

THE LANDINGS

www.eaa75.com

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

February 2010

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

This past month has gone by without getting any wheels off the ground.

As you read in the last newsletter Ron Franck is still busy working on their new house and asked to find someone else to step up and take over newsletter editor. Marty Santic has agreed to give it his best. Marty has been e-mailing members to update our list and I have been working on the snail-mail list to find a source for them to receive the newsletter by e-mail. Thanks Marty for accepting.

I got an e-mail from Keith Williams that he has sent the propeller that Dr. Farley's wife had donated to its new owner in Florida. He has a check for \$1,000.00 after shipping expenses going to the Moline Foundation and our High Flight Education Fund. The RV-10 parts have not brought any interested people, so we have lowered the price from \$1,500 to \$1,000. Keith will post that on the net to see if we get any response. Thank Keith when you see him for his efforts.

Mike Nass, your Vice President will preside at the February meeting and has agreed to also do the pro-

gram. He is planning on doing a presentation about (Poncho Barnes), Florence Lowe Barnes, July 22, 1901-March 30, 1975.

I went to the McAllen, Tx airport today, but left my camera behind, so I have no pictures with palm trees in the background to include. The FBO there is a Husky dealer with all models on display – regular tires, large tires, floats, various engines and prop combinations.

In talking with some of our members while working on the mailing list, it was good to hear about projects they are working on. There should be a project or two we could look at in March if someone would offer to open up their shop for a review.

Dave Jacobsen and I are still looking for another person to attend the Chapter Leaders Conference at EAA Headquarters in Oshkosh March 26-28,2010.

What did you think of the Sport Aviation magazine changes?

Marty told me I had a full page to fill this month. With no pictures, the type may need to be ENLARGED to fill the page – slow month for news. Happy Flying - Jim

Notes from the Editor

This is my 1st attempt at a newsletter so please send me your comments. I appeal to all for input. Would like to see your trip reports with photos, that restaurant review w/ photos from your last \$100 hamburger trip. Am also considering profiling a chapter member every month or so. Any volunteer for the first? I'll send a set of questions and then develop the article with some neat photos. Other ideas are welcome.

Next Meeting - February 13 Program - Mike Nass on Poncho Barnes
Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois

February 13th Chapter Meeting

The February Chapter meeting will be held on

Saturday, February 13th. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

Guests are more than welcome. This month's challenge is to bring a guest (a potential new member!!)

This month's meeting will feature a presentation by Mike Nass on Poncho Barnes. This meeting should be very interesting and requires your attendance!! We hope to see everybody there!

November 14 Board Meeting

(There was no Board Meeting at the January meeting, the notes from the last Board Meeting are included).

CALL TO ORDER: The meeting was called to order at 6:10 pm by President Jim Smith.

MEMBERS PRESENT: Jim Smith, Ed Leahy, and Dave Jacobsen.

TREASURERS REPORT: Treasurer Ed Leahy reported Cash on hand-\$56.14; Checks on hand-None; Valley Bank account-\$3,238.64; Checking account balance-\$5,053.38; and the CD balance-\$4,728.12 for a total of \$13,076.28. A motion to approve the report was made by Dave Jacobsen and seconded by Jim Smith. Approval was unanimous.

OLD BUSINESS:

1. Chapter Leaders Training. Jim Smith will be checking with Oshkosh to see what the maximum number of people they would take at a single session. No Chapter 75 member has yet attended this training. There are training sessions in January, February, and March of 2010. Jim Smith and Dave Jacobsen have indicated interest in the March 26-28, 2010 session.
2. Air Academy. Sheldon Welton was approved to attend the Basic Air Academy in 2010.

NEW BUSINESS:

1. Mike Nass has a part time employee at the Clinton Airport, Quinton Waldorf, who is interested in aviation and who would like to attend the Advanced Air Academy in 2010 during Airventure. This was approved by the Board.
2. After discussion it was decided that the Chapter

will continue with table decorations for the Christmas party. They will be a 'take home' item for members at

January 9 General Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter vice president Mike Nass at 7:05 P.M.

TRESURERS REPORT: Nothing to report.

VISITORS: None

TECH COUNSELOR REPORT: Cy Galley mentioned to the sparse membership attendees this evening (15 people) that our pilot's certificates will have to be updated to the new plastic cards by sometime in March.

FLIGHT ADVISOR: Nothing to report.

REPAIR BARN: Cy reported that there was a four foot snow drift around the repair barn at Oshkosh this week.

TOOL LIBRARY: Nothing to report.

YOUNG EAGLES: Nothing to report.

OLD BUSINESS:

1. The new application forms for this years Air Academy is available on our website. We will be sponsoring four or five kids this summer.

NEW BUSINESS: 1. Nothing to report.

ANNOUNCEMENTS:

The annual Ski Plane fly in at Pioneer field in Oshkosh will be January 24th this year.

THE EVENING PROGRAM:

Despite the low attendance this month we had nice show & tell, peoples projects & problems discussions and just good old hanger flying.

The meeting was adjourned at 8:30 P.M.

These minutes respectively submitted by Vahan G. Bedeian recording secretary.

**Have you Renewed your Chapter 75 Membership?
See the Last Page of the Newsletter and Send Today!**

EAA - Looking back on 2009 and Ahead to 2010 (Republished with Permission, David Bunono, EAA Chapter 168)

With another year almost in the books, EAA has published their annual report. Instead of reading through all the fine print, you can read my summary below.

- EAA rolled out www.oshkosh365.org in hopes of allowing chapters to increase their web presence. Currently, only about half of chapters have a web page.
- EAA upgraded their software so that now chapters can be notified when somebody in their area joins EAA national.
- EAA wants to give young people a clear path to getting their pilot's license. Look for more programs that target kids who have done a Young Eagles flight in an effort to keep them motivated
- Look for more webinars (online learning) aimed at educating chapter officers on ways to attract and keep new members.
- "Learn To Fly Day" will be May 15, 2010 and they hope to make it an annual event. Stay tuned for events planned for this day.
- Feedback on the Chapter Leadership Academy sessions held in Oshkosh has been very positive. Look for more sessions in 2010.
- In 2009, the chapter Young Eagle credit amount was raised to \$5 per Young Eagle flown. These

credits can be used for scholarships to the EAA Air Academy.

- Capt Chesley "Sully" Sullenberger and First Officer Jeff Skiles are the new co-chairmen of the Young Eagles program. They took over for Harrison Ford, who served in the position for 5 years. Sullenberger and Skiles are the crew that successfully put a USAir flight into the Hudson after both engines quit.
- The EAA has updated their paperwork about adult orientation rides to make it easier and more like a Young Eagles flight (I didn't even know they offered this). You can download the new forms at www.eaa.org/chapters/resources
- Feedback on EAA's "Meeting In A Box" DVD was very positive. A second DVD is currently in production and should be out soon.
- Insurance for chapter events can now be obtained via the web.
- A trial membership program has been introduced allowing chapters to offer a complementary six month EAA membership to new members. This is an effort to get prospective members more involved before asking for money
- The online Calendar of Events has grown to be the biggest single source for people wanting to know what's going on around them. Look for expansion of this tool in 2010, including a way for chapters to pull the events right to their own web page.

Are You Ready for Airventure 2010?

Time to finalize your reservations. Oshkosh 2010 is only 6 months away. This editor cannot wait. Should be a number of finished RV-12s this coming July. 75th Anniversary of the B-17, some three dozen DC-3 and C-47 aircraft, 50th Anniversary of the Piper Cherokee, Oshkosh Express' 747 from Australia/New Zealand and more. And the usual camaraderie at the Repair Barn.



Amanda Smith's Aviation Update

From Terry Smith

Amanda C. Smith EAA #683980

First Officer US Air Express

Amanda is close to completing her Captain's License with US Air, and has been cleared by the FAA and FBI to attend training at the Air Marshall's compound in Arizona this Spring to achieve her concealed firearm permit on all her flights. She also has scaled up the pay ladder another couple of rungs, and was granted a two week vacation status by US Air.

She was able to visit Davenport for a couple of days and attended Dean Maupin's Hanger Party and then she was off to catch a flight to Atlanta and her amazing vacation trip. She couldn't have timed it better. The day she lifted off from Atlanta, that Nor' Easter hit Virginia Beach and Norfolk. That didn't bother Amanda, for she was on a flight to Johannesburg, South Africa, her first stop on a flight AROUND THE WORLD. She and a friend, who went to college with her at Florida Tech, decided to

go along also. Amanda wanted to go on a Safari and one of the best was in Johannesburg. They spent a few days there going on Safari and playing with the baby Tigers & Lions, and relaxing at their Hotel in the Pool House between the pool and the Jungle. From there they flew to Sydney, Australia after an 18 hour flight. For the next few days they walked around Sydney sightseeing, (about 15 miles per day) and had a ball. Amanda really loved Sydney and vows to return for a longer stay. From there it was off to Los Angeles for a couple more days to visit friends and Florida Tech classmates. Finally, it was time to head back to Atlanta and on to Norfolk to resume her aviation job. She had a wonderful trip and experiences and brought quite a few souvenirs home to remind her of her trip around the world.

She also has a new address and new condo, situated just a couple of blocks from Virginia Beach's Boardwalk and the US Naval Shipyard.

AMANDA C. SMITH

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Manly Wharf



Our Hostel



Sydney

New GPS Promises A Lot For Small Price

(Republished with Permission, David Bunono, EAA Chapter 168)

Here's a new GPS unit due out soon that could change the GPS market for VFR pilots. Is this unit coming from Garmin? Lowrance? How about Bendix King? The answer to all those responses would be NO.

AdventurePilot.com, a web site dedicated to giving pilots a reason to fly, has released it's first product besides a web page. The new iFly 700 GPS is the company's first foray into the GPS world and is due to be released this month.

What sets it apart from it's competitors? Let's start with price.

At \$499, it would be the cheapest new GPS that's 100% dedicated to aviation. Second is the touch screen. It appears to have an iPhone style interface to it. There are no actual buttons on the unit. It is all operated through the 7 inch touch screen.

For comparison, Garmin's new line of touch screen GPS's called Aera, start at \$875 and go up from there. Make no mistake, though, the Aera line is more capable. I don't think the iFly is looking to knock Garmin off it's perch. The iFly is a simple GPS with a very intuitive interface. It's a cheaper way to have a very capable GPS in your cockpit.

While we're on the Garmin comparison, let's look at the area where the iFly blows Garmin out of the water, or out of the air, I should say... Screen size. The Aera line has a 4.3 inch display (measured diagonally). That's not bad, but the iFly boasts a 7 inch screen.

The iFly contains all the basic GPS functionality

we've grown to accept as standard. Zoom capability, automatically finds itself when turned on, saves flight plan info even when turned off, easy "direct-to" flight planning, ability to reverse a flight plan for your return trip, and a basic set of flight instruments.

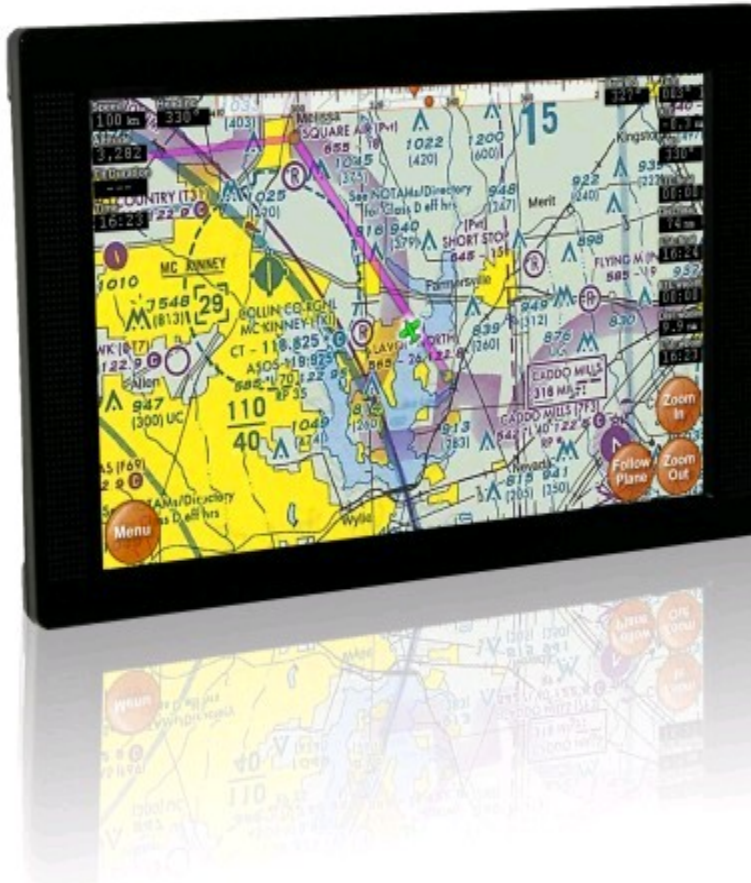
Above the "standard" functionality, the iFly background map is a sectional just like the paper versions all pilots have been trained to use. For \$69 per year, you will always have the most up to date sectionals and airport info. Also, a feature that I think will come in handy for any pilot is the ability to "rubber band" your route. Simply by touching and dragging the route line, you can bend it around airspace or whatever else you'd like avoid. It also contains airport info like attend-

ance schedule, communication frequencies, runway info, traffic patterns, and most other data found in the typical AFD. All this info gets updated on the same cycle as the sectionals. It also contains all IFR approach plates, but it does not have enroute charts.

It does not currently support XM Weather, but it is planned for a future update. I should also mention that the \$69 per year subscription fee includes all software updates and enhancements as well. It does not currently run from a battery either, so you will need to wire it for power or use a cigarette lighter.

As you can see, it is not a whiz-bang-do-it-all GPS, but for the price point, it will be hard to ignore for the pilot whose primary mission is the \$100 hamburger.

More information is available on their web site:
<http://ifly.adventurepilot.com/>



Has Anyone Noticed?

From Ron Franck

I'm not sure it is directly related to winter flying, but more on the order of stupid (Rod Blagojevich kind of stupid). The attached two pictures are the front and back of the Illinois registration sticker that I have to put on my plane. Notice on the front side that all of these stickers expire at the end of December. On the back of the sticker are the instructions that say "Do not apply in freezing weather". Now explain to me what part of Illinois is not in freezing weather in January!! If they don't want it applied in freezing weather – why not expire them in July?!?



Support the Geneseo Airport— Aviation Movie Night at the Central Theater

From Kent Johnson

Marty, congratulations on your new position as newsletter editor! I don't have any winter flying pictures at the moment, but I do have a winter pilot activity to announce if you would be kind enough to do so in the next newsletter. As we continue to search for ways to support our privately owned, public use airport, Gen-Air, Inc. is once again hosting 3 movie nights at the Central Theatre in downtown Geneseo. We provide a free feature film preceded by selected aviation related shorts. There will be a free-will donation bucket available for those inclined to contribute. All donations are used to help maintain the Geneseo Airport and are greatly appreciated. Meanwhile, it's a good opportunity to sit back and relax for a few hours with other aviation enthusiasts. The Theatre's concession stand will be open for anyone desiring refreshments.

The 2010 Gen-Air Aviation Movie Night schedule is:

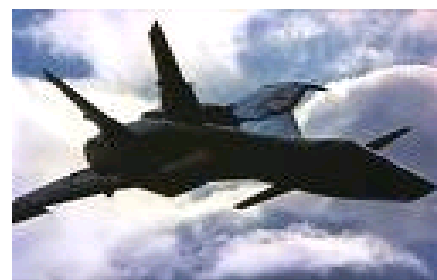
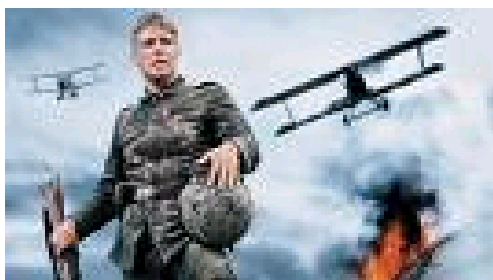
Thursday, February 18th **The Blue Max with George Peppard**

Thursday, March 18th **Memphis Belle**

Thursday, April 15th **Firefox with Clint Eastwood**



The Central Theatre is on State Street, just north of the downtown stoplight in the Geneseo business district. Doors open at 6:30pm and the main feature starts at 7:10pm. Hope to see you there.



Project Teenflight at Van's Aircraft

By Marty Santic

If you are an avid reader of the RVator or keep up with the posts on the RV-12 VAF forum you may be aware of the following. But, I am just impressed what a group of teens has accomplished at Van's Aircraft in just a few work sessions.

Project Teenflight had been envisioned by Dick Van-Grunsven (Van) about one year ago. His vision was to get a group of teens together at the factory and have them assemble an RV-12 kit with the assistance of a group of mentors. The goal was to educate the teens in the methods and techniques of aircraft construction and assembly, and have a completed and ready to fly RV-12 by the end of the normal 2009-2010 school year. One of the secondary goals is to document the program as much as possible to make it easier for someone else to repeat the program if they were interested in doing something like this (an EAA chapter, RV builders group, etc.). The teens started the process on September 16, 2009. The group meets most Saturdays.



First a little information on the group.

- The group consists of 12 teens ranging from 14 to 17 years old.
- The group consists of all boys. Van's attempted to recruit a few girls but got no interest.
- The teens have a wide range in their level of interest in aviation...a couple have taken some flight training. A couple of others were just recently introduced through a Young Eagles flight. The rest fall somewhere in between.
- There is a somewhat equal mix of school backgrounds with some home schooled, some in alternative schools, and some in public schools.
- They are all very sharp kids. They learn quickly, and are already very knowledgeable about all the different aircraft rivets and hardware, the different drill bit sizes associated with that hardware, etc.
- There are about 20 mentors involved. Ten or so are on a regular rotation schedule and the rest are standby or special projects (videography and photography).
- Every attempt is made to keep the teens doing

ALL of the work with the mentors supervising, and demonstrating how to do something when needed.

During the first few Saturday's, the teens were introduced to the basic fundamentals of sheet metal aircraft construction basics. The approach taken by project manager Scott McDaniels was to start with a thorough grounding in the basics of sheet aluminum aircraft construction. His long term goal was not just a finished airplane. Rather, he wanted the kids to learn enough basics that they could actually perform all of the RV-12 construction themselves with a minimum of assistance and a maximum of quality. Scott prepared and presented very good class in which he

covered all of the basics of aircraft sheet metal construction; those basics which we now take for granted. Subjects have included detailed descriptions of aluminum alloys used in aircraft construction, rivet types and nomenclature, bolts and other aircraft fasteners, methods for cutting, bending and shaping aluminum, torque values and procedures.

The teens started by building their own name tags. This simple project consisted of a small piece of sheet metal, a pin back with 3 holes in it, and rivets. A second project further demonstrated riveting fundamentals. On the 3rd and 4th Saturday, the group assembled the Van's toolbox.

Actual construction of the RV-12 started on the 5th Saturday. The group of twelve was divided into four teams of three members each. Each team started working on one of the four major assemblies. The tailcone, horizontal stabilator, vertical stabilizer, and the rudder.

The rudder was completed during the 7th work session (November 7, 2009). Very close to completion were the vertical stabilizer, horizontal stabilator and tail-

(Continued on page 8)

Project Teenflight (cont)

(Continued from page 7)

cone.

Lectures are also a part of the educational process. The session's lecture focused on installation of bolt and screw fasteners, different ways of safetying them and installing them with proper torque values.

During the eighth and ninth work sessions, tailcone assembly continued, the wing kit was received and inventoried. Two of the four teams started construction on the left and right wings with the other two teams continuing with the tailcone and the stabilator.

Sessions 10, 11, 12 saw the completion of the tailcone, completion of the horizontal stabilator, installation of the pitch/trim assembly with continuing progress on wing and flaperon assembly. The group also took receipt of the RV-12 fuselage kit.

Thus, just prior the Christmas 2009, after eight 5.5 hour Saturday work sessions where the teens did actual kit construction, phenomenal progress has been made

At the completion of Sessions 13 and 14 (January 16, 2010) the wing superstructure is complete and is ready for skinning, the flaperons are ready for skinning and the center section of the fuselage is complete.

I asked a friend and fellow RV-12 builder, Scott Lane, about the progress the group has made. He writes,

“Yeah, it's true. I'm one of the substitute mentors and have been there 3 of the 14 sessions. It works because there are 10 kids (maybe 12) with about the same number of mentors. They start at 9:00 a.m. on Saturday mornings, work till about 11:30, when they stop for 30 minutes for lunch. Work resumes at 12:00 and goes to 3:00. So, that is about 5 hours of work, times 10 kids or 50 hours. Multiply that by 14 sessions and you can understand their progress. I believe the RV 12 will be flying before summer is too far gone, if not sooner.”

Scott Lane adds ... “Scott McDaniels is in charge and has a great way with the kids. He is also a good task master for the adult mentors. Often times, Dick Van himself is in attendance as is one or 2 of his brothers (Stan and Jerry).”



The teens have a blog where they are documenting their progress. The address is www.teenflight.blogspot.com

And I thought I made good progress with my RV-12 kit. The teens are blowing me out of the water!! Congratulations!!!

Calendar of Events

February 13, 2010

EAA Chapter 75 Monthly Meeting-Deere Wiman House

February 18, 2010

Gen-Air Aviation Movie Night-The Blue Max-6:30 PM
Central Theater—Geneseo, IL

February 19-20, 2010

Annual Midwest Aviation Maintenance Symposium and Trade Show -Des Moines, IA

February 26-28, 2010

EAA Chapter Leaders Academy-Oshkosh, WI

February 27, 2010

Illinois Ultralight and Light Plane Seminar-Springfield, IL

March 13, 2010

EAA Chapter 75 Monthly Meeting-Deere Wiman House

March 13, 2010

17th Annual Light Aviation Safety Seminar-Oshkosh, WI

March 18, 2010

Gen-Air Aviation Movie Night-Memphis Bell-6:30 PM
Central Theater—Geneseo, IL

March 26-28, 2010

EAA Chapter Leaders Academy-Oshkosh, WI

April 10, 2010

EAA Chapter 75 Monthly Meeting-Deere Wiman House

April 13-18 2010

Sun N Fun-Lakeland, FL

April 15, 2010

Gen-Air Aviation Movie Night-Firefox-6:30 PM
Central Theater—Geneseo, IL

April 21-22, 2010

Iowa Aviation Conference-Des Moines, IA

June 26-27, 2010

Quad Cities Airshow-Davenport, IA

July 26-Aug 1, 2010

Airventure 2010-Oshkosh, WI

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

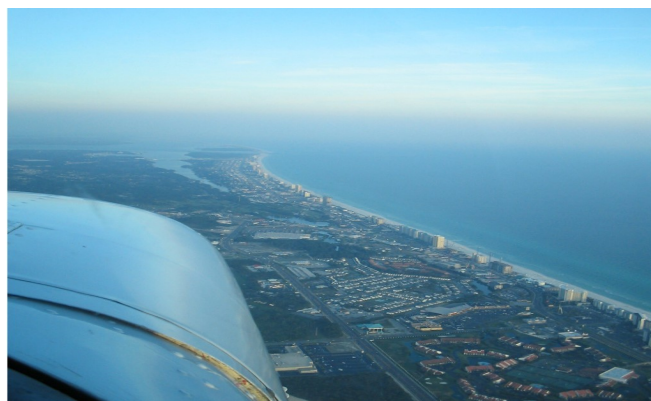
Winter Flying

From Mark Ohlinger and Frank Sundram

The winter has been so brutal the past 6 weeks I sent an e-mail to the membership requesting some info on your winter flying experiences. I received a couple of replies.

We haven't had the snow in Ohio like you guys have; maybe because I got a truck with a plow on it this year. Anyways, here is my winter photo from Ohio. I made my first landing on an airstrip that I made in Atwater Ohio, about 20 miles east of Akron, on December 16, 2009. Here is a photo of our Belanca on the edge of the runway next to the pond. Judy and I hope to build a house and hangar on the property latter this year. Mark Ohlinger.

Hello from Panama Beach, December 30, 2009. I needed 15 minutes of flight time to reach 800 hours and got 45 minutes. Now waiting for the weather to clear to get to the 1000 hour mark. Hope this short note helps with respect to the Iowa weather and hoping that Spring arrives next weekend for all of you folks up north. Hope all is well. Frank Sundram



Still Have a Paper Certificate? You Have to Replace it NOW!!!

If your FAA pilot certificate is printed on paper, it's going to expire on March 31, 2010 unless you replace it with a new plastic certificate. To get the new counterfeit-resistant certificates, you have to fill out a form and mail it to the FAA in Oklahoma City along with \$2 for each certificate you want to replace, or you can do it online. Either way, the new certificate won't list your original date of issue, so you might want to keep that old dog-eared piece of paper to prove your longevity. If you apply



by mail, it's going to take four to six weeks, and up to 10 days for online processing, so don't put it off till the last minute or you could find yourself grounded. Some non-pilot certificates, such as those for flight engineers and mechanics, are good for another three years but then they will also have to be replaced. Student certificates are not affected.

While you're at it, you can also ask the FAA to issue you a new certificate number that is not your social security number. There is no additional charge to make this change.

Get "er" Done. You might have to re-take the flight test with an examiner.!!!

Classifieds

For Sale: 10 Shares in the Quad Cities Flying Country Club at \$50 per share. Also may have an additional 10 shares. If interested please contact Cheryl Johnson at 563-503-0755 or cherylejohnson@msn.com

All of you must have a bunch of stuff sitting in the hangar. Put \$\$\$ in your checking account. Send your ad to the editor.



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 at the newsletter Editor discretion.

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Chapter Website
www.eaa75.com

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
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The Leader In Recreational Aviation



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 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: _____ <small>(Chapter 75 membership requires national EAA membership)</small></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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