

THE LANDINGS

chapters.eaa.org/EAA75/ (NEW!!)
www.facebook.com/EAA75/

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

February 2020

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From the Desk of the President



The weather has been raising havoc with our ability to conduct official EAA chapter 75 meetings, but that doesn't stop us! We're still conducting business during sidebar events and social meetings along with electronic formatted communications.

One interesting event happened last month, is kind of a unique experience. I had a young couple ask me if they could use my airplane as a backdrop to take some of their wedding and engagement announcement photos. Using my vintage Taylorcraft as a backdrop was very cool. No, really!! It was a little chilly that day, but it turned out to be a real fun even with Carson Hailam and his Fiancé Rachel. They had all kinds of ideas. We wish Carson and Rachel the best of luck in the future. It's exciting to note that Carson is going to college here locally and at the same time just finished up getting his CFI. He will be an active instructor at Carver, starting this month. It is so great that we now have another instructor available at KDVN in the Quad Cities to help people start their dream and complete FAA requirements.

Now, some official chapter 75 information. Here are some goals to the membership that could be imple-

mented or at least thought about in the coming months. There are 12 of them as follows.

EXPAND AND GROW OUR CHAPTER: You might ask, how are we going to do that? More information through electronic media and our Facebook page. Via Facebook we are adding and publishing new information all the time. We have 498 likes on our Facebook page that has grown 5% in the last 28 days. We are just getting started in this area.

NEW WEBSITE PAGE: Adam Santic is developing a new website page as we speak. It was one of our must-have items to continue expanding and growing the chapter. Our new web page will be able to reach out to more people. Hopefully other members will get excited and we will help to educate members about inviting people that they are associated with or that they talk to about what the chapter is involved in.

FULFILL EAA's requirements that prove that we are a productive chapter.

ENHANCE MEMBERSHIP NEEDS/BENEFITS.

(Continued on page 2)



**Next Meeting - February 8th 7PM - Jim Sweeney - MFD's
Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois (click for a Map)**

February 8th Chapter Meeting

WE are at Deere-Wiman in February!!

The February Chapter Meeting will be held on **Saturday, February 8th at 7PM**. It will be held at the Deere -Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

The program for February will be a presentation by Jim Sweeney. He has spoken to us at Clinton in the past on electronic systems currently used in aircraft. His program this time will be on Multi-function Displays. Most pilots today have either gone into the electronic flight bag mode or are giving it serious consideration for their current or future ride. Whether you are considering panel mounts or mobile devices, this should be of interest to you and you will probably walk away wiser than when you got to the meeting. Looking forward to seeing all of you at the February meeting at the same bat time and same bat place on Saturday the 8th.

From The Desk of the President

(Continued from page 1)

AN AIRCRAFT PROJECT: a project is now in the stages of development and it is fulfilling one of my personal goals. A lot more details to follow.

PERMANENT FACILITY, just like the ERA BARN up at OSHKOSH. Hopefully someday we would see a permanent facility in the Quad Cities area. We have had two events canceled because of the weather. It was beyond our control that they closed the facility doors. We have missed out on other EAA opportunities because we did not have a place to work on them or store them.

COMMUNICATIONS FROM BOARD: As the new President, I am looking for ways to help the Board of Directors and all the activities that the chapter is involved in within our greater Quad City area. We could communicate either on a verbal or written basis. Detailing what is going on or where we could help. A note via email or text would be nice to help cover needs and requirements before our monthly meetings.

MISSION STATEMENT: A new chapter statement of purpose: If you would like to volunteer to step up to help update please let me or any BOD member know.

(Continued on page 3)

EAA Chapter Recognition Announcement



From HQ.... Congratulations on reaching the Gold Chapter Recognition level! EAA is thrilled to help EAA Chapter 75 celebrate this achievement. Your chapter will be mailed a banner to proudly display where your chapter meets. Your level also will be displayed online at EAA.org/FindAChapter with a specially designed emblem. You're encouraged to use it on your website, newsletter, and other promotional materials. EAA Chapter 75's custom emblem will be attached to a follow up to this email.

This program was created to recognize chapters that have demonstrated outstanding commitment to general aviation. Developed in partnership with EAA's Chapter Advisory Council, it's based on 10 criteria that are consistently found in active and engaged chapters. Each is worth a point, and there are three levels of recognition: bronze (7 out of 10), silver (8 out of 10), and gold (at least 9 out of 10).

- Attended a chapter leadership training session
- Growing or steady membership
- Offers IMC or VMC club programs
- Participates in Young Eagles or Flying Start
- Has an EAA-approved flight advisor or technical counselor
- Participates the annual chapter member survey
- Reads EAA ChapterGram regularly
- Requested EAA promotional materials or Chapter Blast email
- Hosts at least two public events each year
- Owns/leases a facility

We scored 9/10. Did not request promo materials.

From The Desk of the President

(Continued from page 2)

COMPUTER/IPAD TRAINING PROGRAM:

Many of our members utilize iPads and computers when they fly. For instance, we are using iPads and computers in the latest apps that go along with aviation and communication or Garmin Pilot on PC and ForeFlight on iPads/iPhone. We would like to open the door on training and communications for all members that are interested in this updated technology.

COMMUNITY AWARENESS AND INVOLVEMENT EVENT: Develop a committee to have an event (like pancake breakfast) along with a Young Eagles event. We would like to try it at the Davenport airport. Benefits and results to be discussed.

EMERGENCY REPAIR BARN: Continue to look into a trailer.

Your thoughts?? Jim.

Chapter Leaders Academy (from Jim Smith)

Meeting was held at EAA headquarters in Oshkosh, Wisconsin, January 17—19—2020.

EAA Chapter 75 members attending were Nick Anagnos, Carl Brown, Ron Ehrecke, Bernie Nitz and Jim Smith.

On Friday afternoon, we arrived ahead of the snow and checked in at the Air Academy Lodge. We then went over to the Weeks Maintenance hangar to meet with John Hopkins. John was glad to see us. We discussed the activities happening in the maintenance hangar along with the carry through spar replacement being done on the B-17 (Bolt over size has reached the maximum and now it is time for spars. All were impressed with the activities in this area of EAA.

The Friday dinner was held at 6:00 pm. We then headed over to the Sonex Aircraft factory for a tour of their facility which included the aircraft designs, kit supplies and the R & D building.

Saturday was a full day of presentations by the EAA staff who were very well informed on the new system being used for member services. We all felt that EAA is in good hands. Sunday we went back to the EAA Aviation Museum for a morning session with lunch back at the lodge. We arrived home after dark.



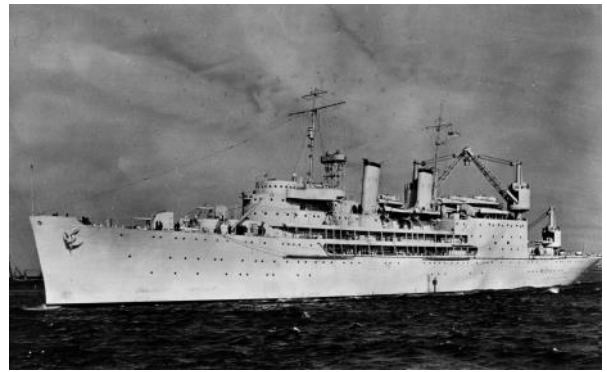
Naval Ships—(USS Curtis) (from Richard Lowe)

Those of us who follow aviation are usually somewhat familiar with the military aviation units which fought and won our past wars. The bomber and fighter units of the AAF and the USAF as well as some of the Naval Aviation fighting units such as the bomber, fighter, torpedo units and the aircraft carriers from which they operated all have stories. Casual students of Naval history are also familiar with the fighting ships such as the battle ships, cruisers, destroyers and submarines. Much has been written about them.

However, most are not that familiar with what they call the auxiliaries. Those were the support ships which kept the rest of the fleet and the Marine and Army forces going during the amphibious operations. The navy had a way of identifying its ships by the role they played. Battleships (BB), Cruisers (CA), Carriers (CV), Submarines (SS), Destroyers (DD, DE, etc.), etc. An "N" indicated the ship had nuclear power. Many familiar with the fighting ship designations are not always that familiar with the designations for the support ships. The AK's were the supply ships, the AO's were the oilers; repair ships were AR's. The AP's were the personnel transports (the ones that took the divisions to the far flung edge of the war). The PA's were the attack transports that took the assault forces to the invasion sites and transferred them to the landing craft. There were many landing craft such as the LST, LCM, LCVP's (Higgins Boats) LCI, LCT, you get the idea. Mine Sweepers were YMS. Remember Humphrey Bogart's ship the Cain?

At the time of the attack on Pearl Harbor, the Japanese concentrated their efforts on the combat ships, especially the large ones. We know about the aircraft carriers not being in port, but there was a target rich line up of Battleships and Cruisers. The smaller Destroyers were at anchor off of Ford Island and most were not bothered. They left the submarines alone also and that gave us a leg up to start some type of offensive operations right after the attack.

What is not written is much about the auxiliaries. One such type was the AV's, the ships known as sea plane tenders. Everyone with an interest in aviation should know about these ships and the role they played in the war. They were large ships, almost three times the size of the WW II destroyers; eight thousand tons vs three thousand tons. They were newer since Naval Aviation had to fight the battleship admirals for recognition in the 20's and 30's. The battleships were WW I vintage or were built in the 20's. The USS Curtis (AV-4) was built in 1940. The first of the Curtis class of seaplane tenders. It was 527 feet



long, had a draft of 21 feet, a speed of 20 knots and a crew of 1195 officers and men. The primary mission was to service and repair the float planes and the flying boats of the fleet. The crew included every aviation related skill: engine, sheet metal, welders, machinists, fabric repair, electronics, hydraulics, etc., and the skills needed to service and recover the planes such as fuel pumpers and ordnance specialists who supplied the ammunition, bombs and serviced the guns on the planes.

The ship had some defensive weapons mostly for anti-aircraft purposes. The guns were manned during general quarters by members of the crew who were cross trained to do so. Mostly their days were spent at anchor working on seaplanes, their components and servicing the planes of the fleet. The ship had huge tanks for the aviation gasoline pumped into the planes. Not a good thing if you were under enemy attack.

The USS Curtis was under command of Commander S.P. Ginder at the time of the Dec 7th attack. It was at anchor away from Ford Island. She claims she was the first ship to put rounds in the air and claims to have one kill. Japanese records do not support the claim, but don't try to tell the crew of the Curtis. She took a bomb below deck and one enemy plane crashed into the Curtis during the attack, but she stayed in the fight. After the attack the ship went to the west coast under its own power and was repaired and back in the fight by mid-January. The Curtis followed the fleet to the western Pacific where it did its duty through out the war and was hit again at Okinawa in the last months. For a while, she served as a flagship. After the war, she was part of the atomic tests in the Pacific and then did duty in the Korean war. After that, with a new heliport installed, she supported Operation Deep Freeze in the Antarctic. Taken out of service in 1957, she was scrapped in 1972.

With three million sailors serving during WW II, many of them did their duty on the auxiliaries. Their stories need to be told also. Richard Lowe

Saturday Coffee at Rick and Shari Meyer's Cabin (Photos from John Riedel)



Constant Speed Prop Basics

Tip - Constant Speed Props

Chances are you've come across descriptions of how constant-speed propellers work, oh, about a thousand times since your piloting days began. Instead of re-hashing how they operate, let's talk about tips you can use to get the most out of your constant-speed prop.

The first tip is offered with safety in mind: After you push the throttle full forward, gather momentum on the runway and lift off, don't touch the throttle (black knob), propeller (blue knob) or mixture (red knob) until you've reached a safe altitude. After all, if something is going to break, it might do so because you moved one of these levers. It's best to gain altitude before adjusting power settings.

You'll always want to refer to your POH for specific operating procedures, but we'll discuss general principles. First, you may have been taught to cycle the prop three times during the runup. This is a holdover from DC-3 and B-17 days. With most modern engines and propellers, cycling the prop once to ensure the system works is good enough, except on very cold days when you'll want to cycle that thick prop oil.

As you know, for takeoff in a typical light GA airplane — say a Cessna 182 — the throttle and propeller knobs should be in the full forward position. The mixture should be set for best power, which usually will be full forward as well when departing from airports below about 5,000 feet density altitude.

After initial climb when entering the cruise climb phase, now it's time to start moving levers. You'll start by moving the throttle lever back until the manifold pressure gauge reads the proper value; in the case of our 182 we're looking for 23 inches. Then you'll slowly rotate the blue knob until the rpm comes back to 2,400. This is the cruise climb setting for a Cessna 182Q.

Once you've reached cruise altitude, this is where the abundance of choices for throttle/mp setting makes having the POH nearby handy. You've probably been told at some point that flying "over square" can damage your engine; that is, allowing the manifold pressure reading to exceed the rpm reading can be harmful. This is also a holdover from days of yore and is generally untrue, although there are operating restrictions that limit certain mp/rpm combinations.

Looking at the POH for a 182Q, we can choose to cruise with the throttle set between 15 and 23 inches mp and the prop between 2,100 and 2,400 rpm. At 6,000 feet and standard temperature, as an example, pulling the throttle back to 20 inches mp and the prop back to 2,300 rpm will put us at 65 percent power



burning 11.1 gallons an hour. In all, the 182Q's POH lists 17 different mp/rpm combinations to choose from at 6,000 feet.

The tip for reaching cruise altitude is to first let the airspeed increase after you level off and then reduce power by first pulling the throttle back and then the prop back.

If we now decide we want to climb to 8,000 feet, we start by rotating the blue prop knob, increasing the rpm to 2,400 and then moving the throttle forward to increase mp to 23 inches. Once we level off at 8,000 feet, we can pull the throttle back to 19 inches mp and then pull the prop back to 2,300 rpm to achieve 65 percent power, this time burning 10.6 gallons per hour. During prolonged climbs, you'll find that the throttle will need to be periodically advanced to maintain constant power.

The tip to remember is this: To reduce power we start with the knob closest to us, pulling the throttle back first and then moving to the prop knob. To increase power it's the opposite: start by moving the prop forward and then the throttle.

The descent is the easiest. We simply pull the throttle back to the desired setting and let the nose drop to descend until we choose to level off. Let's say we level off at pattern altitude. Now we'll want to increase power by moving the throttle forward (remember, the prop is already far enough forward), and then decrease power with the throttle as we start our final descent on base and final.

Here is the last important step in flying an airplane with a constant speed propeller. We need to slowly

(Continued on page 8)

Celebrating The E-6B's 80th Birthday

(from Chapter 569—Lincoln NE)

Celebrating The E-6B's 80th Birthday

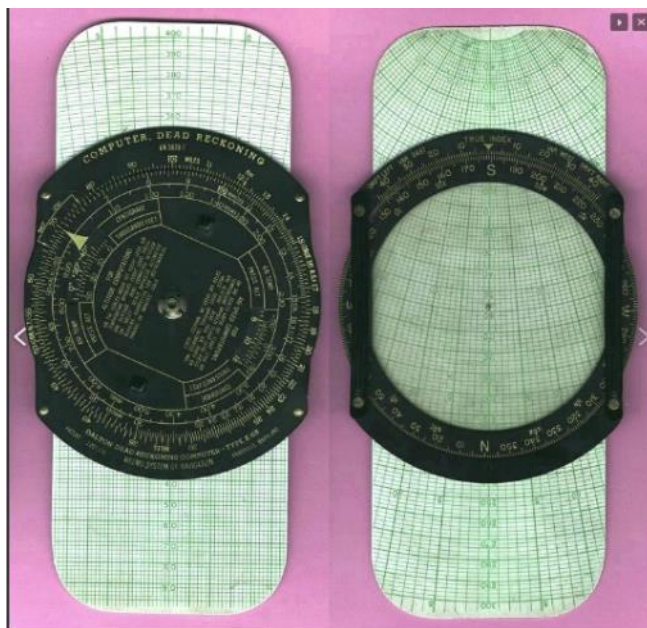
As the E-6B flight computer turns 80 years old in 2020, we pay our respects to the device that has helped millions of pilots plan their flights for eight decades. With the advent of electronic flight bags, modern navigation equipment, and portable electronic devices, the E-6B flight computer is often regarded as an old-fashioned tool used only for FAA knowledge tests and cross-country flight planning during pilot training. But if you're a pilot, whether you call it an E-6B, whiz wheel, circular slide rule, or prayer wheel, you probably own at least one flight computer, even if it doesn't ride along on your flights anymore.

History of the E-6B Flight Computer

The E-6B flight computer was invented by Philip Dalton, an innovator predisposed to practical physics who graduated from Cornell University in 1924. Dalton also held a master's degree in physics from Princeton, worked at Harvard, and was a reserve officer for the Field Artillery unit of the training corps. In 1931, he became a pilot at the Naval Aviation School in Pensacola, Florida.

The primitive calculators used for artillery firing at that time were unsatisfactory. Dalton's desire to improve these models cultivated an interest in mechanical computers more generally. Eventually, discouraged by the lack of innovation, Philip joined the Navy with the promise of aerial navigation at sea. As the personal pilot and navigator for his squadron, his early flight computer devices gathered interest and support. His innovation allowed airmen to keep one hand on the aircraft controls while making flight calculations by manipulating the rotating discs in a process known as "deductive reckoning." Later shortened to "dead reckoning," the process is used by pilots to reconcile their position from heading, speed, and time from a last known position while correcting for wind drift.

Dalton's missions would commonly have his float-plane launched via catapult from a cruiser in the ocean, then fly a few hundred miles or more straight out before turning back to the ship. The lack of radio communications in the era meant pilots could rely only on their own wits to safely navigate home. The flight computer provided airmen the ability to observe wind drift on two unique headings, allowing more accurate navigation. The current flight computer design was originally introduced to the Army Air



Philip Dalton's Dead Reckoning Computer.
Image provided by the International Slide Rule Museum.

Corps in 1940 as the "E-6B," which referred to its part number. Following the attack on Pearl Harbor in 1941, the Army Air Forces ordered 400,000 units. The tool was wildly popular among pilots of the era, especially B-17 pilots. Tragically, in July of 1941, Lt. Philip Dalton lost his life in a training sortie with a young navigator. Sometimes lauded as the key to winning World War II, songs are sang in honor of Philip Dalton's revolutionary computer. "His computer is the instrument on which he stakes his life... Don't ask for his computer for he'd sooner lend his wife." [USAAC Navigator's Song, 1943] A trusted calculator in times of adversity, the E-6B is, at its core, a circular logarithmic slide rule, which performs proportional computational calculations. Additionally, the E-6B is able to convert temperature scales, time, distance, fuel burn, density altitude, and a host of other calculations, along with groundspeed and wind drift correction on the flip side.

You can perform your own one-handed calculations in flight with your very own Gleim Flight Computer. The Gleim Flight Computer also has plotter scales to measure statute and nautical miles, crosswind and headwinds components, holding pattern entry, and was recently updated to include helpful reminders of common ICAO flight plan equipment codes. The E-6B is also included in Gleim pilot kits for sport and private pilot students.

If you're a veteran pilot, dust off your old E-6B and see if you can still figure out your Mach number.

Constant Speed Prop Basics

(Continued from page 6)

move the propeller lever to the full forward position before landing so that in case of a go-around we have maximum climb performance available. Here you'll follow the procedure outlined in your POH as you do your GUMPS check prior to landing.

The final tip is don't be too quick about bringing the prop to the full forward position during a normal approach because it will be annoyingly loud if the power is still up. If you need to go around, just be sure to push the throttle and the prop knobs fully forward.

DID YOU KNOW OR DO YOU CARE?

A quick and dirty way to find V_A for your aircraft:

Do this experiment with maybe one passenger and a light fuel load;

Go up in your plane and stall it, wings level;
Record (or remember) the 1-G stall speed;
Doubling that speed is very close to the V_A .

Why, you ask? Because Maneuvering Speed is defined as the speed at which the wing should stall before a rapid control movement will cause structural damage to the airframe. And, as the smart guy in the crowd (but the one who seldom flies) is always ready to point out, maneuvering speed decreases with gross weight.


Your plane is probably certified for either a 3.8 or 4.4-load factor, depending on whether it's in the normal or utility category. As a quick approximation, call that number 4.0. Now, because stall speed increases

with square root of load factor and the square root of 4.0 is conveniently 2.0, if you double the one-g stall speed you found during your flight, you'll get a decent approximation the highest speed you can fly in turbulence or other situations when the wing will stall before you'll exceed the airframe load factor.

Some caveats. Structural overstress of the airframe might not occur before some other undesirable events, such as loss of a control surface. Your plane is not new; it may have some damaged components from some rough treatment in the past.

For those of us who own older planes with marginal POH's or own homebuilts, this gets you in the ballpark of a reasonable V_A .





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
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
e-mail - Marty Santic to add your Name to the list							

EAA CHAPTER 75 – QUAD CITIES
1ST 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 CLINTON AIRPORT**

SATURDAY, FEBRUARY 1, 2020
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
P&N Flight Charter
Clinton Airport



DRIVE IN or FLY IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by P&N Aviation at the Clinton Airport. KCWI - Clinton Municipal Airport, 2000 South 60th Street, Clinton, IA 52732

Come for some good hangar talk. Plenty of room for all.

FLY IN: Clinton Airport (KCWI). We will be meeting in the Clinton Airport terminal building.

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

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](#)

Bang for the Buck: Affordable Aircraft Building
February 26 at 7 p.m. Tim Hoverstein

Upcoming EAA Webinars

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

Bolted Joints in Tension
February 5 at 7 p.m. Mike Busch

Tips & Tricks for Recording In-Flight Videos
February 11 at 7 p.m. Martin Pauly

Removing Winter Rust and Spin Avoidance
February 12 at 7 p.m. Gordon Penner

EAA Flying Start: A Great Way to Grow Your Chapter
February 18 at 7 p.m. Serena Kamps

Vans RV Maintenance Common Questions
February 19 at 7 p.m. Vic Syracuse

Chapter Chat: Tax Exempt Basics
February 25 at 7 p.m. Patti Arthur

<<<< See LEFT FOR More!!

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

Classified Ads

DAR Services: Amateur Built/Light Sport Airworthiness Certification Inspections, Ferry Permits (Certified and Experimental), Replace lost/damaged Airworthiness Certificates (Certified and Experimental). Call Ross Carbiener (A&P) at 309-738-9391.

Hangars Available At the Davenport Airport. Call Tom Vesalga at 563-326-7783.

For Sale: One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496 GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. Dan Murphy 309-752-3887, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

Hangar Space at Erie: Need hangar space? I have some ready to rent. \$100.00 a month 24 x 36 x 8 ft tall. These are private enclosed hangars. Electric. Hangar door and rear pass door. Call Jim Robinson, at Erie Airpark. 309 230 0944.

Hangar Space at Whiteside County Airport. Prices range from \$92 - \$140/month depending on the hangar unit. Call Darin Heffelfinger at 815-626-3750 or Drew Wilkins at 909-912-9175 for availability.

For Sale: Flo-Fast 15 Gallon Container and Pump Was \$250+ new. Will entertain your offer. Also have three 5 gallon jugs that can be used with the hand pump. Perfect for mogas. See <https://flofast.com/> Call Marty Santic 563-340-9919



Have Anything to Sell? Will be more than Happy to List 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. 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 \$7.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$17. I ordered 30 and received a discount.

If you would like a cap, please send me an e-mail. marty.santic@gmail.com If you would like me to ship, send a \$17 check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807. A new order has arrived. We have about 30 caps now.



Baseball Cap in Light Khaki

Chapter Website: <https://chapters.eaa.org/ea75>
 Facebook: <https://www.facebook.com/EAA75/>

EAA CHAPTER 75 OFFICERS

(Effective January 2020)

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Fly-Out Coordinator - ??
OPEN Position - Need a Volunteer! You can work with John Bender in Waterloo!

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Social Media Editor

Adam Santic (See Above)

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

Chapter Website
<https://chapters.eaa.org/ea75>

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
 Renewal
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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>

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Name: _____
 Copilot (spouse, friend, other): _____
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 City: _____ State: _____ Zip: _____
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Tool Committee Tech Advisor Flight Advisor
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