

# THE LANDINGS

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

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

**August 2017**

**THE EXPERIMENTAL AIRCRAFT ASSOCIATION**

## From The Desk of the President



Oshkosh is over for me as I came home Friday night after the air show. Taxi-ing out for departure is effortless in Oshkosh as you just have to follow the flagmen. My anxiety comes from my engine as I watch my oil temp climb towards redline. I'm always trying things to diminish this problem. I used to rev up the engine to keep air flowing. Fact is there's probably very little air from prop that makes it into the plenum.

This year I tried to keep the RPMs down to idle, this allowed me to keep the oil below redline as I taxied for takeoff. Of course that is not very scientific as it was a relatively cool Oshkosh. In past years my oil is redlining by the time I am released, which causes concern I'll have vapor lock at a critical time. With this in mind you can imagine my joy when my wheels leave the ground and I have cool air going through my cooler. Then I can focus on staying below 1300' and watching out for slower traffic. Once I'm clear of the TFR I can climb to 8500', higher than most traffic.

Because my iPad displays others ADS-B data, I can see the traffic and know I'm above most of them. Once I pass Madison, WI. it's smooth sailing towards

home as there aren't many planes going to run up behind me.

Coming into Oshkosh is actually easier as all the traffic is going the same direction instead of all different directions. My flight plan is direct to Ripon at 9500'. Once I pass Madison I start to let down at 500 fpm and tune in the ATIS (which I don't hear till I get there). Instead I listen to the Fisk Controller to give me good feel for the traffic. In days past I would fly the low route, 1900' at 90 kts and would struggle with staying behind the Cessna that slows below 90 kts. All the while I watch my oil temp rise, knowing once I land it will be at redline for taxi. A few years ago in Sun & Fun the engine quit while taxi-ing because the fuel in the injector vaporized.

New since last year, now I travel the high route at 2300' at 125kts, it easy sailing, I think they work us down to land with others but not sure how they do it. I do know they bring me in with spacing that is doable. Taxi-ing was easy too as it didn't take long to get to the 1000+ hrs parking. My plane now has 1100 hrs on airframe and 500 on the engine and prop. Wow, 1100 hrs, when I had my Kitfox it was easy to build time. After I finished my Kitfox my son and I flew to the factory for the open house, 32 hrs round trip. While flying over SD Badlands we were in a low pressure area. I was doing 45 mph over the ground. We thought about getting a room but figured we might as well press on, the view is better than a room. Once we got to Rapid City the winds diminished so we could go our customary 95 mph to Thermopolis. Watching semi's pass me on the interstate convinced me I needed a Lancair.

I thought I was going to be writing about IFR this month but it was not to be. After my IFR flight to Fort Worth I was getting plane ready for another IFR trip to Omaha. After refueling I hit the ignition and nothing happened. I sent the starter back to the manufacture to fix it. While plane was down I decided to fix my 6 month grease leak on the prop. I also found

*(Continued on page 2)*

**Next Meeting - Saturday, August 12th, 12 Noon - Potluck at Geneseo Airport  
Fly-In or Drive In**

## August 12th Chapter Meeting

The August Chapter potluck lunch will be held on **Saturday, August 12th at NOON**. It will be held at the Geneseo Airport.

### FLY IN or DRIVE IN!

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

And bring a NEW chapter member !!

## From The Desk of the President

*(Continued from page 1)*

some washers lying on bottom of cowling (Hummmmm). I later found the bolt that holds the bottom of the alternator was working its way out so I was lucky I had starter problems (I'm so lucky I have problems). My prop took 6 weeks to be rebuilt (didn't plan on that) so I had lots of time to fix my squawks. Made a better alternator bracket, the starter problem was the ground not the starter.

Once I got the prop back on and checked, Paul Fisher helped me balance it. I must say I thought my engine ran pretty smooth, as I felt very little vibration. The balancer said I was running rough and it took 60 grams to balance the engine/prop. Although I still don't feel a difference at idling, I feel the engine runs smoother (easier) in flight. Sweet, so glad the chapter bought a balancer I didn't think we needed.

Now that I have an airplane back together and running great let's take some trips. In August depending what Julie decides, we might visit my son in Fort Worth again. My son Tyson and I are traveling to see the eclipse on the 21st and whatever other trips I can fit in.

See you at coffee, Jerry.

## Sports Charters (from Richard Lowe)

In the early 90's, when I was working on the ramp at MLI, I got to experience the world of sports charters. These are companies which specialize in flying sports teams to their various game cities.

The Chicago Bulls stopped in the Quad Cities to play a preseason game at the new civic center one evening. They arrived from the west about two hours before game time on a B-727 operated by a Texas company.

The plane was not like the normal line aircraft. Inside, the seats were all first class with a lot of leg room. The forward portion was divided into suites which had club seating for coaches and staff, coffee tables to lay out the many papers used to discuss stats, proposed contracts, trades, TV video equipment to watch game films, etc. I don't recall any alcohol or carbonated drinks in the galley. They had been served a meal on the way to the QC. Lean chicken, wild rice, veggies, salads, and fruit drinks. no junk food. All of it was on china plates with real silverware.

We followed the protocol for all the VIP flights we worked; no talking to the passengers, requests for autographs, or acting like idiots. Our job was to move them safely from plane to buses which were spotted on the ramp. I think the equipment went into the buses for movement to the Mark of the QC. It all went smoothly and we cleaned the interior, took out the trash and kept the plane on ground power until they returned after the game. The crew went to eat and spent some time at a motel. It was a first class operation.

Sports charters were not always that way. I recall stories from Old Dan, who ran Midwest Aviation at KDVN. He was a co-pilot on a DC-7 owned by the Chicago White Sox for a while.

I remember a girl who worked at our airport in California. She had worked for a one plane charter outfit that carried sports teams and rock bands. As a flight attendant, she and a co-worker had to put out a cabin fire one of the team members started on the Viscount one night on a trip from FL to TX. The Captain dropped into New Orleans and kicked the whole team

*(Continued on page 10)*

## July Board of Directors Meeting Minutes

Was no meeting in July due to the potluck.

## July General Meeting Minutes

Was no meeting in July due to the potluck.

### Chapter Name Tags Available

If you would like to order another name tag or one for your co-pilot you can place your order with the Treasurer, Ron Ehrecke. Name tags are \$5 each.

# Cy Galley Honored at the Repair Barn's 55th Anniversary Celebration



# July Coffee Hosted by Paul Fisher



# Chapter 75 July Potluck Lunch at the Davenport Airport (Photos from John Riedel)



# Chapter 75 July Potluck Lunch at the Davenport Airport



## A Taste of Oshkosh - Yes, Just a Taste Italian Night Dinner at the Repair Barn

Mindy Leahy and Tama Fisher did another fantastic job organizing the Italian Night dinner at the Repair Barn. If anyone went away hungry, it was their fault.



## 32nd Annual Dubuque Fireworks and Airshow Spectacular (from Adam Santic)

On, Monday, July 3rd I visited the Dubuque Fireworks and Air Show Spectacular. The 32nd annual event was held at A.Y. McDonald Park in Dubuque, Iowa over Lock and Dam Number 11 that is located on the Mississippi River. The event started at 5:00 pm and went all the way until 9:45 pm. At 9:45 pm, the fireworks blasted the nighttime sky.

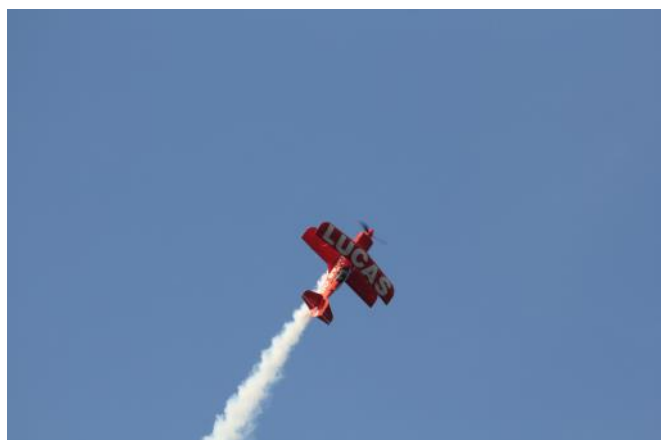
The Dubuque Fireworks and Air Show Spectacular is a must-see event for all aviation enthusiasts or for a fun thing to do in the state. This is the largest air show in the state of Iowa as it takes the reigns that was previously held by the Quad City Air Show.

The air show started off with a beautiful rendition of the National Anthem. The National Anthem was followed up by the United States Army Golden Knights Parachute Team. The team made its fourth straight appearance at the event. Once in the air, the Knights threw ribbon out of the Fokker C-31A Troopship to test the wind and find their target. Then, they circle around the target while the pilots time out their flying. Once they're prepared, it's ShowTime. The Golden Knights did two separate jumps -- one during the day and one during the night. The nighttime jump was spectacular as it featured a magnificent display with lights and smoke.

The second performer was the Aerostars Formation Aerobatic Flight Team. This team showcases the maneuverability of the Yakovlev Yak-52TW. Their routine consists of maneuvers such as the downward bomb burst, loops, barrel rolls, line abreast, breakaway cross, flip and the flop, pierced heart, squirrel cage and the Twinkie roll. My favorite maneuvers that this team does are the flip and the flop and the pierced heart. The flip and the flop is a maneuver where the lead and #2 rejoin in close trail formation and flips upside-down and right-side up multiple times down the aerobatic box. The pierced heart is a maneuver where the lead and #2 make a heart with smoke. They start in the middle and go in opposite directions forming a heart for all the sweethearts in the crowd. The heart isn't complete just yet as one of them goes diagonal through the heart with the smoke on to pierce it to finish that portion of their routine.

The third performer was Iowa native Michael Wiskus who performed in his Pitts S-1-11B. The red biplane nicknamed "The Super Stinker" teared along the beautiful blue skies over show center at 195 mph and climbed at a rate of 4,000 feet per minute. His Ly-

*(Continued on page 9)*





## 32nd Annual Dubuque Fireworks and Airshow Spectacular (cont.)

*(Continued from page 8)*

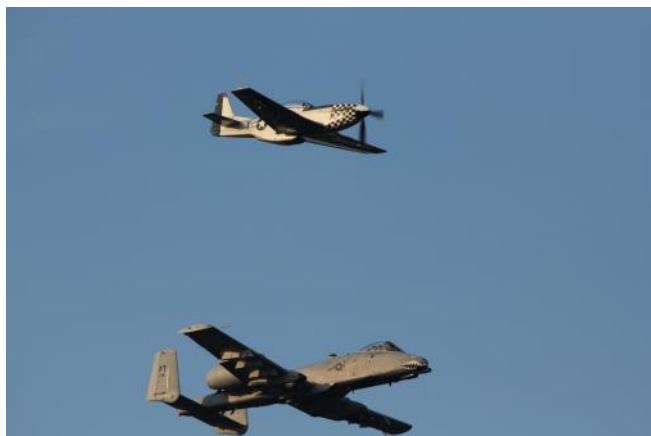
coming IO-540 engine and Hartzell propeller took a beating from all those 5 to 6 Gs that he does in his performance.

The fourth act was the United States Air Force Heritage Flight. This heritage flight was put on by the Air Force Heritage Flight Foundation and the United States Air Force A-10 East Heritage Flight Team. The aircraft participating in this flight was a Fairchild Republic A-10 Thunderbolt II and a North American TF-51D Mustang “Bum Steer.” The heritage flight consists of the aircraft flying in formation to the song “We Remember” by Dwayne O’Brian. At the end of the performance, the participating Warbirds do simultaneous aileron rolls.

The fifth performer was fast, loud and exciting as the United States Navy TAC Demo “VFA-122” Super Hornet Demo Team performed. The crowd really enjoyed the Boeing F/A-18E Super Hornet maneuverability in the sky. The Super Hornet performs over 44,000 lbs. of thrust in full afterburner which allows the aircraft to sustain 8 times the force of gravity in a turn radius less than 1,500 ft. On its highspeed pass the fighter jet nearly reaches the speed of Mach 1. As it reaches Mach 1, you can see vapor coming off its wings. On another pass, the “Rhino,” which is under complete control slows down to speeds under 100 mph to perform the Super Hornet High Alpha Slow Pass. This was arguably, my favorite act at this year’s show.

The sixth and final performance was the missing man formation tribute. The Aerostars Formation Aerobatic Flight Team were the lucky people chosen to perform this. Three Yakovlev Yak-52TW aircraft participated. The aircraft performing the pull-up is honoring the persons who have died and sacrificed their lives for this great country.

Since, the air show is over the Mississippi River, the static display was sparse. On static display was a Mil Mi-2 owned by the State of Iowa, a Boeing CH-47F Chinook owned by the Iowa National Guard, a United States Army display and food vendors. Overall, this marked my 2nd time going to this particular air show as I last attended this event in 2016. The air show is free and best of all parking is only \$10.00. I will definitely be coming back and I hope this recap will encourage you to put this on your list of air shows to come see. The 33rd Annual Dubuque Fireworks and Air Show Spectacular will happen July 3, 2018.



## Sports Charters (cont.)

(Continued from page 2)  
off the plane.

When I was in high school, a DC-3 carrying the Minneapolis Lakers (yes, it was that long ago) landed one winter night in a field in northern Iowa. Probably a mechanical of some sort. The team went on to the twin cities via charter bus. No big deal. Can you imagine the LA Lakers landing in a bean field in a B-737 today.

It was not until the arrival of the B-707 and DC-8 that baseball teams located to the west coast. The Giants and Dodgers left NY for California. They could do a trip to NY overnight. When they had to go by train, St Louis was the western most point on the MLB circuit. When they started to use jets, the planes were usually the same ones used on the line. They traveled at night a lot of the times and the plane was ready for scheduled service the next morning.

When I was stationed at Aberdeen Proving Grounds, MD, in the late 60's, my room mate married a United flight attendant based in Newark. She and her room mate worked one sports charter. That was enough. They carried the Pittsburgh Pirates to a game.

When the flight crew left the cockpit after they unloaded, they found her and the other F/A's tied up and stuffed into the over head bins in the cabin.

Things were different then.

Richard Lowe  
vicriclowe@aol.com

## July EAA Air Academy Campers Sponsored by Chapter 75 -- Ray Ambrose & Jake Hyde (from Tim Toal)



### 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 - ronaldfranck1@gmail.com

## 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

***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, AUGUST 5, 2017**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Tom Shelton and Jerry**  
**Coussens at the Davenport**  
**Airport**



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

This month, hope to see all at our 1<sup>st</sup> Saturday of the Month coffee hosted by Tom Shelton and Jerry Coussens at the Davenport Airport. Hangar I2. Come for some good hangar talk and meet your fellow chapter members.

**FLY IN:** Davenport Airport (DVN). Flying in, just taxi to the NEW T-Hangars at the north end of the airport. You will see us.

**DRIVE IN:** Come to the North side of the airport near the NEW T-Hangars. The gate should be open on Harrison Street. Call Jerry Coussens if the gate is not open and you do not know the Harrison Street gate code. 563-529-3706.

## 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.



# You can't fully believe it until you try it!

*This airplane  
makes flying  
like  
driving*



**STUDENTS** gain confidence quickly when they see how easy this plane is to "drive." No problems holding it on runway. Built-in protection against "nosing over," ground looping.



**BUSINESSMEN:** Don't have to be "sharp" pilots to drive it up, down, handle it easily on the ground and in the sky. It's safer and more practical to drive themselves far above traffic.



**PROFESSIONALS** like the ease and relaxation this airplane adds to flying. You don't have to calculate so closely on landings. Far easier to taxi and park.

## THE ALL-NEW CESSNA 172...WITH LAND-O-MATIC\* LANDING GEAR!

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This airplane ushers in a whole new era of flying... for it makes flying practical for businessmen who don't have time to become and stay professional pilots. It's far easier to land and take off. You literally "drive" it. Cessna's new Land-O-Matic



landing gear does it. Extra-wide span, with strong, steerable nose wheel and engineered to lower the center of gravity... it all but eliminates danger from common take-off and landing errors. Big Paralift flaps, the stability of high-wing design contribute

to this smart, luxurious airplane's ease of flying. Only \$8,750 f.o.b. Wichita. See your Cessna dealer (Yellow Pages of phone book) or write CESSNA AIRCRAFT CO., Dept. F-11, Wichita, Kansas.

**Inquire about Cessna lease plans**

**5 GREAT CESSNAS 170 172 180 182 310 THE COMPLETE AIR FLEET FOR EVERY BUSINESS NEED**  
FLYING—October 1956 73

## 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.

Wed. August 9 - 8 p.m. CDT  
**Outside the Box? - Mike Busch**

Tues. August 15 - 7 p.m. CDT  
**Your SA Bubble: Understanding Your Flight Envelope - Billy Werth**

Wed. August 16 - 7 p.m. CDT  
**When the Engine Goes Silent - Larry Bothe**

Wed. August 23 - 12 p.m. CDT  
**Look Before You Leap: Are You and Your Aircraft Insurable? - Bob Mackey**

Wed. August 30 - 7 p.m. CDT  
**Modeling the Spirit of St. Louis in SOLIDWORKS**

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 309-230-2679, 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](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)

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(Effective January 2017)

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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](http://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:  
 Ron Ehrecke - EAA Chapter 75  
 1597 Deer Wood Dr  
 Bettendorf, IA 52722

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: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Tool Committee       Tech Advisor       Flight Advisor  
 Repair Barn       Young Eagles       Social/Flying  
 Hospitality       Board Member       Newsletter

What are You Building? \_\_\_\_\_  
 \_\_\_\_\_

What are You Flying? \_\_\_\_\_  
 \_\_\_\_\_