

THE LANDINGS

www.eaa75.com

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

March 2011

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



air academy participants this year. The contact person for this is Diane Beauchamp (his grandmother) at 309-232-8225. See the flyer elsewhere in the newsletter.

Last evening, February 23rd I listened to the EAA Webinar. You can sign up for these on Oshkosh 365. This one was on chapter secretary operations, necessary records, chapter paperwork. It was a very interesting program. I logged in late and only listened. For the most part we are doing things correctly as a chapter. Marty and George should bring back some information on chapter operations as they attend this month's chapter leader's conference.

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From The Desk of the President

A big thanks to Mike Nass, Sam Sharp and Sheldon Wellman for presenting and conducting the February meeting. I understand all went well and good reviews on the programs. Thanks, guys.

We are traveling at this time and will be home in time for the March meeting.

The new hangars are completed at DVN. The July hangar party will be at the new hangars, along with the Quad City Aviators who are having their summer gathering that day. This is also the same time that the B-17 will be here. So a big party will be in the works.

The coming season will be here before we know it. The chapter will be involved in many activities, and it takes lots of volunteers and is lots of fun. So check the calendar of events elsewhere in the newsletter and get these dates on your calendar early so you don't miss the activities.

If you can participate in the fund raiser for Bryce Campbell, please do so. He is going to be one of our

Last Month's Program - Sam Sharp - the B-29 (FIFI) & the B-24 Liberator



A big thanks to Sam Sharp who gave a very good presentation on flying and maintaining the B-29 and B-24 with the Confederate Air Force. Thanks Sam!!

**Next Meeting - March 12th - 7PM - Marv Hoppenworth - EAA in the 60's
Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois**

March 12th Chapter Meeting

The March Chapter meeting will be held on **Saturday, March 12th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

This month's meeting will feature a presentation Marv Hoppenworth from Chapter 33 on the early days of the Repair Barn at Rockford and homebuilding in the 1960's. Member or non-member, EVERY-ONE is invited!!

February 12th Board Meeting Minutes

CALL TO ORDER: The board of directors meeting was called to order by chapter vice president Mike Nass at 6:03 P.M

MEMBERS PRESENT: Members present were Mike Nass, Larry McFarland, Dave Jacobsen, Ed Leahy, Steve Beert, and George Bedeian.

OTHERS PRESENT: Dwight Bender, Marty Santic, Mike Nightingale and Spence Gray.

BOARD MEMBERS NOT PRESENT: Jim Smith

TREASURERS REPORT: The treasurer's report for February was read by Ed Leahy. A motion was made to accept the report by Dave Jacobsen, seconded by Larry McFarland and approved by the board.

OLD BUSINESS: Dwight Bender reported to the board that he discussed a Young Eagles rally with the boy scouts. The boy scouts are looking in to that possibility. Dwight will also contact the Davenport park board. Future Young Eagle rallies will include one with the Savanna, IL chapter and one in Clinton, IA. A Carver air camp was also mentioned.

NEW BUSINESS: Chapter 75 will be hosting EAA's B-17 this July. It will be here the 7th, 8th, 9th, 10th and the 11th. We already have 17 volunteers and more are welcome.

May 21st is Learn to Fly Day and we will have a Young Eagles rally at the Davenport airport.

QC Aviators banquet will be April 2nd, see Diane

Beauchamp for information.

Air academy is full this year; we are sending three kids to participate.

Cedar Rapids Chapter 33 is celebrating their 50th anniversary. There is a banquet April 15th with Rod Hightower as the keynote speaker.

We have two members going to the chapter's leadership academy at Oshkosh this March. They are Marty Santic & George Bedeian.

John Eppin has a villa available for Sun & Fun. It's about a one hour drive from Lakeland, FL. Contact John for details.

A motion was made by Dave Jacobsen to end the board meeting; the motion was seconded by Marty Santic The meeting was adjourned at 6:34 P.M.

These minutes respectfully submitted by Vahan G. Bedeian, Secretary EAA Chapter 75.

February 12th General Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter vice president Mike Nass at 7:04 P.M.

TREASURERS REPORT: Ed Leahy read the treasurer's report to the membership. The report was approved at the board meeting.

VISITORS AND NEW MEMBERS: Sam Sharp from Preston, IA, Les Schjelderup from Coal Valley, IL and Matt Pankau from Galva, IL.

TECH COUNSELOR REPORT: Nothing to report.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Cy Galley reported that this year's registration for chairman and vice chairman's of the emergency aircraft repair barn has been sent in to Oshkosh.

TOOL LIBRARY: Steve Beert said we will be looking into purchasing a new tool box for the repair barn. Also our scales have been recalibrated. This

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February 12th General Meeting Minutes (cont.)

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hasn't been done since 2006.

YOUNG EAGLES: Dwight Bender reported that the chapter will hold a Young Eagles rally this year on Learn to Fly Day at Davenport, May 21st. Dwight plans to coordinate rally's with the Savanna, IL chapter, and also planning events for Geneseo and Clinton.

OLD BUSINESS: Nothing to report.

NEW BUSINESS:: This years EAA B-17 (Aluminum Overcast) tour, will stop in Davenport. Our chapter will host this event. Jim Smith will be the tour stop chairman. Marty Santic has volunteered to be the promotions chairman. Merchandise and ground tour sales chairman will be Tom Shelton. And chairman for volunteers and ground equipment will be John Vahrenwald. So far we have 17 volunteers and could use more. Carver Aero will provide support & use of their facilities.

2011 Air Academy is full, this year we are sending three kids.

ANNOUNCEMENTS: Chapter 33 in Cedar Rapids, IA will be celebrating their 50th anniversary as an EAA chapter, this year. A banquet will be held April 15th and the keynote speaker will be Rod Hightower. Sign up deadline for the banquet is March 15th.

Marty Santic & George Bedeian will be attending a Chapters leadership workshop in Oshkosh this March.

There will be a play, at the Playcrafters Barn Theatre on Thursday March 10th 2011 at 6:30 PM. Proceeds go to support the Quad City cadets of the Civil Air Patrol. Tickets are available at the door, they are \$10.00 each. The play's title is Visiting Mr. Green.

A fund raiser is scheduled on March 5th 2011 from 4:00 to 8:00 PM for Diane Beauchamp's grandson, Bryce Campbell at the McGehee center at Schadt Park in Silvis, IL. It will be a taco dinner, bake sale, raffle prizes, silent auction & blood drive and more. Contact Diane Beauchamp for further details.

John Epplin has a Condo available in Florida for the week of Sun & Fun. It's about an hour from Lakeland

and it's for free that week.

QCAA Banquet will be held on April 2nd, see Diane Beauchamp or another QCAA member for details.

THE EVENING PROGRAM: Sheldon Wellmann gave a nice presentation on the history of flight from 400BC to the present.

Sam Sharp gave a presentation on flying and the maintenance of the B-29 (FI FI) & the B-24 Liberator (Diamond Lil). The meeting was adjourned at 8:50 P.M.

These minutes respectfully submitted by Vahan G. Bedeian, Secretary EAA Chapter 75.



The 2 Winner's!! What Was It?

I have to announce co-winners in last month's "What is It" contest. Tom Shelton submitted the entry and indicated the plane in the photo was a 214 Northrop YC-125B Raider.

The two winner's were Chad Pobanz who e-mailed me on January 31 and said it was a Northrop C-125A. Dwight Bender e-mailed me the same day and said it was a Northrop N-23 Pioneer, N-32, C-125 Raider. Both were correct!! So both get to submit the next (a harder) photo.

In 1948, the USAF placed an order with Northrop for 23 aircraft, 13 troop transports designated the **C-125A Raider** and 10 for Arctic rescue work designated the **C-125B**. With the company designation **N-32 Raider** the first aircraft flew on 1 August 1949. The aircraft was powered by three 1200 hp (895 kW) Wright R-1820-99 Cyclone radial engines. The aircraft could also be fitted with JATO rockets. The 13 troop transporters were designated **YC-125A** in-service and the Arctic rescue version the **YC-125B**

Planning Underway for this Spring's Young Eagle Events (from Dwight Bender)

The weather is improving, birds are singing, spring is in the air! The Young Eagles program for Chapter 75 is coming together after much discussion and planning. We had originally planned to start our season in March, however April is looking better this year. I have received fresh supplies from National, hopefully we are all set to get rolling, for what I hope will be a new approach, helping to introduce young people to Aviation through EAA.

Davenport will be our base of flight for most of our 2011 operations, with the local Davenport Cap squadron providing ground support. We will have use of the old Carver building and ramp. Thanks to the generosity of, Sandra Barrett of Carver Aviation, and Jeremy Keating, Davenport Airport Manager. We are looking forward to a very busy season.

Last year we had 2 very popular Young Eagle events, lets hope for Blue Skys again this year.

Calling all Young Eagle Pilots, and all those not yet registered pilots, to help fly Young Eagles. We will again need folks interested in helping with ground support, we need your help in making this season a success. Please consider volunteering a few hours, of your Saturday, help make a difference in a young persons life. No special requirements for these flights so please consider lending a hand.

The following requirements are necessary for **ALL** pilots who wish to participate in the Young Eagles Program:

- **Current National EAA member**
- **Airman's certificate** (Sport Pilot or higher)
- **Current Biennial Flight Review**
- **Current Medical certificate** (If applicable)
- **Currency in the aircraft used**
- **Aircraft liability insurance**

Each pilot must have aircraft passenger seat liability insurance.

For those EAA members who choose to insure at a level of \$100,000 per passenger seat, EAA will automatically provide an additional \$1,000,000 liability umbrella policy.

This coverage is only in effect while participating in



Local TV Coverage of Our Last Young Eagle's Event

Young Eagle Flights.

Pilots who choose to insure at lower levels may still participate, however the additional insurance will not apply.

Some confusion has surfaced because of EAA's supplemental \$1 million blanket liability policy. Simply stated, if a pilot carries liability insurance they can participate in the Young Eagles Program. If a pilot has \$100,000 per seat or more in coverage, EAA has an additional \$1 million blanket policy that will supplement their insurance.

At the present I am still forming up Dates for 2011 Events, but I can tell you we tentatively plan to hold rallies at Davenport, Savanna, Clinton, Geneseo.

May 21st is our International learn to fly day, in conjunction, Chapter 75 Young Eagles will host an event at Davenport, with the Quad City Aviators Association, WannaBe Program. This event will be much like the program we had last year at the Moline Airport. Participants are still being organized, details will be posted, as we get closer to May.

We are always looking for groups interested in participating in Young Eagles. Please contact us if anyone knows of, or is involved with, groups young people 8-17, they will Thank You, for the experience of a lifetime.

Blue Skys,
Dwight Bender - Young Eagle Coordinator
gcyoungeagles@gmail.com 309-755-0333

The Powder Coating Debate. Part II

Findings

- Powder coating can be used, within reason, to provide a hard, durable surface coating for parts that are subject to abrasive usage.
- Powder coating cost is approximately equal to application of premium liquid coating systems.
- Powder coating will not expand to cover cracks that open up after the coating is applied.
- The item being coated must be completely bare of any paint, dirt, oil, or any other substance. To achieve this, media blasting equipment is typically used. If it is not possible to media-blast the parts, cleaning must be done with chemicals or by hand. The items are then baked to remove any moisture from the metal. After all materials have been stripped off, the item is treated with a degreasing solution to help prevent corrosion.
- Pre-treating steel tubing prior to powder coating is a viable method of preventing oxidization by chemical dip immersion using a chromating and/or phosphating process. Another option is Aluma-Sealing, more commonly known as metalizing or aluminizing. It is a process of applying melted aluminum to steel by flame spraying onto metal parts, giving the metal a complete aluminum seal to prevent it from rusting.
- According to Olympic Powder Coating, Aluma-Seal is the perfect surface preparation for powder coating. It makes powder coating bond 6 to 10 times better to its surface, providing the most durable "no-rust" finish possible on steel. Ideally, for high rust environments, they recommend two power coats over Aluma-Seal, one primer coat and a top color coat.

Cautions

- Parts must be determined to be airworthy prior to painting or powder coating.
- Careful preparation is imperative to achieve a quality finish.
- Have all powder coating done professionally.

- Use common sense in where to use it (non mission-critical areas)

Conclusions

Environmental

Powder coating itself is often less environmentally adverse than liquid solutions. While many liquid finishes utilize solvents which contain pollutants known as volatile organic compounds (VOCs), powder coating does not and releases negligible amounts, if any, of VOCs into the atmosphere. Powder coating eliminates the need for finishers to buy costly pollution control equipment. In addition, most powder coating overspray that does not adhere to the part can be retrieved and reused. Although not always practical for many low-volume users, this can virtually eliminate the waste commonly found in liquid finishing processes. Environmental considerations may not determine whether powder coating is applicable for use on a specific part. They may, however, be factored into the selection process as aviation support businesses become more constrained by EPA regulations.

Options

Advances in the paint industry and EPA regulatory changes have led to an environment where water-based coating systems are finding more favor in the aircraft industry lately. Anodizing can also be used as a means of corrosion control and aesthetic enhancement but part size may be limited by anodizing tank capacity. There are alternatives to solvent based liquid and powder coating systems. It is well worth doing your homework as a buyer before committing hard cash to the project.

Should you use powder coating?

You can see by the comments I received from various sources, there are as many opinions as there were in the hanger flying sessions that first got me interested in the subject. Powder coating has been around for a very long time and is well understood technically. The Air Force and other Armed Services are beginning to use powder coating in lieu of liquid barriers for three reasons, performance, cost and environmental concerns. Universal adoption, however, has not yet been achieved. Different governmental agencies are not

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Ed Leahy is Making Progress with the Tri-Pacer!!

Pictures of the tri-pacer getting new interior. I've included a before picture, a after/in progress picture, and a picture of the instrument panel. Notice the holes in the panel, I'm fond of telling people that a lot of money goes there. I'm still working on the interior on the doors and painting the interior trim.

DAR Tips From the Chapter DAR (from Ross Carbineer)

On amateur built/light sport aircraft certification inspections, the aircraft data plate must be fireproof (steel), located on a permanent part of the airplane (not on access panels), and the information must match the Registration Certificate EXACTLY. If the registration says Public, John Q. then the data plate must say Public, John Q. punctuation and all!!! The DAR will have you change the data plate or the registration. Some DAR's carry around blank data plates to sell for just such an occasion, because a registration change could take months.

When does an amateur built aircraft need a ferry permit? A Special Flight Permit (ferry permit) is used for an aircraft that does not meet all airworthiness requirements, but is otherwise in a condition for safe flight. If the annual condition inspection on your aircraft has expired and you wish to fly the aircraft to a place where the inspection can be accomplished, you

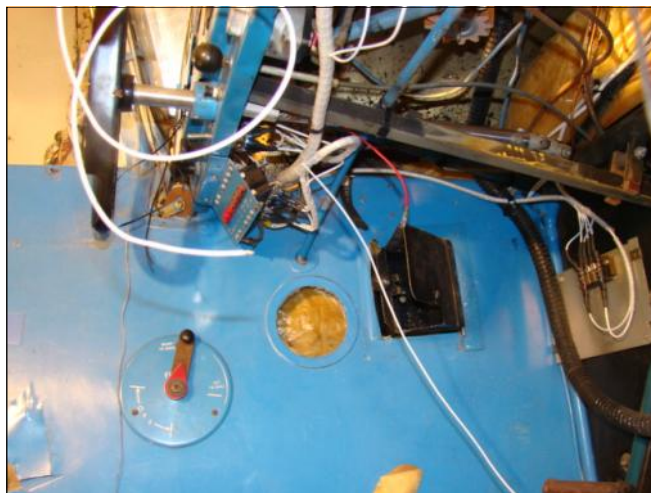
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The Powder Coating Debate. Part II

(cont.)

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yet accepting the technical findings of their peers, so what is OK in one branch may not be in another. This leads us full circle to whether the FAA will accept powder coating of parts on your aircraft. The short answer is it depends on the individual inspector and/or the policy (if one exists on the subject) at their FSDO. Powder coating can provide a solid, durable, abrasion resistant barrier coat alternative to traditional paint solutions. Remember, however, applying powder coating is dependent on the individual part and its use on the aircraft. I believe that North East Helicopters has it right when they said it is really down to using common sense when considering the application of powder coating on your aircraft parts.



Ed's Interior Before - Lots of Pieces



Ed's Interior After



And a Panel Photo

Bob Johnson's NEW Shop (from Bob)

I was going to build a 10' x 10' shed to house our R/C equipment, & it kind of snowballed into the building you see in the first picture. The outside is not done but the inside is finished.

Rob Root brought his RV-4 to the building at the beginning of January to install the wings and finish up. Approximately the beginning of February, I started my RV-8 wings.

The building is about 1 mile from the Geneseo Airport. When the weather gets nice, we will taxi or pull the plane to the airport for his initial flight. All members are encouraged to stop by for a hot cup of coffee or a cold beer any weekend. If members would like to call in advance to make sure I'm there, my cell phone number is (309) 489-6572.

I'm at the stage of putting conduit in the wings and I would appreciate everyone's input or suggestions. The building is located at 19086 E. 1600 St., Geneseo, IL. It is located just off Rt. 6 about 1 mile east of Farm & Fleet in Geneseo. Turn right on E. 1600 St. and the building is located on the left-hand side of the road at the top of the hill.

If members would like to fly into the Geneseo Airport, just have them give me a call and I will be happy to come pick them up.

Editor's Note: We just cannot pass up the offer for coffee or beer. Time for a "project review"!!!

The History of Aviation - Well Done!



Last month's meeting also featured a great presentation by Sheldon Wellman on the History of Aviation!



High Flight Foundation Recipient - Mikaela Leners (by Gina Gore)

High Flight Foundation recipient Mikaela Leners, Where is she now?

In the summer of 2008, Mikaela Leners was awarded one of the High Flight Scholarship which allowed her to attend the air academy advanced camp at Oshkosh. She heard about the opportunity to attend camp through a sponsored scholarship from her brother Nathan Leners. During her time at the air academy Mikaela accomplished her dream of flying in a helicopter and also was able to experience the basics of welding which she thoroughly enjoyed.

When I asked Mikaela what changes or improvements did she feel would help the recruitment potential and awareness of future candidates about the possibilities of attending the air academy through the High Flight Foundation she suggested that more public advertising through more outlets and educating those interested about the hands on experience you will receive may be beneficial. She believes the opportunity gave her valuable opportunities to experience many different aspects of aerospace other than just flying which she can now relate to with her college major in civil engineering.

Having the opportunity to attend the air academy and taking physics classes in college has enabled Mikaela to understand how planes move and how civil engineering is related to the field of aviation in that civil engineers.

Academically, Ms. Leners has excelled. She is a civil engineer major who hopes to work for a consulting firm building sky scrapers. She is also involved with the NASA University Launch Initiative, or USLI

The Iowa Aviation Museum (Chapter 33)

Fly or drive to Greenfield, IA to the Iowa Aviation Museum. You'll like it. It's small but chock full of interesting and unique airplanes, all wonderfully restored and beautiful. At present, there are 18 airplanes ranging from the 1920s to the Vietnam Era. The Iowa Aviation Hall of Fame and library are located here. A 1931 Kari-Keen Coupe on display is one of only 32 built. The museum has the only remaining existing copy of six original Aetna-Timm military trainer pro-



where she participates in competition as part of a team that challenges university-level students to design, build and launch a reusable rocket with a scientific or engineered payload (a prototype for controlled descent parachute) to one mile above ground level, or AGL. The team designs their rocket through out the year which is then reviewed by a NASA review team for a preliminary check and critical design. The project also requires flight readiness and safety reviews before the payloads and rockets are approved for launch.

The competition is sponsored by NASA and engages students in scientific research and real-world engineering processes with NASA. NASA Student Launch Projects are sponsored by ATK Aerospace Systems and the annual launch is hosted at Bragg Farms in Toney, AL. Launch services are provided by the national Association of Rocketry. The competition occurs in April. The group's website is <http://www.isu-usli.com/>.

totypes. It's a great place to visit any day of the week, but check the website or call ahead for times which vary with the season. The museum sponsors two special fly-ins. The Chili fly-in is in January and the Wings Fly-in is in August each year. If you fly, KGFZ has two nice runways. The airport is one mile north of town and one mile east of Highway 25. I like the Iowa Aviation Museum and encourage you to visit. You'll like it, too. You can contact the Iowa Aviation Museum by calling 641.343.7184, or e-mail via aviation@iowatelecom.net or visit their website at <http://www.flyingmuseum.com>

Bryce Campbell BENEFIT

Saturday March 5, 2011

4:00 – 8:00pm

McGehee Center @ Schadt Park in Silvis

\$5 donation at the door

Bryce is the 13 year old son of Glenn and Tonya Campbell of Silvis. He is battling T-Cell Lymphoblastic Lymphoma. This is Diane Beauchamp's Grandson.

Although we can't ease Bryce's pain, we can help ease the family's financial strain.

100% of the funds raised at the benefit will go directly to the Campbell family.



**TACO DINNER
BAKE SALE
RAFFLE PRIZES
SILENT AUCTION
BLOOD DRIVE**

AND MORE!!!

Playcrafters Barn Theatre

Presents the Jeff Baron dramedy

Visiting Mr. Green

Eighty-six year old Mr. Green is almost hit by a car driven by young corporate executive Ross Gardiner. Found guilty of reckless driving, Ross is ordered to spend the next six months making weekly visits to Mr. Green.

What starts off as a comedy about two people who resent being in the same room together, develops into a gripping and poignant drama, as family secrets are revealed and old wounds are opened.

Thursday, March 10th, 2011

The reception begins at 6:30 p.m. and the performance starts at 7:30 p.m.

Tax deductible tickets are \$10.00, and are available at the door.

Proceeds go to support Quad City cadets of CIVIL AIR PATROL

For more information call: 309-797-1588

Calendar of Events (click on the Links)

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

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

March 5, 2011

Bryce Campbell Benefit - McGhee Center
Silvis, IL 4-8pm (See Flyer on Page 9)

March 8, 2011

FAA Safety Team Close Calls Lessons Learned
Clarion Hotel & Convention Center
Cedar Rapids, IA 7 p.m.
E-mail: Robin.sharitz@aopa.org

March 10, 2011

Playcrafters Barn Theater, Geneseo, IL, "Visiting Mr. Green", March 10 at 6:30pm. Tax deductible \$10 tickets. **All proceeds go to the Moline CAP.**

Call 309-797-1588 for details. See Page 10.

March 12, 2011

EAA Chapter 75 General Meeting - John Deere Wiman Center

March 19, 2011

Council Bluffs Municipal Airport, Commemorative Air Force Museum, Free Chili Fly-In
11:00 a.m. – 1:00 p.m.
712-366-6631 (Dale Standley)

April 15, 2011

EAA Chapter 33 50th Anniversary Gala - 6pm
Clarion Convention Center, Cedar Rapids, IA
See Flyer on Page 11.

Send event information on those activities that would interest the membership. Will be delighted to include any information on aviation related activities, fly-in breakfasts, etc. e-Mail your information to marty.santic@gmail.com

Classified (Click on the link for e-Mail)

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

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

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

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

For Sale: 120 VAC Electric Aircraft tow that hooks

to the nose wheel. \$300 OBO. Call [Mike Nass](mailto:Mike.Nass@563-357-6068) at 563-357-6068.

For Sale: Cherokee wing tips for sale \$35. Contact John Vahrenwald at airbike5@yahoo.com

For Sale: Have a RV wing rotisserie I picked up from Paul Fisher last year.... free for the taking. Also have a wing stand. Robby Root. robby-root@mchsi.com 309-945-5073

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](mailto:Ross.Carbiener@A&P.com) (A&P) at 309-738-9391.

For Rent: Hangars are available at the Davenport Airport. Contact Jeremy Keating (Airport Manager) 563-326-7783 (Office), 563-529-4595 (Cell) <http://www.cityofdavenportiowa.com/airport>

Have something in that hangar of yours that has been sitting for more than a year?
Send the info and sell it here!

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.

From The Desk of the President (cont.)

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I would like to see someone step forward to review our bylaws (last time was more than ten years ago), as well as other chapter paperwork and activities. The chapter is involved in a lot of things, i.e.: website, air academy, repair barn, high flight, young eagles, and much more. Then I think maybe a three-ring binder should be created with forms, filing dates, timeline for dates, etc. So that those following have some guidelines to follow.

Enough for now. I hear an airplane calling me.

Happy flying - Jim

DAR Tips From our Chapter DAR (from Ross Carbineer) (cont)

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may request the DAR/FAA to issue a "Special Flight Permit" for the flight. The FAA can issue these via FAX. DAR's however must inspect the aircraft and determine that it is safe for the intended flight.

A Quiz! (from R. B. Johnson)

I (R.B. Johnson) expect be in MLI for the March meeting at which time I'll pay my dues. I thought the following "Quiz" might be of interest.

I recently took a surgeon/pilot from Loch Ness, Scotland on a "round-robin" flight to the following places:

SDM, overflew SAN, landed MYF, SEE, RNM, lunch at F70, landed L18, OKB for gas, overflew CRQ and NZY, back to SDM. Where did we go??

Answer: Took off from Brown Field (San Diego), overflew Lindbergh Field, landed Montgomery, Gillespie, Ramona, French Valley, Fallbrook, Oceanside, overflew Carlsbad/Palomar and North Island, final landing at Brown. It was a great flight, perfect weather, and the Dr. flew like a bird. He has a C-170 which he flies and an Aeronca which has the engine in parts in a basket. He will put the Champ on floats when he gets it running.

Looking forward to the March meeting at MLI. Still at the Carriage house, I assume. Yep!!

Editors note: All will be happy to see you at the meeting!

EAA CHAPTER 75 OFFICERS		Board of Directors (cont.)		Tool Librarian	
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gatewayaviation@yahoo.com	563-243-4891	me24nas@mchsi.com	563-285-4352	Amanda Gray (Next Step Advisor)	
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Edward Leahy		vgb@q.com	563-381-3113	Spence Gray (Next Step Advisor)	
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V. George Bedeian		bernien@qconline.com	309-787-0813	gore_gina@yahoo.com	563-940-6273
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		pjkirik@mchsi.com	309-781-0002		
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