

THE LANDINGS

www.eaa75.com

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

August 2010

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

I pen these notes at the repair barn table at Oshkosh as the Ford Tri-motor takes off and as a steady stream of planes leave on 18 for home. Last night was the 10th night in my Oshkosh bunk.

What an event it has been with the opportunity to meet with new and old friends, and help out a steady stream of people with requests through the window of the repair barn.

Once the week got started the weather couldn't have been better. It sure was trying just days prior to the opening of Air Venture.

We sponsored five Air Academy youth this season, and some comments from them are included elsewhere in the newsletter.

Thanks to all who helped out at the Moline for our last Young Eagle Event. It was a busy morning, flying over 100 new Young Eagles.

When you see Keith Vasey thank him for his efforts as Young Eagle Coordinator. He has requested to step aside because his schedule does not fit well with the events. I have appointed Dwight Bender as

Young Eagle Coordinator. Please work with him on our future Young Eagle events.

EAA has two chapter leader conferences scheduled, one in September and one in October, 2010. We have some directors who have not attended these conferences. The chapter has picked up the expenses for those attending in the past. This is an excellent conference, and I feel it would be beneficial if our Chapter 75 leaders all attended one.

Our next meeting will be at the home of Steve & Cinda Beert on Saturday, August 14, 2010 at noon. Fly-in/Drive-in, 6005 114th St., Blue Grass, Ia. Steve & Cinda's phone is 563-381-4702. Chicken breasts will be cooked on the grill by the Beerts. Bring a dish to pass and your own table service.

Now is the time to start finding youth for the 2011 Air Academy. If you know of someone in the 12-18 year old bracket that has an aviation interest have them print the forms off our website (EAA75.com), fill them out and get them to us for processing.

A big thank you to all from near and far who helped out during Airventure. We sure had a variety of projects and only two are still here waiting for parts. See you the 14th. Happy Flying. -Jim

From the Editor

I should have warned you but this issue is out a few days later than usual. Just got back home today, August 2 and had a wonderful time at Oshkosh 2010. I volunteered with my usual group at campground registration and then helped at the repair barn. Spent 2 weeks there, arrived just before the rains and then found 3 inches of water under the travel trailer, a few days later. Pictures of Sloskosh 2010 in the next newsletter. Even so, it was a GREAT 2 weeks.

Next Meeting - August 14th at NOON - **Potluck at Steve & Cinda Beert's**

6005 114th Street Blue Grass, IA

August 14th Chapter Potluck at NOON

The August Chapter Potluck will be held on Saturday, August 14 at NOON at Steve and Cinda Beert's place. The address is 6005 114th Street in Blue Grass, IA 52726. See the map on the right. Food will be served at 12 noon and as always, bring a dish to share, your own plates and utensils. If you have questions about directions or about the field, if flying in, you can contact Steve at 563-381-4702 (home) or 563-505-9989 (cell).

You can click on the following link to print detailed directions.

[MapQuest - Steve and Cinda Beert's](#)

41° 28' N 90° 47' W, Elevation 730' CTAF 122.75 MHz

As of August 4th, Steve tells me the condition of his strip is real good. If you are planning on flying in, you can call Steve for the latest condition. The grass strip is 2700 foot long. Call, if it rains before.

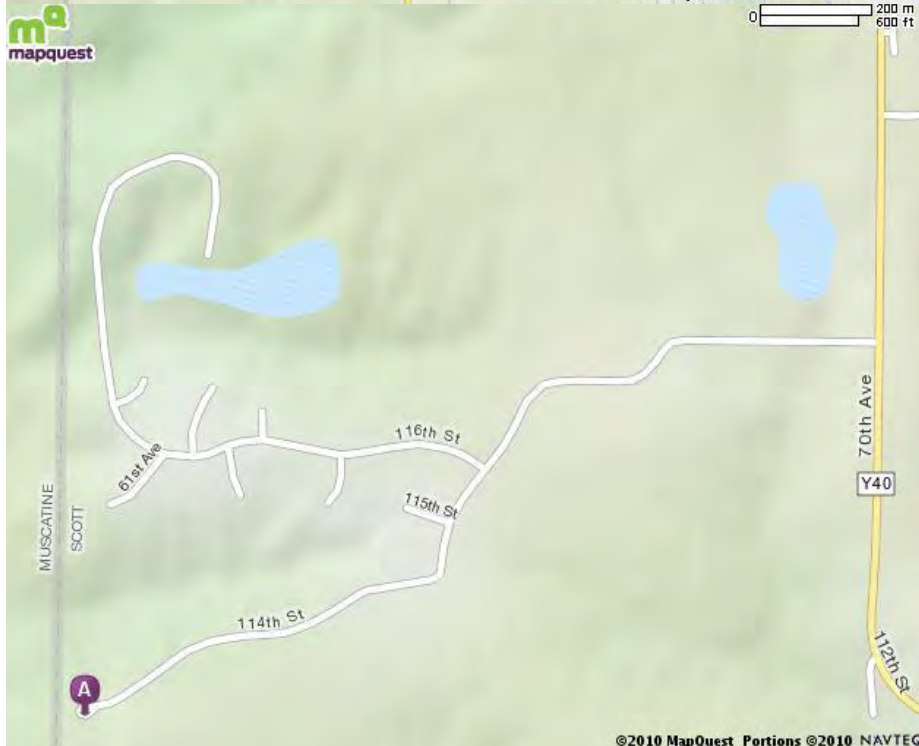
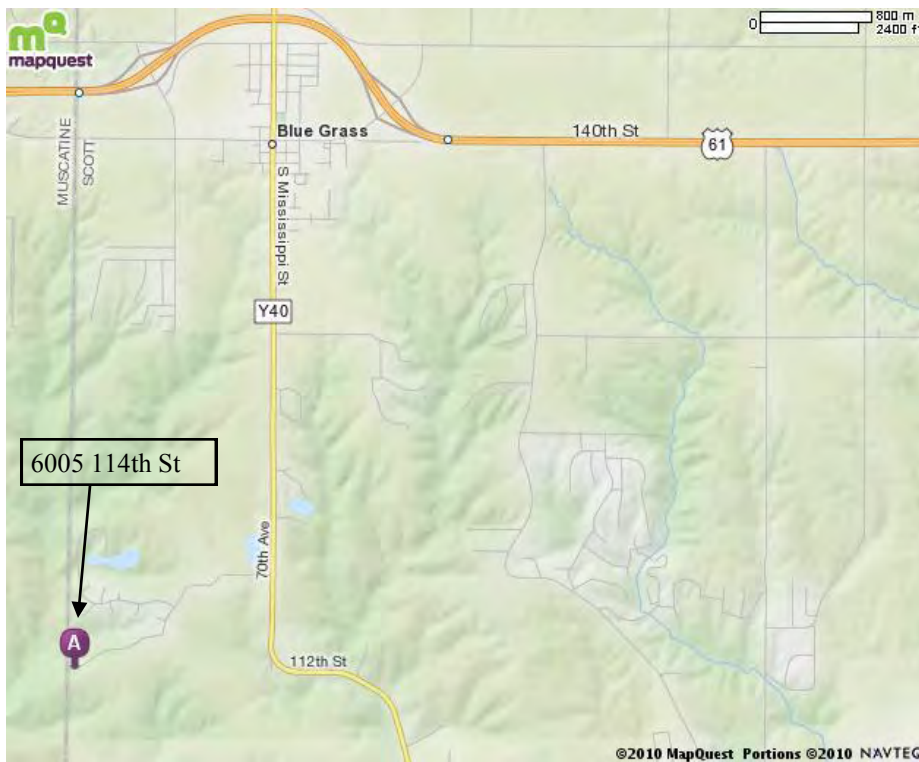
As always, everyone is welcome to attend. Will be a good time!

July 17th Board Meeting Minutes

The July 17th potluck was held at Jim Smith's hangar at the Davenport Airport. As such there are no real Board Meeting notes to print. The next board meeting will be in September.

July 17th General Meeting Minutes

The July 17th potluck was held at Jim Smith's hangar



at the Davenport Airport. As such there are no real meeting notes to print. The next general meeting will be in September.

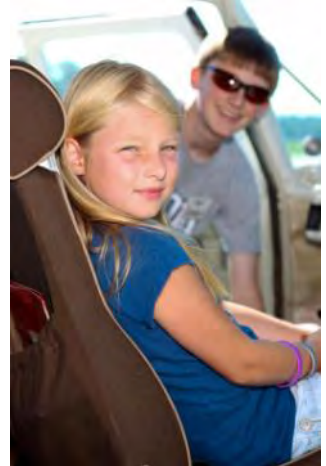


Wanna be a Pilot/Young Eagles Event at Moline on July 10 A Success

The Wannabe a Pilot/Young Eagles event held at the Quad Cities Airport on July 10th was a success. Over 120 Young Eagles took flight that day. So successful, we had to turn down some of the late comers due to the lack of pilots. Jim Smith's, Mike/Roger Nightingale's, John Epplin's, Don Grundstrom's/Dean Maupin's, Paul Kirik's and Dave Mills' planes were on static display. Big thanks to the pilots; Diane Beauchamp, Robert Johnson, Connor Monson, Dave Skinner, Elwyn Stutzman, and Lloyd Williams. And big thanks to Tom Nielson and the Moline CAP for ramp security. The CAP folks did a great job!!!



More Wanna Be/Young Eagle Photos



Jerry Coussen's Lancair Update

From Jerry Coussens

Making good progress but there is a lot to do. I'm finding changing engines is easier said than done. It's like building a new airplane, things I thought I wouldn't have to deal with need to be moved to new locations as they are in the way for the new systems.

Battery: My oil filter (didn't have one before) will hit my battery. My solution was to move the battery into the cabin above the passenger's feet. With the new batteries you can configure them any way you want except upside down. I'm taking out my cd player as it's easier to plug in an mp3 or my Iphone. I'll put a glove box for maps in its place. Need to move the avionics fan, not sure where to put that yet.

Exhaust: I've decided to go with a tuned exhaust from "Aircraft Exhaust" in MN. You build it out of PVC pipe then send it in and they match what you built. The goal is to make the pipes the same length from each cylinder to be tuned exhaust.

This can increase HP 5-10 % by scavenging the cylinders. Easy task except when I was installing the straight sections for my cabin heat, then I had to get creative to keep it tight. As usual something had to be moved and this time it was the oil cooler.

Alternator: Had to build a new bracket as the old won't fit this engine. When I took off the old bracket I found one mount was cracked and not helping at all, so the new bracket is stouter.

Top cowl: Had to build a top cowl as Lancair didn't have one available as my airplane is now obsolete. The cowl is now built and I feel pretty good about it, as the picture may show. Now that my engine is hooked up and ready to go I'll start working on the plenum then the fasteners for the top cowl. This holiday weekend should see the cowl fastened down.

Air filter: When I put the cowl back on I'll be ready to start building my filtered ram air intake. After this is built I can shape the bottom cowl scoop and prep the body for paint.

By time you read this I hope the plane will be done and I'll have another update for you.

--Jerry

Progress as of July 1, 2010



July Chapter Potluck - Good Weather, Good Food and Great Conversation



Geneseo Trains, Planes and Automobile Event / National Stearman Fly-In Lunch - September 9th

From Kent Johnson

We kick off the annual Geneseo Trains, Planes, and Automobile event by hosting the National Stearman Fly-in lunch and Acro contest on Thursday, September 9th. The airport will be packed to overflowing with Stearman biplanes so we ask local pilots to please drive to this one, have lunch with Stearman pilots from all over the country, watch the aerobatic contest, and enjoy the sights and sounds of these beautiful airplanes as they invade our little grass airport.

EAA Airventure OSHKOSH 2010 Facts and Figures

Comment from EAA president Tom Poberezny:

—The preparations for this year's event were the most challenging in my 35 years as chairman, as the rain in July caused major setbacks as we got ready for AirVenture. However, it's not how you begin, it's how you finish. Through the dedication of our volunteers and staff, as well as the support of the Oshkosh region and the aviation community, AirVenture 2010 remains the World's Greatest Aviation Celebration, with programs and activities that can be found nowhere else."

Attendance: 535,000 – Decrease of 7 percent from 2009.

Comment from EAA president Tom Poberezny:

—We had expected to have a slightly lower attendance figure this year after last year's blockbuster event. This year's weather challenges early in the week also had an effect. The second half of the week, however, was outstanding, especially with such activities as those on Saturday that included the night air show. We were not only very pleased with the attendance figures, but also with the positive response and the upbeat spirit from all those who attended."

Total aircraft: More than 10,000 aircraft arriving at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin.

Total showplanes: 2,380, including 1,106 homebuilt aircraft, 635 vintage airplanes, 374 warbirds, 115 ultralights, 120 seaplanes and 30 rotorcraft.

Commercial exhibitors: 777 (up from 750 in 2009)

International visitors registered: Nearly equal to 2009, with 2,167 visitors registered from 66 nations, with Canada (586 visitors), Australia (350), and Brazil (221) the top three nations. (NOTE: This total includes only non-U.S. visitors who register at the International Visitors Tent, so the actual international contingent is undoubtedly larger.)

Total estimated campers (fly-in and drive-in camping areas): Estimated at more than 36,000. (6000 fewer).

Media: 979 media representatives on-site, from five continents.

What's ahead in 2011?

Comment from EAA president Tom Poberezny:

—While we'll continue to develop programs and activities in the coming months, AirVenture has already been designated a major event by the U.S. Navy for its Centennial of Naval Aviation celebration in 2011. The overwhelming positive response to our inaugural night air show on July 31 also solidifies our plan to do it again next year. We already have ideas to make it even better in 2011. Our goal is to make next year's AirVenture to be an event that you don't want to miss."

EAA AirVenture Oshkosh 2011: July 25-31

Saturday Night Airshow Was Great!

Was fabulous! The crowd was huge. Best viewing location -- midfield in front of the announcing stand.



Oshkosh 2010 - At the Repair Barn



Oshkosh 2010 - At Galley's Garage



More from the Repair Barn



Select and Use Conventional and Unconventional Personal Minimums

The use of a Personal Minimums Checklist is one method for identifying and managing risks when you fly. It's an excellent starting point for considering risks, especially for low-time pilots. If you have thousands of hours of experience, it's possible you didn't learn about Personal Minimums when you got your license years ago. To have survived this long, however, you have probably developed your own routine for managing risk, or have just been lucky. Rather than waiting for the luck to run out, take the time now to develop your own Personal Minimums.

First, print a copy of the [FAA's Accident Prevention Brochure P-8740-56](#), called —Personal Minimums Checklist." Then spend some quiet time reading through the four categories of Pilot, Aircraft, Environment, and External Pressures and decide on the minimums that you'll use to guide your decision making for every flight. Think of it as a way to not only preflight the airplane, but also to preflight the pilot and other risk factors. In the Pilot category, you might set the minimum number of hours of sleep that you'll always require before making a flight. In the Aircraft category, you might set your minimum fuel reserves at 1 hour in the daytime and 1-1/2 hours at night. That is double the legal minimums but, when you consider that 11 percent of accidents are fuel related and mostly preventable, it makes sense to carry extra fuel. In the Environment category, you might choose to fly with at least 5 or 6 miles of visibility in the daytime, which, again, is double the legal minimum visibility of 3 miles. Or, although it is legal to take off IFR with zero visibility, you might decide to always require a ceiling and visibility that allow you to return IFR to your departure airport if you encounter a problem after takeoff.

Also, consider unconventional minimums that you will not find on the list. For example, because most night accidents occur when the moon is not in the sky or it is obscured by clouds, you might decide to not fly at night, unless at least a quarter moon is visible. Or, because fatigue is an accident factor, you might decide never to fly after 11 p.m., or after you've had a combined workday and flying time of, for example, 10 hours. Be creative in selecting personal minimums that fit your knowledge of yourself and known accident factors. Then, never violate the minimums you have established, regardless of the pressures you may experience to complete a flight.

Only Happens Below 100 Feet

By Erich Rempert via Cy Galley

It was a crisp blue sky when I woke,... Warm air, perfect sky.. The thought of flight was in my mind from the start.. As the day drug on, the sky became grayer, and the air cooler, my back more sore, my head hurt more, my nose more congested... But never the less, the decision was made....YES. Today, we will fly. We will exercise the gift we have been given and exploit the circumstances we find ourselves in here on this Earth alive now, we will stretch our wings, we will soar above; we , will fly..

After the grueling day at work, and the grueling drive home, I gathered up the child, and got the gear, and under took the grueling drive to the airport. Then we looked at the airplane, we looked at each other, we got ready, we checked the plane, we did all the things that are mundane and not fun so we could enjoy this gift we have....

We took off and headed to our destination, only to find grey sky, and rain between us and it. We landed in the rain. We taxied to the fuel pumps in the rain;

we fueled in the rain... And as the rain started again a local came up to admire this fabulous work of art we know as a Navion...

After sharing our excitement for the craft we bid goodbye... In the rain... Take off was fun, putting on a show for our admirer... And then looking at each other, we asked?? Should we head home?? —Will we have an hour before sun set, lets fly around a bit"... We circled my brother's airstrip but no one was home on this dark gray evening... And it wasn't until we decided to share the miracle of flight with each other that the sun started to suddenly show through the gray clouds...

As Dad took the controls, and headed down low over the lush moist green foliage adjoining the deep blue lake that the day started to become alive... All the boats scurrying on the glassy smooth silky surface, contrasting like the sun on trees during a thunderstorm jumped out at me, and the amazing depths of green and black all around the lake became breath taking...

And all of a sudden the sun broke through the clouds

(Continued on page 13)

Calendar of Events (Click on the Links)

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

[\(Link to the EAA Calendar\)](#)

August 2010

Each FRIDAY in JULY - The Clinton, IA (CWI) Aero-club will have a cook out Friday afternoons, from 5-7 PM.

August 6-7, 2010

[Fly to Fairfield Weekend Getaway](#). First Friday Art Walk & Stephen Sondheim Center special for pilots. Fairfield, IA

August 7, 2010

[Free BBQ Lunch and Optional Wings Seminar](#). Dupage Airport (DPA). Enjoy a free BBQ lunch and stay for the optional Wings seminar. All attendees will be given a certificate for 2 hours free VFR or IFR simulator session

August 8, 2010

[Fly-In, Drive-In Breakfast](#). **Hartenbower Hectares Airport, Lostant, IL**, co-sponsored by EAA Ch. 948 and HEL Aviation, Inc. 7:00 a.m. to 11:00 a.m.

August 14, 2010

[EAA Chapter 75 Fly In Drive In Potluck](#)

August 21, 2010

[EAA Chapter 135](#) annual flight breakfast. 07:00-11:00, Pilots in Command eat free. Ankeny, IA

August 22, 2010

Tipton Friends of 8 Charlie 4 Fly-In and Open House. 8 a.m. – 2 p.m. Pilot in command free.

[FLY-IN/DRIVE-IN PANCAKE BREAKFAST](#). Cottonwood, Rockford, IL, EAA Chapter 22. 7am until 11am.

August 28, 2010

[Chicagoland Air Derby](#), Dekalb, IL

[Guttenberg IA 10th Annual Abel Island Fly-in, Float-in, Potluck and BBQ](#). Guttenberg, IA. NOON to 3pm. Bring your own meat to grill, covered dish to share and tableware. We will have some additional meat and tableware for those unable to bring their own. Contact Gary Fisher, 319-480-0913.

August 29, 2010

Burlington WI Planes, Trains & Automobile Fly-In or Drive-In Breakfast & Lunch. Burlington, WI. 7:00 am until 1:00 pm..

Iowa Aviation Museum, Greenfield Municipal Airport 18th Annual Wings Fly-In. 7:30 a.m. - 11 a.m. Pilots in

command eat free

Iowa City Municipal Airport, 32nd Annual Fly-In Breakfast. 7 a.m. - 12:30 pm

September 2010

Each FRIDAY in September - The Clinton, IA (CWI) Aeroclub will have a cook out Friday afternoons, from 5-7 PM.

September 4, 2010

Council Bluffs Municipal Airport, Great Plains Wing Museum open house. 8 a.m. – 4 p.m. Fly-in breakfast. 8 a.m. – 11 a.m. Pilots in command free.

September 6-11, 2010

[39th National Stearman Fly-In](#). Galesburg Municipal Airport, Galesburg, IL 9am-to Varies Daily

September 9, 2010

The annual Geneseo Trains, Planes, and Automobile event, hosting the National Stearman Fly-in lunch and Acro contest. See page 7 in this newsletter.

September 11, 2010

[Oelwein Airshow 2010](#). Oelwein Municipal Airport, Oelwein, Fly-in Breakfast served 7 - 11 AM. PIC and kids under 5 eat for free. Classic and Warbird Aircraft Displays. Stearman Biplane Rides.

September 12, 2010

[EAA Chapter 327 21st annual Flyin/ Drive in Breakfast](#), Dubuque, IA, 7:00am to Noon. Dubuque Regional Airport - KDBQ. Pancakes, eggs, sausage, hash browns. PIC free.

[EAA Chapter 682 Fly-In Breakfast](#). Ogle County Airport, Mt. Morris, IL. Best Breakfast in the Midwest. 7am-Noon.

September 18-19, 2010

[FLY IOWA 2010](#) - Celebrating 100 years of Iowa powered flight. Southeast Iowa Regional Airport, Burlington, IA. Pancake breakfast, Static displays, Aerobatic displays, etc....

September 19, 2010

[EAA Chapter 241 Grassroots Flying Pancake Breakfast](#) at Hinckley Airport, Hinckley, IL. We have the best pancakes for miles. \$6/person for fluffy pancakes, cooked to order eggs, sausage, coffee, milk, juice!

September 25, 2010

Grinnell Regional Airport. Fly-in / drive-in breakfast. 7 a.m. to 11 a.m. Pilots in command eat free.

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 (Click on the link for e-Mail)

For Sale: GPS90 w/ America's database. Complete with power cord, yoke mount and antenna. No manual but is available on line. \$50 Also have 8 feet of 3" scat tubing. Never used. [Frank Sundram](#) at 850-819-1666.

For Sale: O-320 engine 150 horsepower. Hartzell 70" CS Prop for Lycoming 320 engine. [Jerry Cousens](#), 563-445-1904.

For Sale: 1976 Cessna 172M . Always hangared, total time engine and airframe 1670. Asking \$35,000. Call [Diane Beauchamp](#) at 309-764-4210 for details.

For Sale: 1948 PA-15/17 Vagabond in Kewanee. A-65, bungee gear, dual controls. I owned this aircraft. The current owner says it is time to quit flying. LSA eligible. While I owned it, I put Cleveland wheels and brakes, remote spin on oil filter, new sealed wing struts, and new Maule tail wheel on it to name a few items. Call [Ross Carbiener](#) (A&P) at 309-738-9391.

For Sale: O-290G 125 HP. Removed from my Long-Ez after 1900 hours. Now flying with an O-320. Needs fuel pump and mags to be complete. Also have an extra cylinder complete with piston and new set of rings. Asking \$1000 or best offer. Call [Ron White](#) at 319-393-6484.

For Sale: Whelen Nav/Strobe System (Van's System 6), Green &. Red & Tail light position/strobe. Power

supply, installation package, connector and socket. Never installed. Make offer. Call [Chad Po-banz](#) at 309-238-3062.

For Sale: Complete gas welding set. Torch, tank heads, etc. Practically new. \$200 or best offer. Call [Jim Haynes](#) at 309-772-2067.

For Sale: Spare Subaru engine. An EA-81 w/ adapter plate for a Rotax re-drive. Rebuilt. Lots of spare parts. Best offer. All the wood forms needed for the Zenith 601HDS fuselage, wings, rudder, etc. Best offer. Call [Larry McFarland](#) at 309-792-0472.

For Sale: 1993 Chrysler Town & Country minivan with "all glass panel". Meticulously maintained. 176,000 miles. \$2,300 firm. e-mail [Dave Wilson](#) for maintenance history and details.

For Sale: From my 46 Cessna-140, O-200 days. 50% Off or best offer. 8 New Champion RHM40E Spark Plugs, \$13 each. Also Mag Timing Light, Call [Marty Santic](#) at 563-344-0146.

For Rent: Hangar at the Geneseo airport. \$100 per month. Contact Kent Johnson at airport1@geneseo.net

For Sale: Continental O-200 with 0 since bottom overhaul. No records other than a data plate, and one logbook entry. \$5,000 OBO. 120 VAC Electric Aircraft tow that hooks to the nose wheel. \$300 OBO. Call [Mike Nass](#) at 563-357-6068.

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.

Only Happens Below 100 Feet (cont.)

(Continued from page 11)

with golden rays of light similar to how heaven is depicted in religious pamphlets... The golden light bathed the stripped bare skin of our airplane and the three of us inside... The trees below looked like wet broccoli moistened by a warm mist of dew and the warm musky air breathed in through the vents in the side of the plane smelling sweetly of aliveness... You could see the moisture in the air as we blissfully glided over the amazing terrain. It seemed as if this was created just for us. The thought crossed my mind about how many things had to take place at just the right time, to put the four of us here, now at this perfect spot at the perfect moment to realize

this amazing beauty that only a few others would even know existed today....

It was then that I realized that not only had we slipped the surly bonds of Earth's grasp to touch the face of God; but that HE, had touched us back....

As we headed home and the shadows grew long on the ground and all became one mass of gray again melding with the sky, the lights started to twinkle all around us. The airport was lit up like a welcoming party, and after touchdown, the sweet smell of the barking engine spoke to my soul with thanks. No matter your problems in life, they only exist below 100 feet AGL.

From the OSHKOSH Tower

From Clay Hollenback

My nephew Chad Hauptert was a controller at Oshkosh again this year. I managed to get a few chapter members and our academy student Brandon Gore a tour.

On a normal day, Wittman Regional Airport might see a few hundred take-offs and landings. On a slow day the controllers might direct 1,500 flights. Some days see more than 2,000. On Thursday, last year, the tower directed 3,035 flights in just 10 hours. That's about 400 more than the crew at Atlanta-Hartsfield International Airport — usually the busiest in the world — handled on the same day, and the flights coming into Atlanta were spread out over 24 hours.

Received the following note from Brandon's mother, Gina. —He cried when he got home. He literally was crying because he wanted to go back and cried again a few days later. He wants to go all week next year. He loved everything about Oshkosh and I cannot even begin to thank this group enough or even have the words to put together because it is so emotionally touching for me and meant so much to him. I am at a loss at what this group will do for kids who want to excel and how much they give to make that happen.”



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		387js@mchsi.com	563-322-5485		

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

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



Always Remember.....

The Time Spent Flying is NOT Deducted
 from Your Lifespan

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

<p>New Member <input type="checkbox"/></p> <p>Renewal <input type="checkbox"/></p> <p>Info Change <input type="checkbox"/></p> <p>Membership dues for EAA Quad Cities Chapter 75 are \$10/year.</p> <p>Make checks payable to EAA Chapter 75</p> <p>Mail application/renewal to: Ed Leahy 3211 South 25th Avenue Eldridge, IA 52748</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 http://www.eaa.org</p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 http://www.eaa.org/membership</p>	<p>Name: _____</p> <p>Copilot (spouse, friend, other): _____</p> <p>Address: _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone (Home): _____ (Work): _____ (Cell): _____</p> <p>Email Address: _____</p> <p>EAA#: _____ Exp Date: _____</p> <p>Pilot/A&P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with:</p> <table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Tool Committee</td> <td><input type="checkbox"/> Tech Advisor</td> <td><input type="checkbox"/> Flight Advisor</td> </tr> <tr> <td><input type="checkbox"/> Repair Barn</td> <td><input type="checkbox"/> Young Eagles</td> <td><input type="checkbox"/> Social/Flying</td> </tr> <tr> <td><input type="checkbox"/> Hospitality</td> <td><input type="checkbox"/> Board Member</td> <td><input type="checkbox"/> Newsletter</td> </tr> </table> <p>What are You Building? _____</p> <p>What are You Flying? _____</p>	<input type="checkbox"/> Tool Committee	<input type="checkbox"/> Tech Advisor	<input type="checkbox"/> Flight Advisor	<input type="checkbox"/> Repair Barn	<input type="checkbox"/> Young Eagles	<input type="checkbox"/> Social/Flying	<input type="checkbox"/> Hospitality	<input type="checkbox"/> Board Member	<input type="checkbox"/> Newsletter
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