

# THE LANDINGS

[www.eaa75.com](http://www.eaa75.com)

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

**October 2017**

**THE EXPERIMENTAL AIRCRAFT ASSOCIATION**

## From The Desk of the President



Another month has gone by and we are knocking on winter's door. I feel like I lost the whole summer as far as aviation goes. I lost 6 weeks rebuilding my prop. I recently lost two weeks rebuilding my struts. My plane is 15 years old and is showing its age. I have one more modification to my plane then I'll leave it alone to start another project. Navworx says it's close to sending me my ADS-B out, I'll believe it when I see it. It will take me at least two weeks to install that. While I'm at it I'll modifying my canopy to make it possible to install a weather strip so I don't have to worry about rain getting in and short circuiting my AP.

For several years now I have wanted to flight test my plane to see what my ceiling is. A few years ago I was at 18,000' over the Rocky's with an airspeed of 140 kts so I believe it can make it to 20,000'. Since that is in class A airspace I've been waiting for my IFR rating. With that under my belt Saturday was my day. My concerns: How awkward is it to talk to ATC with an oxygen mask on. Will the engine overheat in this flat land summer heat.

With this in mind I filed a flight plan for 7:00 AM

Saturday to beat the hot weather. I filled up the plane, and taxied out for departure at 7:30 AM, on a beautiful clear day. ATC was very accommodating; my only goal was to climb I didn't care the direction. You can see my flight on Flight Aware if you wish, N61VL. Quad City cleared me to 10,000' then handed me off to Chicago which cleared me to FL 20 (sounds cool doesn't it, into the flight levels). Plane was climbing great, 1000' FPM. Initially my airspeed was 118 kts. As I passed through 10,000' my oil temp started to climb so I lowered it to 500 FPM. As I passed through 12,000' my oil started to climb again and my airspeed lowered to 120 kts. I lowered my

*(Continued on page 2)*



**Next Meeting - Saturday, October 14th, 7PM - Paul Fisher - IMC Club**  
**[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)**

## October 14th Chapter Meeting

The October Chapter meeting will be held on **Saturday, October 14th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

Paul Fisher will give a program on the IMC Club. Paul will let all know what the club is all about. And will include a couple of scenarios that are discussed at the IMC meetings held each month.

Bring a friend, being a prospective member!!

## From The Desk of the President (cont.)



*(Continued from page 1)*

rate of climb to 300 FPM this had no effect on the oil or air speed. As I passed 16,500' my oil temp was at 242 degrees so I decided to cancel the test. I called ATC and told them I was returning to DVN. I was cleared to 11,000'. It was a beautiful day, smooth as glass so I set up my decent for 500' FPM and let the AP take me to DVN. When I reached 12,000' and 35 miles from DVN, Chicago handed me off to Quad Cities which cleared me to 4,000'. I thought about having Quad Cities vector me to ILS 15 so I set up for it. At five miles away I was still at 9,000' so I canceled IFR and continued east. Five miles from DVN I circled back for a Left downwind to 15. As far as my Oil temp it came down to 210 but no lower, with these conditions I was never going to get to 20,000'. Just saying, but is was a great day for a flight, loved it.

I'll be trying this again early winter, only this time I'll pick a far off destination with more time in level flight to cool the engine then lift to the next level. Good to have plans. --Jerry Coussens, Pres

## September Board of Directors Meeting Minutes

**CALL TO ORDER:** The meeting was called to order by Chapter 75 VP Ron Franck at 1800.

**MEMBERS PRESENT:** Ron Franck, Ron Erhecke, Wayne Sapp, Dave Jacobsen, Ed Leahy, John Riedel, Mike Nightingale.

**THOSE NOT PRESENT:** Jerry Coussens

**OTHERS PRESENT:** Jim Smith, Marty Santic

**TREASURERS REPORT:** The treasurer's report was read by Ron Erhecke. A motion to accept the treasurer's report was made by Dave Jacobson and was seconded by Wayne Sapp.

**APPROVAL OF MEETING MINUTES:** A motion to approve the minutes as published in the last newsletter was made by Dave Jacobsen and was seconded by Wayne Sapp. Approval of the board was unanimous.

**OLD BUSINESS:** Problems with the prop balancer and its usage were discussed. Young Eagle participation was discussed; it was decided that the membership should vote it up or down

### NEW BUSINESS:

Chapter Surveys were discussed. Some members support a chapter project, pointing to increased participation and membership enhancement. Others in opposition are concerned with the liability issues associated with such a project, the lack of a place to do it, and/or the management of it.

A motion to adjourn the meeting was made by Mike Nightingale and was seconded by Dave Jacobson. The meeting was adjourned at 1850 (time).

**These minutes respectively submitted by Wayne Sapp**

## September General Meeting Minutes

**CALL TO ORDER:** The meeting was called to order at 1905 by Chapter VP Ron Franck

**TREASURERS REPORT:** The treasurer's report was read by Ron Erhecke. The treasurer's report was approved at the Board of Director's meeting.

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## September General Meeting Minutes

*(Continued from page 2)*

**APPROVAL OF MEETING MINUTES:** The minutes of the last meeting as published in the last newsletter were approved at the Board of Directors meeting.

**TOOL LIBRARY:** (John Bruesch) After-Air Venture inventory in progress.

**REPAIR BARN:** (Cy Galley) Improvements (Insulation) and this year's problems discussed, along with anniversary party.

**YOUNG EAGLES:** Membership was asked to vote for or against Young Eagle participation. Members voted in favor of continuation of the program.

**AIR ACADEMY ADVISOR:** (Tim Toal) Jake Hyde, one of our Air Academy attendees attended the meeting and talked about his experiences there.

**IMC CLUB:** Paul Fisher reports that participation has been good, and all are happy with subject matter. New participants welcome.

**OLD BUSINESS:** None.

**NEW BUSINESS:** Vote taken and approved to resume Young Eagle participation

A motion to adjourn the meeting was made by Ron Franck and was seconded by Dave Jacobson. The meeting was adjourned at 2035 (time).

These minutes respectively submitted by Wayne Sapp

## NEXT EAA Chapter 75 Young Eagles Rally - Need Pilots and Ground Help!

We are good to go for Saturday the 14th of October, 8:30a to 11:30a at Davenport. Please note that I could use another person or two or more for ground work, and of course any pilots who want to participate can contact me at [bob\\_thomas@ajg.com](mailto:bob_thomas@ajg.com). The event will be held at the Davenport Airport, CAP Building.

--Bob Thomas

## Stearman Fly In Lunch - Geneseo

(Photos from Cy Galley)



**It's NOT too EARLY to Pay Your  
2018 Chapter Dues!!**

# Young Eagle Rally - Clinton Airport August 26th (Photos from John Riedel)





## My Honor Flight from Moline to DC

(from Richard Lowe)

On 31 Aug I went on our 40th Honor flight as a guardian. I did not want to take a seat from some vet who otherwise might not get to go and had never been to DC, so I went as a guardian. The fee was \$400 which I gladly paid. It was worth every penny. Lots of sponsors helped pay the cost which is close to \$100K for the jet and all the support. I got to experience the trip for the most part. I was assigned three vets to keep track of, but one did not show and the other two, both Navy were in good shape and we had a good time.

It started with a briefing at our Legion post last Saturday. The guardians got a separate briefing after the vets were dismissed. Then, on Wed night, Hy-Vee food stores held a dinner for everyone going. It was a big deal involving the PD, FD, a high school choir, bands, Senior Army Commander from Rock Island Arsenal as a speaker, etc. Great food and a chance to meet our vets. Then, home to bed. On Thurs, the guardians reported to the airport at 5 and the vets at 0530. We got our boarding passes and met the bus captains. We were assigned to three motor coaches once we got to Dulles. There was a line of folks to see us off including active military from the arsenal, Patriot Guard Riders, vet groups, etc. We cleared TSA and went to the gate where the Salvation Army and USO served donuts and coffee.

We boarded the Sun Country chartered 737. The captain came out of the cockpit and told us to say hello to his favorite plane when we got the air and space museum; he said he was a 23 year AF vet and had more pilot in command time in the space shuttle Discovery than any other astronaut. He took John Glenn back to space in 1998. What a surprise! We pushed back on 0700 and flew less than two hours to Dulles. We had a hot breakfast on the way. We were briefed that when the flight attendants did the briefing, as they did the "buckle the seat belt demo" we were to say: OOOOOHHH when they showed us how to buckle the belt, and then they told us to say AAAAHHH when they showed us how to release the belt.. It cracked them up. It was like that all day, just family.

When we got to Dulles, there was a volunteer team that took over to help us through the terminal. A line of about 40 active Air Force folks and a dozen or so FBI agents, other law enforcement, etc., all met us in the terminal as we walked through. Some older volunteers and some kids with flags. We got on the buses. It took time to load and unload at each stop as we had about 30 in wheel chairs. They said the first

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## My Honor Flight from Moline to DC

(cont.)

*(Continued from page 5)*

flights had many more chairs, but now it is mostly RVN vets and fewer chairs. We had a medic on each bus. We then drove to Air and Space for about an hour and then got on the bus for a ride to town. The park police provided an escort with motorcycle and squad car for the rest of the day. We ran red lights and busted onto the freeways with traffic stopped for us. We turned against no turn signs, etc. The coaches all had wheel chair lifts and the drivers all fight for the job of hauling the honor flights, so we had excellent drivers. We saw a movie on the Tomb Guards on the way into town. We had a box lunch from Arby's on the bus on the way in.

First stop was the Lincoln Memorial for a group photo. Then a walk to the Wall, the Korean Memorial and the statues of the three nurses and the three men. Back on the bus for a drive to the WW II memorial for a short stay. Then a bus ride out to the Women's Memorial near Arlington. After that, a drive through the cemetery to the Tomb. We were the only buses allowed to park near the tomb. We walked to Audie Murphy's grave and then across to the Tomb where we saw them change the guard at 1700. The commander of the relief did a special, extra, strike of his shoe heels to acknowledge the honor flight. It is the only way they are allowed to communicate with anyone in the viewing stand. Otherwise it was all standard changing ceremony. We all were told to look for it. Then we went over the flag pole where the sentinel going off post and the commander of the relief lowered the flag in a mini-retreat ceremony. Back on the bus for a drive to the AF Memorial. We did not see the Marine Corps memorial as it was undergoing maintenance and closed to traffic. We had colored shirts to tell who was who: Yellow for vets, blue for guardians, different blue for staff, red for bus captains, the director had a yellow cap so we could find him quickly if needed. Like and aircraft carrier.

Back on the bus and an Arby's box lunch on the way to Dulles. Wild bus ride with the police in the lead. The same thing there; folks gathered to see us off. We found the plane not at the gate. They had gone to Texas to haul a load up to Minnesota and then came back to get us. The new crew was waiting and I talked to the co-pilot. Turns out he flew with my great nephew on the RJ's and at Sun Country. My nephew is now with Delta out of New York.

On the way home, another hot meal from Sun Country and then we had mail call. Senator Ernst of Iowa

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## My Honor Flight from Moline to DC (cont.)

*(Continued from page 6)*

and Congress Woman Bustos from Ill had prepared special letters for each of the vets thanking them for their service. Then, and I don't know how they did it, each vet got a pack of letters. The letters were written by family and friends and sent to that vet, by name % the Honor Flight. Post marks were in July and early August. When they opened the letters, I assume they were wishes for a good trip, etc. Some HF staff must have used the emergency notification information on their application to track down family and friends and then get the letters sent in, sorted and prepared for issue to the vet in his set by seat number on the day of the flight.

When we got back to the Quad City Airport, we formed in the gate area with the wheel chairs in the lead. One of the airport police officers gave me some ice cream when I got off the plane. I worked with her at TWA years ago. We all marched into the main terminal and the reception was overwhelming. Active Army, Patriot Guard, Scouts, vets groups, families, young and old, all trying to get to a vet and shake his or her hand and thank them for their service. The terminal was packed with folks. Clapping and cheering. It went on and on. My ice cream was melted by the time I got to sit down and eat it.

The parking lot was full and the parking was free that day for HF and those who came out to see us. Truly, the vets are not forgotten in the QC. If you ever get a chance to go on a flight, do it. You don't have to be a vet to go as a guardian. Many of them were women taking their dads and grand fathers. To see more photos of the trip, go to [www.flickr.com/photos/hyveequadcities/albums](http://www.flickr.com/photos/hyveequadcities/albums) --Richard Lowe





## For Sale: Garmin 496

I have recently removed a panel mounted Garmin 496GPS with XM satellite weather from my 180 and thought I'd let chapter members know before putting it on eBay.

I have for sale the 496, both XM and external gps antennae, wall and cigarette power cord, as well as panel power cord, yoke mount, airgizmo panel mount, 30 degree angle adapter, car dash mount, car power cord and speaker. Data transfer cables and all manuals and CD. \$600.

Members can teach me at 563-549-0855 or [cjolson227@gmail.com](mailto:cjolson227@gmail.com)

## NEW Private Pilot (from Tim Baldwin)

Travis Baldwin just recently passed his Private pilot check ride. Please welcome this new private pilot. Congratulations, Travis!!

## And a Soon to Be Private Pilot (from Tom Shelton)

Kelsey Fitting-Snyder, soon to be a pastor in residence at St. Paul Lutheran Church in Davenport sits in Jim Smith's Waco. Kelsey hopes to begin flight training soon after getting settled in with her husband in the Quad Cities.





## Upcoming AOPA Event (from Adam Santic)

### AOPA Rusty Pilot Seminar (Oct. 14)

A AOPA Rusty Pilot seminar will be held on Saturday, October 14, 2017 from 9:00am to NOON. The event is being presented by Ron Timmermans and hosted by Jet Air Inc. **Address:** Jet Air Inc., 1801 S. Riverside Dr., Iowa City, IA 52246. The event facility is located on the grounds of the KIOW - Iowa City Municipal Airport, 1801 Riverside Dr., Iowa City, IA 52246.

**It is free for AOPA members, \$69 for non-members. You must register to attend the event. By attending you'll receive 1 Credit for Basic Knowledge Topic 1 and 1 Credit for Basic Knowledge Topic 3 towards your WINGS Credit.**

**Link:** [https://www.faa.gov/SPANS/event\\_details.aspx?eid=78497&caller=/SPANS/events/EventList.aspx?statecd=IA](https://www.faa.gov/SPANS/event_details.aspx?eid=78497&caller=/SPANS/events/EventList.aspx?statecd=IA)

**Program Description:** Once a pilot, always a pilot...But, if you're feeling a little Rusty.. You might be like more than 500,000 other pilots (that's right, half a million), who have taken a break from flying. The good news is that getting back to flying is easier than you think.

Join us for a fun, interactive seminar that will give you all the information you need to get current again. As a seminar participant, you'll get 3 hours of ground instruction toward completing your flight review, valuable take-home materials, and handouts so you can review what you've learned.

We'll help you brush up on your aviation knowledge and understand what's changed since you last took the controls.

## 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

## AND Another NEW Private Pilot (from Paul Fisher)

I heard from Mark Howell this afternoon that he passed his private pilot checkride, so we officially have a new pilot! Now he just has to finish the RV-8 he is working on...

I have also attached a picture of Mark (on left) with his examiner.



### EAA Chapter 75 IMC Club

"To promote instrument flying, proficiency, and safety"

<http://eaa.org/imclub>

Meets First Tuesday of each month at 18:00  
Lindquist Ford, 3950 Middle Rd., Bettendorf, IA

For more information contact:

Paul A. Fisher - rv7a.n18pf@gmail.com

Bernie Nitz - bernien@visioncrest.com

Ron Franck - ronalffranck1@gmail.com

***EAA CHAPTER 75 – QUAD CITIES***  
**1<sup>ST</sup> SATURDAY COFFEE AND DONUTS**  
**MEMBER OR NON-MEMBER**  
**ALL ARE INVITED – BRING THE FAMILY**

**FREE COFFEE AND DONUTS AND SOME  
GOOD HANGAR TALK AT THE DAVENPORT AIRPORT**

**SATURDAY, OCTOBER 7, 2017**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Tim Baldwin**  
**Davenport Airport**



***DRIVE IN or FLY IN – HOPE TO SEE ALL***

This month, hope to see all at our 1<sup>st</sup> Saturday of the Month coffee hosted by Tim Baldwin. Come for some good hangar talk. Plenty of room for all.

**FLY IN:** Davenport Airport (KDVN). We will be meeting at Tim Baldwin's T-Hangar, I5. These are the new hangars in the northeast corner of the hangar area. The gate should be open.

**DRIVE IN:** Just drive to the Davenport Airport. See you there!!!



## Next AOPA Seminar - October 19th - John Deere Global Aviation Services Quad Cities Airport

### AOPA Air Safety Institute Seminar - Fly by Night (Oct. 19)

A AOPA Air Safety Institute seminar entitled “Fly by Night” will be held on Thursday, October 19, 2017 at the John Deere Global Aviation Services, 5600 69th Ave, Milan, Illinois. It will begin at 6:00pm. There is no registration required for this event and it is **FREE**. **By attending you’ll receive 1 Credit for Basic Knowledge Topic 3 towards your WINGS Credit.** You can also fly in to KMLI - Quad City International Airport, 2200 69th Ave, Moline, IL 61265 which is located on the airport where the event is being held.

**Program Description:** Especially in light aircraft,

flying after dark comes with real trade-offs. Smooth air, better performance, and stunning views are great—but they’re offset by trickier landings, invisible terrain, and limited emergency options. So, what’s the key to staying safe after sundown?

ASI’s new seminar looks at night flying from a risk management perspective. Using decades of accident data, we identify common problems and recommend the best ways to avoid them. Along the way, we talk about: requirements for pilots and aircraft, unique flight planning considerations, why all nights are not created equal, things that can take you by surprise and much more.

**Link:** [http://www.faasafety.gov/SPANS/event\\_details.aspx?eid=78077&caller=/SPANS/events/EventList.aspx](http://www.faasafety.gov/SPANS/event_details.aspx?eid=78077&caller=/SPANS/events/EventList.aspx)



## For Sale: 1959 Piper Comanche 180

**BEAUTIFUL IFR COMANCHE 180** • \$39,900 • [www.sustainedflight.com](http://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](mailto:Mark.Clark@Continuoustouch.com)



**NEW ITEM Also FOR SALE**

I have a hangar winch to pull an airplane in and out of the hangar.

\$125



**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.





## UPDATED 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 Calendar of Events](#)  
[Iowa DOT Office of Aviation Calendar](#)  
[Wisconsin Fly-Ins and Airshow Event Calendar](#)  
[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](http://www.eaa.org/webinars) to view the schedule and to register.

**Airspace 101** - October 12 - 7 p.m. CDT  
Presenter: Radek Wyrzykowski | FAA Wings credit

**Chapter Chat: Chapter Formation** - October 17 - 8 p.m. CDT  
Presenter: David Leiting

**A View from 85,000 Feet** - October 18 - 7 p.m. CDT  
Presenter: Col. Richard Graham

**Amateur-Built Condition Inspections**  
Wednesday, October 25 - 7 p.m. CDT  
Presenter: Vic Syracuse

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](mailto: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. **NOW Asking \$2000 - Price REDUCED AGAIN.** Dan Murphy 309-752-3887, 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](mailto:bernien@visioncrest.com) or [cnitz@visioncrest.com](mailto: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).

**Want to RENT** - Safety minded, conscientious, courteous, congenial 500 hour IFR and complex rated pilot is looking to rent a plane 20-30 hours a year; no weekends, only on weekdays. Would prefer an Arrow or similar type (all my hours are in Pipers), but would be amenable to discussing other options. Mike Van Dyke 563-209-7752 [mikel@cmeflow.com](mailto:mikel@cmeflow.com)

Plenty of room for your ad. Send them to [marty.santic@gmail.com](mailto:marty.santic@gmail.com) Get rid of your stuff!

**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 are available now! Let me know and I can bring a cap to the chapter meeting or coffee.

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](mailto:marty.santic@gmail.com) If you would like me to ship, send a \$15 check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807



Baseball Cap in Light Khaki

Chapter Website  
[www.eaa75.com](http://www.eaa75.com)

### EAA CHAPTER 75 OFFICERS

(Effective January 2017)

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**Tool Loan Officers**  
**John Bruesch (Contact Info Above)**  
**Mike Nightingale (See Above)**  
**Roger Nightingale (See Above)**  
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**Always Remember.....  
The Time Spent Flying is NOT Deducted  
from Your Lifetime!**

Chapter Website  
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 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone (Home): \_\_\_\_\_ (Work): \_\_\_\_\_  
 (Cell): \_\_\_\_\_  
 Email Address: \_\_\_\_\_  
 EAA#: \_\_\_\_\_ Exp Date: \_\_\_\_\_  
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What are You Building? \_\_\_\_\_  
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