

THE LANDINGS

www.eaa75.com

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

August 2016

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

I'm back from Oshkosh and working on catching up for being gone last week. Always much to see in Oshkosh so where do I begin.

Let's start with the beginning, I arrived 9:30 Tuesday by air. I enjoy flying into Oshkosh, maybe it's the challenge of doing it right. Not mentioning the obvious danger, I don't want to mess up in front of so many pilots.

The repair barn was very busy, tires seemed to be the topic of discussion, 2016 is the year of the tire problems.

I didn't spend as much time in the vendor display area's this year as I spent what I could afford on my panel change this year. Coarse there is always something we need. Sun glasses with bifocal cheaters, new opaque screen for my iPad to cut glare, products to keep fog off my windshield.

Gotta have it.

I was invited to Ford Motor Company's cocktails

with Ron Frank. Cars have sure changed since I played with them in the 80s.

Went to the young Eagles dinner. Listened to the 2 millionth young eagle give her talk, and the different stories from other young eagle pilots. I find it amazing how someone came up with the idea to give young people a ride for free as an event 20 years ago and it has grown to this. Without it I'm sure aviation in this country would be dying instead of being revitalized. The average pilot's age is getting older all the time (including me) we need new blood to take over. If we want to start flying young eagles again in our chapter I'll need a motion to vote on and I'll need a Young Eagle Coordinator to start it up again.

Went to the Rotary's dinner on Wed. The speaker was a 14 year old girl she wrote a documentary about the TSR71 for her History Project. The TSR71 project sounded the end of the cold war. We worked with the Russians to bring down the Russian cosmonauts in the space station as the government didn't have the money to get them. This was during the Clinton Administration. I confess I didn't know anything about it so it was very interesting. More importantly this girl was 13 when she put the documentary together. She received 7th place nationally, pretty amazing. For research she reached out to Hoot Gipson and the pilot whom I can't remember now. She has since become friends with Hoot and they email each other. I'm not worried about the young people of this country, in many respects they are light years ahead of us.

I went to the Lancair Dinner. I learned Lancair is looking for a buyer for the parts and molds for my type of plane. This will allow them to focus their money and time on their money maker the "Evolution". Some owners are upset by this, I'm just glad they are looking for a new buyer that will focus on bringing the smaller Lancair's back from the dead. They are looking for a buyer that loves the Lancair, not just anyone. Better than most stories you here in aviation "Here today gone tomorrow". It's not un-

(Continued on page 2)

**Next Meeting - Saturday, August 13th, Noon - August Potluck Lunch
Clinton Airport (KCWI)**

August 13th Chapter Meeting

The August Chapter potluck lunch will be held on **Saturday, August 13th at NOON**. It will be held at the Clinton Airport.

FLY IN or DRIVE IN!

Bring a dish to pass and your eating utensils. Should be a great time!!

From The Desk of the President (cont.)

(Continued from page 1)

sual for a company to focus their resources on the money maker. Lancair is a company and it is the management's job to make the most money and not make decisions based on nostalgia. I enjoy my Lancair 235/360 and would like to see a version of it come back to production; we won't catch Vans in units sold, but at least give them some competition.

I left on Friday morning, had to wait till 10:00 for IFR to lift, which meant everyone else had to wait too. After airport was open I waited another hr for the line to go down on 36.

Three Six is 8000' long and my parking spot was at the end. I figured I better get in the line and get out before airshow starts. Not only was it a long line but we were stopped several times for the C5 to takeoff and several jets to land. All the while my oil temp was raising, this concerns me for obvious reasons, but also because I have a problem with vapor lock. I put a big engine in a small area and that area gets hot when I taxi a long time. When it was my turn to depart. I stayed on center line as long as I could before I turned away to make sure I wasn't going to have problems.

Once in the air my temps came down to operating limits and I was headed for home. I don't have ADS-B out but can pick it up from other planes that have it. Looked like a disturbed bee hive coming out of Fond du Lac and heading west. All of us were staying below 2000' because of rain clouds. I know ADS-B is a good thing but there was less stress when I thought I was the only one out there. After passing Madison's airspace I threaded my way through a line of rain and made it home in fine shape.

I'll see everyone at the Potluck.

Jerry Coussens

Density Altitude (from Richard Lowe)

Most of us recall having to learn about density altitude when we were student pilots. We learned that thick air was better than thin air for performance of the airfoils and the engine.

Living in the Midwest, we did not give it much more thought after we passed the dreaded written test for the private license. We did not have to deal with the high altitudes of the mountain flyers and the hot afternoons in the short summers were handled by leaving it in the hangar and flying in the early morning for the pancakes and the evenings to view the late sunsets.

I really did not worry about it until I started to fly with the Army Flying club at Ft Huachuca, AZ. The field elevation at Libby Army Airfield was about 5000 feet MSL as I recall, and on a July Afternoon, the temps exceeded 100 F and the density altitude was about 10,000 feet.

Try loading a Cessna 150 with two folks and full fuel and you are in for a thrill. It was the only club I flew with in which you did not top off the plane before putting it away. We used a ruler to measure the fuel in the tanks and added only what we need for the trip before the flight. I think an inch and a half gave us a one hour lesson.

Intersection departures were not the rule at that facility. Sierra Vista Municipal Airport shared the Libby runways and more than one flat lander ended up in the cactus in spite of warnings from the Army controller who recommended the full runway rather than the intersection departure.

I got the lesson driven home, again, recently when I went from MLI to LAS on Allegiant Air. The MD-80 could not tanker enough fuel to make the normal non-stop trip from LAS to MLI due to the 113 degree temps at LAS. They had to stop for fuel at ITC, adding over an hour to the trip.

When I was in Sudan, much of the flying was done at night due to the normal 118 temps during the day.

Aeroflot, the Soviet Airline, served Khartoum, but I never saw one the entire year. They came and went in the dark of night to avoid the high temps.

Other carriers such as British Airways, Lufthansa, Alitalia and Swissair had late evening arrivals and early morning departures.

Sudan Airways never ran on time, so, who knows?

July Potluck Lunch at the Davenport Airport



July Potluck Lunch at the Davenport Airport



July Potluck Lunch at the Davenport Airport



New Flying Country Club Acquisition 1974 F33A Bonanza

Picture yourself flying this beautiful 1974 F33A Bonanza owned by the Flying Country Club, Inc of Moline. This airplane is the straight tail version of the famous V tail Bonanza and flies just like it. Joining the Club is easy, and with monthly dues of only \$175 for the Bonanza category you won't have to worry about renters insurance, hangar fees, or the usual costs and chores of ownership. With the Club's great rate schedule you can build your ownership from 7 to 30 shares. That lowers your rate from \$182 to \$157 per hour (wet & tach hours). For more information and an appointment to see the airplane contact Charles Typinski at [309-230-4513](tel:309-230-4513). We look forward to seeing you.



EAA Oshkosh Airventure 2016 Final Facts and Figures

Comment from EAA Chairman Jack Pelton:

“It was a magical week at Oshkosh this year. You could sense the enthusiasm throughout the grounds no matter where you were. From the aviation anniversaries we celebrated, to the magnificent performances by the Canadian Forces Snowbirds, to the airplanes and aviators who were here, there was an energy that reinvigorated everyone involved in aviation. We premiered our annual Founders Innovation prize and celebrated the flight of our 2 millionth Young Eagle with thousands of EAA-member pilots who made that remarkable achievement possible. Our industry partners conducted more than 70 news conferences in Oshkosh, launching countless new products and technologies that benefit the aviation community.”

Attendance: Approximately 563,000, an increase of nearly one percent over 2015.

Comment from Pelton: “Our attendance was particularly outstanding, since we had some weather challenges mid-week compared to seven perfect days in 2015. Our grounds crew and our volunteers, who number more than 5,000, did a superb job keeping the site ready for visitors and campers who arrived by ground or by air.”

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

Total showplanes: 2,855 (up 7 percent over 2015): 1,124 homebuilt aircraft (up 11 percent), 1,032 vintage airplanes (up 7 percent), 371 warbirds (up 6 percent), 135 ultralights and light-sport aircraft, 101 seaplanes, 31 rotorcraft, 41 aerobatic aircraft, and 20 non-categorized aircraft.

Commercial exhibitors: Final total of 891, a 10 percent increase over EAA AirVenture 2015.

Forums and Workshops: A total of 1,050 sessions attended by more than 75,000 people.

Social Media, Internet and Mobile: More than 35 million people were reached by EAA’s social media channels during AirVenture; EAA AirVenture app had 1.6 million screen views; EAA video clips during the event were viewed 957,000 times; and EAA’s 1,100 photo uploads were viewed more than 7.4 million times.

Guests registered at International Visitors Tent: A record 2,369 visitors registered from a record-tying 80 nations. Top countries represented: Canada (578 visitors), Australia (340), and Argentina (167).

[NOTE: Actual international attendance by country is undoubtedly higher, since these are self-reported figures only.]

Media: 750 media representatives on-site, from six continents.

What’s ahead for EAA AirVenture Oshkosh 2017 (July 24-30, 2017)? Comment from Pelton:

“The planning for EAA’s 65th annual fly-in convention begins now. There are people already coming forward with ideas that we’ll consider in the coming weeks. Next year, for instance, is the 80th anniversary of the iconic Piper Cub airplane and the 70th anniversary of the U.S. Air Force. We also want to continue to be the place where new aviation technology and innovations are unveiled to the world. Our evening lineups continue to provide attendees with additional reasons to stay throughout the night, and 2017 will be no different as we’ll kick off the week on Monday, July 24, with an evening concert by the Grammy-nominated alt-rock band Barenaked Ladies, presented by Ford Motor Company. Although the lineup of features, attractions and anniversaries is still developing, it will be a collection of aircraft and people unmatched anywhere in the world.”

Oshkosh 2016 Repair Barn Thank You

Ron, Cy and Carl,
Thanks so much for the help with my RV4 this year. Next year I will come by and visit with you again... but hopefully not with any repair issues. Please forward my thanks to the entire EAA 75 team. Contact me if you come to Houston for a tour of NASA.

Jeff Bertsch



Fly Iowa 2016 at the Clinton Airport

Fly Iowa 2016 will be happening on Saturday, September 24, 2016 at the Clinton Municipal Airport in Clinton, IA. The event is being put on by the Iowa Aviation Promotion Group. The IAPG is a non-profit organization whose mission is to grow aviation by increasing the numbers of pilots, aviation uses and aviation supporters within the state. The event is free to the public and features various things to do including an airshow, static displays, commercial vendors, among others. The event starts at 9am.

More Details: <http://www.clintonia.com/events/details/fly-iowa-clinton-3924>

More Details: <http://flyiowa.org/>

3rd Class Medical Exemption is Now Law

On July 11, the House passed the extension to keep the FAA operating through the end of the next fiscal year. H.R. 636, known as the “FAA Extension, Safety, and Security Act of 2016,” includes the same third class medical reform language the Senate has already passed three times.

House and Senate negotiators have agreed on the provisions in H.R. 636, and it is expected to pass the Senate later this week and then be sent to President Barack Obama to be signed into law before the current FAA extension expires on July 15.

“We have been working day in and day out to win much-needed medical reforms for pilots, and the inclusion of those reforms in the FAA extension, and the House’s overwhelming support puts us one step closer to getting this to the president’s desk,” said AOPA President Mark Baker. “We appreciate the leadership of Transportation Committee Chairman Bill Shuster (R-Pa.) and the steadfast support of general aviation’s friends in Congress.”

Third class medical reform was included in the House Pilot’s Bill of Rights 2 introduced last year by Reps. Sam Graves (R-Mo.), Dan Lipinski (D-Ill.), Todd Rokita (R-Ind.), and Collin Peterson (D-Minn.). Graves, Rokita, and Peterson are all AOPA members and House GA Caucus members, while Lipinski is a GA Caucus member who has been a stalwart GA supporter. The Pilot’s Bill of Rights 2 garnered nearly 200 co-sponsors in the House.

“Today is a great day for general aviation” said

SEPT. 24, 2016

CLINTON FLY IOWA

CELEBRATING CLINTON COUNTY AEROSPACE HISTORY

A FREE AIRSHOW & FAMILY EVENT

- ◆ STEAK FRY & PERFORMER MEET & GREET
- ◆ FREE AFTERNOON AIRSHOW FEATURING TOP PERFORMERS FROM ACROSS THE COUNTRY
- ◆ FLY-IN BREAKFAST

HOSTED BY CLINTON AREA CHAMBER OF COMMERCE VENDORS

CLINTON MUNICIPAL AIRPORT

FRIDAY, SEPTEMBER 23RD
Chamber Steak Fry & Performer Meet & Greet

SATURDAY, SEPTEMBER 24TH
Fly-In Breakfast
Airshow at Noon

FEATURING

THE VANGUARD SQUADRON
ERIK EDGREN
DAVE DACY & TONY KAZIAN

RV-3's Powered by 100% Ethanol Fuel
Clipped Wing Taylorcraft Comedy Act
Super Streamman Wing Walking Team

FlyIowa.org
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For sponsorship opportunities contact 563.242.3292

Graves. “Many of us have been fighting for third class medical reform for well over five years and we are closer than ever to realizing our goal. It is truly a testament to the grassroots support for third class medical reform from our community and the continual advocacy of the House General Aviation Caucus and our GA industry leaders.”

Other key congressional advocates were equally pleased to see the legislation moving forward.

“As an aviator, I am pleased that the solution we negotiated makes it easier for pilots who love flying to continue doing so without onerous medical regulations,” said Rokita. “While the language does not go as far as I and other leaders have advocated, it represents real progress towards removing unneeded government bureaucracy that does nothing to maintain safety.

“I appreciate AOPA’s leadership and staff for their unwavering efforts on this important issue. I will continue to stand up for GA pilots everywhere, and look forward to continuing my efforts when Congress considers a long-term FAA reauthorization bill next year.”

“The legislation approved by the House in the short-

(Continued on page 9)

3rd Class Medical Exemption is Now Law (cont.)

(Continued from page 8)

term extension is a long overdue victory for our nation’s general aviation pilots. This is a great example of what can be accomplished with bipartisan cooperation and stakeholder engagement,” said Lipinski and Peterson in a joint statement. “As strong supporters of general aviation, we look forward to securing additional commonsense reforms in the eventual comprehensive, long-term FAA reauthorization bill.”

In addition to medical reforms, the legislation requires the FAA to develop regulations for marking towers between 50 and 200 feet tall to improve their visibility to low-flying aircraft and help prevent accidents. Other provisions would expand the Transportation Security Administration's PreCheck program and provide protections to airline passengers, including ensuring families can sit together, allowing passengers to deplane after long waits on the tarmac, and providing fee refunds for lost and delayed baggage. The legislation does not include user fees or provisions to privatize the air traffic control system, both of which were controversial points in the FAA reauthorization process.

After the president signs the bill into law, the FAA will have up to one year to develop and issue regulations before the third class medical provisions become effective. The 10-year reachback will begin when the bill is signed by the president, but a pilot whose medical lapses between the date the legislation is signed and the time the FAA promulgates the new regulations will need to get a new medical to keep flying during the interim period.

Chapter 75 Flight Instructors

Per a member request, am including a listing of Chapter 75 members that are flight instructors and would be willing to help with primary flight instruction, your next BFR or other. *If you are a Chapter member and a flight instructor please let me know and will include your name in the listing. Additions/Corrections are welcome!*

CFI / CFII	Phone	New Students	CFII	BFR	IFP	Airports	Plane
Mike Nass	563-357-6068	No, Booked	Yes	Yes	Yes	CWI	Owners Plane
Dean Jones	309-752-3841	Yes	Yes	Yes	Yes	DVN MLI	Owners, QC Flying Eagles
Tim Leinbach	309-781-9585	Yes	Yes	Yes	Yes	DVN MLI	Owners, FBO, Club Plane
Tim Toal	309-235-0087	Yes	Yes	Yes	Yes	DVN MLI	Owners
Barry Logan	309-303-0211	Yes		Yes		C75	Owners, Club Plane

For answers to the most commonly asked questions about medical reform, visit AOPA’s FAQ page. How does this legislation compare with the petition that AOPA and EAA filed jointly in 2012?

The legislation greatly expands the number of pilots and aircraft who will be eligible to fly under third class medical reforms. The table below compares some of the key points.

Original Petition vs. New Legislative Reforms

Aircraft Specifications:

Original: Up to 4 seats, 180 hp, single-engine, fixed gear

New: Up to 6 seats, up to 6,000 lbs (no limitations on horsepower, number of engines, or gear type)

Flight Rules

Original: Day VFR Only

New: Day and Night VFR and IFR

Passengers

Original: Up to 1 passenger

New: Up to 5 passengers

Aeromedical Training: Pilots must take a free online course every 2 years. (No change).

Altitude Restrictions

Original: Up to 10,000 feet or up to 2,000 feet agl

New: Up to 18,000 feet msl



For Sale: 1969 Piper 140

Fellow members: As you know **John Vahrenwald** recently passed away. Many of you know he owned and flew an excellent Piper Cherokee 140 which he kept up with superb maintenance. It is now FOR SALE. Here are some of the details on the airplane:..

1969 PA 28-140

Total Time: 5647. SMOH 268 by Popular Grove in 2003. **Lycoming 0-320-E2A. MOGAS STC.**

IFR equipped

- King KX-155
- KN-64 DME
- KT-76A Transponder
- ADF
- Intercom
- New E-04 ELT installed in 2013 and more!

Last annual was May 2013. Compression was 77/78 on all cylinders. The interior is very clean. Paint is excellent with some new sheet metal work. New wing tips. Always hangared. Complete airframe and engine records. Most maintenance was done by the Carver Shop or Straley Aviation prior to that time.

Serious inquiries may contact Richard Lowe to discuss further details. 563 355-3424.



For Sale: 1959 Piper Comanche 180

BEAUTIFUL IFR COMANCHE 180 • \$39,900 • www.sustainedflight.com for logs and additional pictures Engine 400 hrs Complete overhaul in 2008: PROP 200+ hours new bolts installed 1/2016: Airframe ~6000 Hangered at KDVN Tied Down at KPDK. Constant speed prop, retractable gear: Great handling aircraft very easy to move from high wing to this plane: Easy access to engine compartment: 9.5gph cruise: Annual 5-2015: IFR Cert 8-2015: AVIONICS Rebuilt/Recalibrated 5/2015 Narco MK12D TSO-TKM MX12 King KX78 Transp: ADs Current: Great cross country aircraft: Pilot seat rebuilt 5-2015: 50 gal fuel: Room for negotiations Lets Go for a ride! • Contact [Mark Clark](mailto:Mark.Clark@Continuoustouch.com), Owner - located Atlanta, GA USA • Telephone: 5635086275 . 8772771940 . • Mark.Clark@Continuoustouch.com



FOR Sale: Waix Kit partially finished including all control surfaces, tail and main spars. The Waix is the Y tail version of the Sonex. The kit is configured with dual controls, Aerovee engine mount, and conventional, tail dragger gear. The optional configurations could still be changed as these parts are not yet installed. I will include most tools and a 4x12 work bench if so desired. Kit is available for inspection/pick-up in Clinton, IA Asking \$10,000

Contact David Leners at 563-357-5104.



1974 C-23 IFR Beechcraft Sundowner **For Sale**



This is an outstanding aircraft, needs nothing, nicest Sundowner you will find. Excellent IFR platform. Exterior is a 9 and interior is a 7. Autopilot with altitude hold. All logs since new all AD's complied with, all equipment manuals included. Last annual and IFR certification completed Dec 2016. Hangered at KMLI.



- 4,200 Hours Total Time
- 500 Hours Since Major Overhaul
- Paint looks great
- ~\$20,000 in electronics above most Sundowners
- UPS SL70 Digital Transponder w/P.A. Display
- UPS SL15 Audio Panel with copilot isolate-music input – 4 place intercom
- UPS SL30 NAV/COM Digital Flip Flop
- TKM 170B NAV/COM Digital Flip Flop
- UPS GX50 IFR GPS – Enroute, Terminal and Approach certified
- UPS Attenuator Panel
- UPS MD-200-306 Localizer / Glideslope / VOR
- TKM Digital Localizer / Glideslope / GPS / VOR
- S-TEC System 30 Autopilot with altitude hold – slaved to everything
- S-TEC DG with heading bug

Sale price \$ 54,900

Contact Nathan 563-940-7293 anytime.

Skjerseeth@icloud.com

- AK360 Altitude Encoder
- Electronics International Digital Fuel Functions
- Electronics International Digital EGT / Cylinder Temp
- Electronics International Digital Volts / Amps
- Recent New Sensinich Prop – Balanced
- Electric Trim
- Electric Flaps
- Dual Landing Lights
- Rosen Visors
- Vertical Card Compass
- Tanis Engine Heater
- Custom Cockpit Cover and Engine Blanket included



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](#)

Upcoming EAA Webinars

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

August 10 - 7 p.m. CDT

[Powering Your Plane: How to Install a Lycoming-type Engine on Your E-AB](#)

FAA Wings & AMT Credit Presenter: Dave Prizio

August 24 - 7 p.m. CDT

[Staying IFR Current for Real](#)

FAA Wings Credit Presenter: Andy Miller

August 31 - 7 p.m. CDT

[Flying and Maintaining the B-24](#)

[Diamond Lil](#) Presenter: Brad Pilgrim

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.

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 following 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 309-236-9785, or Ralph Stephenson 309-737-6902.

For Sale: Wampus Cats Flying Club Share

Here is your opportunity for very economical flying! Wampus Cats Flying Club has been in existence since the 1950's. We have a well kept 1978 Cessna 152 which was purchased new and has always been hangared at Davenport. It has 5000 airframe hours

and 500 SMOH. Monthly dues are \$39.00 and hourly rate is \$50.00 wet. For more information on joining our Club please contact Bernie or Chris Nitz. (309) 798-2011. bernien@visioncrest.com or cnitz@visioncrest.com



For Sale: Quad City Flying Eagles Shares

Shares for sale, Quad City Area Flying Eagles. Contact Ray Holland, [563 359 0450](tel:5633590450).

Plenty of room for YOUR ad. Send it to me. 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 meetings, 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. Visit our store at www.cafepress.com/eaachapter75



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

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(Effective January 2016)

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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.



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

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:
 Paul Fisher - EAA Chapter 75
 8428 114th Av West
 Taylor Ridge, IL 61284
 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: _____

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