shows a B-1B Lancer from Dyess AFB, Texas, that diverted to Edwards to land on the huge lakebed with its nose gear unextended, on 4 October 1989.

Robert Johnson - [Ketchikan: The Bush Pilots](#)

Marty Santic – [An Aviation Time Lapse Video](#)

Jim Sweeney - [Busting Myths about the FAA and Unmanned Aircraft](#) - There are a lot of misconceptions and misinformation about unmanned aircraft system (UAS) regulations. Here are some common myths and the corresponding facts.

Mike Nightingale – [Delta Baggage Handlers](#) – I watched this with a lump in my throat. Had no idea that Delta does this.

Dennis Crispin – [Arlington Fly-Over](#) - The attached video is about two Vietnam pilots whose bodies were recovered in the last two years. Because of budget cuts, the current administration declined a fly-over during the funeral. Civilian pilots then filled the gap with a heartwarming response.

Tom Shelton - [Planes That Never Flew - America's First Jet Fighter](#)

Ron Erhecke – [How Not to Hand Prop and Airplane](#)

Marty Santic – [Rotax 912iS Fuel Injected Engine Explained](#) – As installed in a Zenith CH750.

Marty Santic – [Unicom – When to SPEAK UP](#) – The last paragraph makes a lot of sense. Could be a useful tip for those flying out of KDVN.

Marty Santic – [SAMPLE Copy of Cleveland Aircraft Tool's Monthly Newsletter](#). You can subscribe and get their e-mail once a month via their [MAIN page HERE](#).

Marty Santic – [Aiplanista Aviation Blog](#)

Mike Nightingale – [Construction of a Light Aircraft – Piper Cub](#) - Watch the construction of a Piper J-3 Cub filmed at the actual Piper aircraft factory. Filmed in 1943.

Cy Galley – [The Molesworth Pilot – 303rd Bomb Group Newsletter Back Issues](#) – A nice collection of history!!

John Bender – [Sailplane](#) - This Sailplane is... Foot Launchable , Ground Launchable, Ground towable, Air towable and... Foot Landable!

Larry Geiger – [Antique Aviation Museum](#) - Take a tour of one of the most rare and unique airplane collections on earth. Greg Herricks's collection features many one of a kind aircraft.

Cy Galley – [Building a Railroad from the Ground Up](#) – For the Lone Ranger movie.

Ron Erhecke – [The Navy XB-47](#) - Just 8 months ago (July 10, 2013) the Navy successfully conducted take-offs and landings from a fairly new nuclear aircraft carrier, the USS George H.W. Bush, with a new stealth jet.

Marty Santic – [AOPA Airspace in a FLASH Flashcards](#) – Test your memory!

Marty Santic – [Aviation Pilotshop](#) – A neat pilot-shop near O'Hare. And [plane spotting near O'Hare](#)

Marty Santic – [California Man Receives 14 YEAR Prison Sentence for Shining a Laser at a Helicopter](#) – Send this link or show this link to your kids or grandkids.

Cy Galley – [NASA Clip – Earthrise](#) – A historical event! This is a very nice re-creation of the event.

Marty Santic – [The Latest EAA Volunteer Newsletter](#) – Yes, YOU CAN SUBSCRIBE!! And there a bunch of other EAA newsletters also. [Here is the latest](#).

Marty Santic – [Listing of Ethanol Free Gas Stations in the US and Canada](#)

Marty Santic – [NASA CALLBACK Newsletter](#) – Comes out once a month, you can subscribe. FREE.

Ralph Stephenson – [Harrison Ford Just Another Pilot](#) - Some great comments made by Harrison Ford. He sure seems like a guy that you could enjoy a hamburger with a small field somewhere... very humble.

Marty Santic – [John Travolta's 707 – N707JT Landing](#). They say he is selling. Maybe it is listed in Trade a Plane

Marty Santic - [This is the ONLY, Adams-Farwell left in Existence](#). Engine is stationary, crank spins. They were made in Dubuque, Iowa between 1890-1913. That is really unique!

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](#)

April 5th, 2014

1st Saturday Coffee and Donuts at the Geneseo Airport hosted by Bob Johnson. 8:30a - 11a. Candy Drop for the Kids!

April 12, 2014

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

June 15, 2014

**Geneseo, IL airport (3G8). Gen-Airpark Annual Father's Day Fly-in/Drive-in Breakfast 7 to 11am, Fly-in PIC free, antique and classic car display, Young Eagle Rides, skydiving demonstrations, (weather permitting)
Kent Johnson, (309) 944-8126**

Always looking for your event information. Please send information on your event to the editor.

Upcoming EAA Webinars

Go to www.eaa.org/webinars to view the schedule and to register.

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.

For Sale: Overhauled Std bare cylinders 320 wide deck 150 hp. I have all the other old cylinder parts as removed. Starter, flywheel, alternator, alternator brackets, vac pump, fuel pump & air shroud. The engine is from a 1965 Piper Cherokee 140. 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 follow-

ing 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: Flying Country Club shares for sale. Will sell any amount you need at \$35.00 per share, buyer pays transfer/activation fees, call Ray Holland at 563-359-0450.

Yes!! The Warm Weather WILL Return.....



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



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

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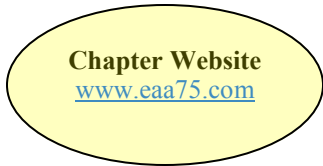
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**Always Remember.....
The Time Spent Flying is NOT Deducted
from Your Lifetime!**



QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

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