

THE LANDINGS

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

November 2011

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Fall is upon us, the mornings are cool and the leaves are picking up lots of color. Not much flying season left.

At our October meeting we were informed that Quad City Aviators Assn. is in the process of dissolving. I had met with their Board of Directors. Their board and our board have agreed that we should merge members from QCAA into EAA and Chapter 75. The two sets of officers are working on those details.

The Young Eagle event on October 15th at Davenport Airport went great. We had good helpers and plenty of pilots. The wind kept things interesting. It picked up to 23 mph with gusts at 29 mph by late morning, thus we stopped flying. By 19:00 it was calm as silk. We gave 52 rides, several of the girl scouts who participated in our workshop the month before. Give Cinda Beert a big thank you as chairman for her first young eagle event. And I want to thank all who helped out in any way. That is what makes doing these and other chapter activities fun to do.

The November meeting will be with Mike Nass our Vice President with the gavel. November is also election month. Jerry Coussens and Keith Williams have agreed to be the nomination committee. Positions open for election this year are President, Vice President and one Class II director. If you have a desire or a recommendation for one of these positions, please contact the nominating committee prior to the meeting.

Thanks to Keith and Jean Williams for opening their workshop for project review on October 9th. The RV-12 project is progressing well. Pictures and story elsewhere in the newsletter.

Mark your calendar for December 10th, the annual Christmas Potluck. The chapter will provide the turkey, ham and beverages. Bring a dish to pass and your own table service. Remember, we start at 6:00P.M. and Santa arrives at 7:00P.M. More details in the December newsletter.

Happy Flying, Jim.

Last Month's Program - 2011 Air Academy Attendees



Left to Right : Matt DeRosa, Jacob Anderson, Logan Rathjen

Next Meeting - November 12th - 7 PM - Jerry Coussens East Coast Trip Log
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

November 12th Chapter Meeting

The November Chapter meeting will be held on **Saturday, November 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 by Jerry Coussens. With his Lancair just about perfect now, Jerry has been taking a number of cross country trips. At the next meeting, Jerry will be discussing some of the trips and will discuss his encounter with the airspace surrounding Washington D.C.

October 8th Board Meeting Minutes

CALL TO ORDER: The meeting was called to order at 6:30 pm.

MEMBERS PRESENT: Jim Smith and Mike Nass.

OTHERS PRESENT: Marty Santic and Cy Galley

MEMBERS ABSENT: George Bedeian., Ed Leahy, Steve Beert, Larry McFarland, and Dave Jacobsen.

TREASURERS REPORT: Jim Smith read the treasurer's report as provided by Ed Leahy. A motion to accept the treasurers report was made by Mike Nass and seconded by Cy Galley. Approval was unanimous.

OLD BUSINESS: Motion made by Mike Nass to send Brandon Gore, Kyle Wilson and AJ Hall to the 2012 Air Academy, second by Cy Galley. Motion carried.

NEW BUSINESS: QC Aviators are disbanding and we are transferring QCAA paid members to Chapter 75. Members who are not already EAA or chapter members will receive a 2012 National EAA membership and a 2012 Chapter 75 membership paid for by any left over funds in the QC Aviators treasury. Chapter 75 will cover any difference. Motion made by Mike Nass and seconded by Cy Galley to proceed in this fashion. Motion carried.

Chapter 75 currently has about 35 unpaid members. Reminders have been e-mailed

Keith Williams project review scheduled for Sunday

October 9th.

Jerry Coussens was appointed to head the nominating committee for the Chapter 75 elections to be held at the November meeting. Elections will be held for president, vice-president and a board member.

The board approved to hire Santa for the Christmas party.

The board discussed the chapter survey results and feels that the results should be shared with the membership for review and suggestions. Marty will email the results to all chapter members.

Motion to adjourn by Mike Nass and seconded by Marty Santic.

The meeting adjourned at 6:45 pm.

SUBMITTED BY: Mike Nass

October 8th General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:05 pm by Chapter president Jim Smith

VISITORS AND NEW MEMBERS:

Guests present were the families of the 3 Air Academy participants for 2011, the DeRosa family, Anderson family and the Rathjen family. Also present were Jim Tietjens from Clinton and AJ Hall with his dad.

TREASURERS REPORT: Jim Smith reviewed the report given at the Board meeting.

TOOL LIBRARY: Nothing to report.

TECH COUNSELOR REPORT: Nothing to report.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Nothing to report.

YOUNG EAGLES: A Young Eagles event was held at Davenport on October 15th.

OLD BUSINESS: None.

(Continued on page 9)

Nicopress Tips (from Cy Galley)

If you have ever made up a cable using a Nicopress tool you know how unwieldy and cumbersome this tool can be. Just about the time you want to swage it, the cable or thimble slides away. One way to get a free hand is to clamp one handle of the tool in a vice but is not very handy when **making** up a cable in an airplane or in its original use, making a wire splice on a telephone pole.

Yes on a telephone pole. May be you didn't know The Nicopress sleeves and tools were originally invented for the electrical trade for splicing wires. These crimped sleeves work so well, their use spilled over in to the aircraft industry and even for make up for garage door cables. They are quick, strong, and reliable.

Since one needs both hands to compress the sleeves, the electrical industry came up with "split bolts" for use where the nicopress tool was impractical. Even though split bolts work very well, the FAA has not approved their permanent use on aircraft cables. However split bolts work very well as a temporary clamp in getting a cable the right length with the thimble tight against the cut off ears. Yes, cut off ears. An old timer showed me that trick many years ago. Clip off the ears of the thimble with your dykes so one can get the sleeve tight against the thimble and the thimble is less likely to slip out or be come distorted.

Very easy to use as one can slide the sleeve up against the thimble, adjust the cable length, then hold it there with a split bolt that you tighten with a small



wrench or ratchet. After everything is in the proper place, when you have the desired cable length adjusted, the split bolt acts as a third hand to hold every thing place while you use two hands to swage the sleeve with the cumbersome nicopress tool. Since it is clamped by the split bolt, one can even swing the end out to obtain room for the tool without worrying that the length will change or the thimble getting out of position. When you are finished swaging the sleeve, remove the split bolt and return it to your tool box to use as a help on the next cable.

Note the cable is snug for length with the tail off to the left side in the picture. I used a Dremel tool with an abrasive disk to cut it off leaving



about a 1/4" sticking out. If that amount sticking out diminishes you know the cable is slipping. I slide a small piece of steel as a shield between the cable to be cut and the working side to prevent nicking the cable. It is obvious in the picture which end to cut but it is wise to double check. Others have cut the working side. Once cut, it makes you to start over with a fresh cable and sleeves.

If you look closely at the picture above it is not the same strut retract picture but the opposite side. I had safety wired the thimble in place as I didn't have my split bolt at the hangar. It was at home in one of my "other shops." Now if you can tell me how to insure your tools are always in the place where they are needed, it would save me many trips back and forth.

Air Academy News (from Gina Gore)

On October 8th our three 2011 air academy recipients presented their required power point presentation to our Chapter members. Logan Rathjen and Matt DeRosa both attended the advanced air academy which also fell conveniently during the 2011 Oshkosh Air Adventure allowing them exclusive behind the scenes tours and adventures while our third recipient, Jacob Anderson attended the basic air academy camp. These kids have also been required to attend and participate in two chapter sponsored activities or events such as the Young Eagle fly in days, the repair barn at Oshkosh and the B17 tour as part of the Earn, Learn and Return program instilled by the EAA.

As a chapter we felt it was best if the recipients participated in events to allow them continued exposure to flight, aviation and our chapter members while paying it forward. This new policy of paying it forward has had not only these recipients excited to help more than what is required but we already have several who have applied for the 2013 year as we have already chosen next year's three recipients. The 2012 air academy participants chosen by the board of directors are AJ Hall, Kyle Wilson and Brandon Gore.



As we receive new young members and interest, as



the air academy advisor, I have been recruiting and including many of these kids to attend and participate in as many chapter events as possible as well as other aviation experiences secured with other aviation groups I participate in. One such example was Amanda Gray providing a tour of the John Deere hangar on October 18th for the Davenport Civil Air Patrol, our present and past air academy recipients and a few invited Young Eagles who showed passion when attending our last fly in were in attendance.

I have also been able to include these same kids in the QC Ballooning Festival and the meeting of the Blue Angels this past QC Air show to expose them to other facets of aviation that they may not have had a chance to experience and have also invited and involved their parents. The kids and their parents are extremely excited to help our Chapter grow, be involved and the continuation to be exposed to aviation. By doing so it will increase our membership and help the chapter

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Keith William's RV-12 Project Review

Jean and Keith Williams hosted a project review on Sunday, October 9th. Keith's workmanship on his RV-12 is just superb. The project was at a great stage to view the RV-12 tailcone kit, the wing kit and the fuselage kit. Assembly is coming along very well. If you missed the project review, give Keith Williams a call to arrange for a special private viewing. The snacks were good and the hangar talk was even better.



Young Eagles Flight Rally (from Cinda Beert)

Well the sky was blue and eleven pilots came out to help us fly Young Eagles along with our many ground crew. We were able to fly 50 young students before the winds changed and we decided it really would not be safe or a great experience to continue. The event seemed to be a success with student and pilots coming back with a bigger smile then they had when they took off. Calculating it looks like about ¼ of those were return flight numbers.

So thankful to the 11 pilots that were able to fly the young folks. The smiles on their faces just before and just after the flights made the event so much worthwhile.

Kent Johnson made a new speed record. He was able to fly to Davenport from Geneseo in 45 minutes and return home in 15 minutes. Wow who knew a Piper Cub could go so fast! This event can't be held without commitments from both pilots and ground crew. Thank you again for ALL those that helped.



Young Eagles Flight Rally - October 15th - Davenport Airport



Going to Arizona for the Winter? Visit Jeremy Keating In Bullhead City

Did you know I moved to Bullhead City, Arizona? Where the heck is that you say. Well I'll get to that in a minute. Davenport treated me well while I was there, but I just couldn't stay away from the heat and my girlfriend just couldn't take the freezing ass cold.

I really enjoyed working with everyone I met, but it was time for us to go back towards our home and family. I accepted the Assistant Airport Director position at Laughlin/Bullhead International Airport in Bullhead City, Arizona back in late August and I started down here in late September. The drive out here was pretty uneventful. We stopped and stayed the night in Wichita, KS and Gallup, NM. If I had to pick the best part of the drive, it would be the section of highway 40 through New Mexico and Arizona, absolutely stunning scenery.

We have found a great house on a beautiful golf course that we are renting for a year, so if any of you are golfers, you are more than welcome to come and visit. The golf course is up on a hill overlooking the 12 casinos in Laughlin, NV which is on the other side of the Colorado River from Bullhead City. It's kind of ironic, because we moved from the Quad Cities where a river separates two states and we just so happened to move to another city that is separated by a river (the Colorado River) that separates Arizona from Nevada.

The main attraction to the area is tourism with the casinos and boating being the large portion of visitors. We are about 1 hour south of Vegas, 4 hours east of Los Angeles, and 4 hours west of Phoenix. The Hoover dam and the Mohave dam are just to the north of us. We also have three major lakes; Lake Mead, Lake Mohave, and Lake Havasu.

The airport is a very unique airport in the sense that it sits right across the river from the 12 casinos and the biggest users of our airport are Sun Country Airlines and Allegiant Airlines who fly casino charters from all over the country to Laughlin/Bullhead. Harrah's Casino uses Allegiant Airlines and The Riverside Resort and Casino uses Sun Country Airlines. The two airlines use Boeing 737 and MD-80 aircraft and we do about 120,000 passengers per year which equates to about 6 flights per day. We have our own aircraft fire fighting station on the airport and we have an air



traffic control tower. Currently we do not have any scheduled airlines but we are actively trying to attract a scheduled carrier.

I have to tell you if a desert can be beautiful, this is it. The surrounding hills and terrain are absolutely stunning and beautiful weather all year round with 340 days of sunshine with no clouds is very attractive. One of the most interesting facts about Laughlin, NV is that Don Laughlin who the city is named after is still alive and he actually is a member of the Airport Authority. Where else can you live in the United States and see the founder of the city in which you live just walking down the street? Pretty amazing. Mr. Laughlin owns a hangar at the airport and still fly's his three helicopters and I think he's about 80 years old. I could go on and on about interesting and unique things to do and see here in Laughlin/Bullhead, but I'll let you do the research if interested.

Getting used to my new position has been very overwhelming like expected. Whenever you start a new job, there's always going to be an expected steep learning curve. I'm now supervising 12 employees and I'm in charge of all airport operations, construction, security, and maintenance. The airport has one 7500 ft. x 150 ft. asphalt runway with a parallel taxiway. We have an FBO which is named Landmark Aviation and they put on a very recently created airshow each year in April called Legends Over the

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October 8th General Meeting Minutes (cont.)

(Continued from page 2)

NEW BUSINESS: AOPA safety seminar this Thursday at Elliot's in Moline. Everybody is encouraged to attend to keep AOPA seminars from coming to the Quad Cities.

Ralph Stevenson reported that he spoke with ALCOA about possible sponsorship or other involvement with the aviation community in the Quad Cities but at this time they don't have any funding for such activities.

Project reviews by all the members.

THE EVENING PROGRAM: Jacob Anderson, Matt DeRosa and Logan Rathjen thanked Chapter 75 for sponsoring their trip to Air Academy and all three of them gave a great presentation on what they did at the Air Academy. All of them also had a show and tell of an item they fabricated in one of their workshops such as a wood rib, a sheet metal spark plug tray and a composite clipboard and wing section and a balsa wood glider.

The meeting adjourned at 9:37pm.

SUBMITTED BY: Mike Nass

Nice Article in General Aviation News - Clinton's Cessna 150 Fly-In

From the GA News..... Robert A. McKenzie, an attorney with the law firm Arnstein & Lehr, was awarded the Cessna 150-152 Fly-In Foundation's 2011 Gordon Ellis Award.

The award is presented each year to a volunteer who best exemplifies Gordon Ellis' spirit of selfless effort at the Cessna 150-152 Fly-In in Iowa.

The Cessna 150-152 Fly-In Foundation is a nonprofit organization formed in 2009 from members of the Cessna 150-152 Club to run the annual Fly-In event that takes place at the Clinton, Iowa, airport.

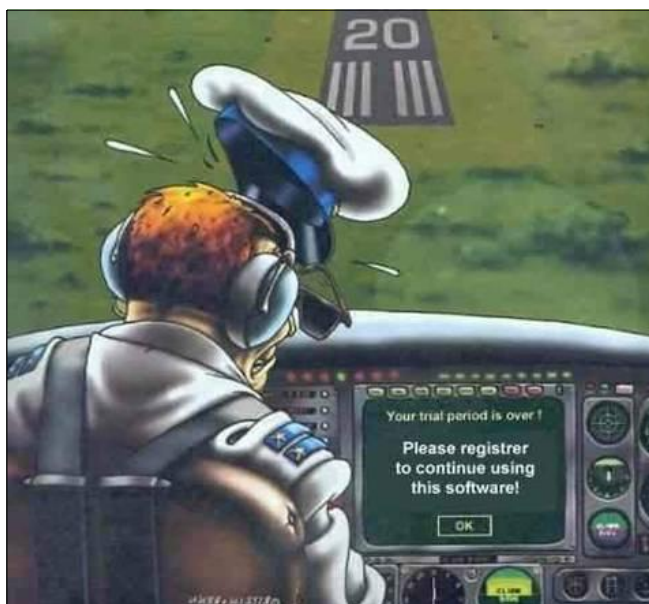
McKenzie, an associate in Arnstein & Lehr's Tax and Aviation practice groups, aided the foundation in getting recognized as a 501(c)(3) organization by the IRS, drafting the by-laws, and steering the board

members and officers in the various legal issues of running a non-profit.

"All this he did without request for favor or recognition. No one had to ask him to do it. When talk of a formal organization first came up he simply volunteered his skills to the novice board," said Kirk Wennerstrom, president of the Cessna 150-152 Fly-In Foundation. "It was quickly recognized how important his efforts would be. And he did it in the same spirit as Gordon Ellis, simply to ensure the success of the fly-in, an event that is almost as much a 'family gathering' as it is a challenging and educational event."

In 2000, pilots and owners of Cessna 150 and 152 began gathering in Clinton for an informal fly-in event. Gordon Ellis, pilot and owner of a Cessna 150, was always the first to arrive, usually days before. He would pitch in wherever needed to help set up for the event. During the fly-in he was usually the first to greet arriving aircraft, directing them to parking and welcoming the pilots. In addition he anonymously donated many of the prizes that are awarded on the final day of the event. Gordon never sought recognition and actively shunned any attempts to publicly thank him for his efforts. In 2010 the foundation created the "Gordon Ellis Award" in his honor.

Today the fly-in attracts more than 100 Cessna 150s and 152s. Attendees come from across the world to hear educational seminars and test their flying skills. Mike Nass is beaming!!



Long Ez Photos in Formation Coming Back From Kentucky (from Steve Beert)



EAA, AOPA Announce Plan to Make 'Driver's License Medical' Available to Much Larger Pool of Pilots

At the beginning of October, The EAA and AOPA announced the following. Reprinting the information here just in case you missed the news.

The Experimental Aircraft Association (EAA) and Aircraft Owners and Pilots Association (AOPA) today unveiled plans that, if successful, could greatly expand the number of pilots who could use the driver's license medical standard currently available only to sport pilots.

Delivering the keynote address on the final day of the AOPA Aviation Summit, the presidents of AOPA and EAA, Craig L. Fuller and Rod Hightower, respectively, said the two groups are working together to finalize a request to create an exemption allowing pilots flying recreationally to use the driver's license medical standard. In order to ensure and even enhance safety, pilots would be required to complete a comprehensive course on aeromedical factors and self-certification.

"We have more than five years' experience now with the Sport Pilot certificate and the driver's license medical standard," said Hightower. "In that time, we have not had a single medical incapacitation accident. The standard works."

"Furthermore, our petition would enhance safety by requiring initial and recurrent training about health awareness and medical self-certification for any pilot choosing to use the driver's license standard," added Fuller. "It will provide data that can be used to continually refine and evaluate the effectiveness of the standard."

EAA and AOPA plan to file their request for exemption after the first of the year. Under the proposed exemption, pilots holding recreational, private, commercial, or airline transport pilot certificates who only fly recreationally could use the same driver's license medical self-certification standard currently available to sport pilots.

In addition to holding a driver's license as proof of adequate health, a pilot would also be required to participate in a recurring online education program that would reinforce and expand a pilot's understanding of aeromedical factors and self-certification requirements. EAA and AOPA believe such an education program, developed by the Air Safety Institute in consultation with AOPA's Board of Aeromedical Advisors and EAA's Aeromedical Advisory Council, would provide an equivalent level of safety as a third class medical.

As envisioned, the exemption would be limited by aircraft size and type of operations – for example, a single engine aircraft, with 180 hp or less, 4 seats, and fixed gear and operations limited to day, VFR, with one passenger. That would greatly expand the number of aircraft a pilot might fly while operating under a driver's license medical standard.

EAA and AOPA estimate that the exemption could save pilots who currently fly with medical certificates nearly \$250 million over 10 years, and save the federal government \$11 million over the same period.

EAA and AOPA believe the exemption they plan to request is the next logical step in the journey begun when the FAA permitted sport pilots to use the driver's license medical standard. Further, the associations believe the exemption will maintain or enhance aviation safety by improving knowledge and awareness of aeromedical factors through recurrent education for all pilots utilizing the exemption, and by encouraging pilots to continue flying familiar aircraft.

This should be welcome news to the aviation community!! How will it take to enact this change? Estimates that I have heard is it will take 12-18 months to bring this change to reality.

Local Calendar of Events (click on the Links)

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

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

November 12, 2011

[EAA Chapter 75 Monthly Meeting](#) - 7pm - Meeting at the Deere-Wiman Center, Moline, IL

November 13, 2011

Veterans Forum - Courtesy Aircraft, Rockford, IL

<http://www.warbirdsquadron4.org>

Contact: Brian Churchill, Phone: 847 356 9056, [Send an Email](#)

December 10, 2011

[EAA Chapter 75 Monthly Meeting](#) - 6pm -

CHRISTMAS POTLUCK AND SANTA - Meeting at the Deere-Wiman Center, Moline, IL



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

Classifieds (Click on the link for e-Mail address)

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](#) (A&P) at 309-738-9391.

For Sale: [High reach floor crane](#), (click for photo) 1-1/2-ton capacity on casters. Great for a hangar and lifting an engine from 0 to 8 feet. Can be hung on the wall in 3 parts. Come-along included.. Call Larry McFarland 309-792-0472

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 Airwor-

thiness Certification Inspections, Ferry Permits (Certified and Experimental), Replace lost/damaged Airworthiness Certificates (Certified and Experimental). Call [Ross Carbiener](#) (A&P) at 309-738-9391.

For Sale: Share for sale in the Cessna 152 based at DVN. \$1000.00 Contact Terry Crouch at [563-370-6126](tel:563-370-6126).

New LISTING - For Sale: GBY Look Alike, on gear, 2 engines---0290D & 0290G. Lots of parts, instruments, gauges, most to finish except cover---\$5,000. Contact Bob Olds at 563-326-2430.

For Sale: Scroll Saw. \$35. Bought a new one. Contact John Vahrenwald at airbike5@yahoo.com

For Sale: 1962 Cessna 182. Out of license since 2008. Hangared. TT 1,568. Two owners since new. \$35,000 where is, as is. Paint faded, glass clear, interior good, engine strong, panel original plus KX155. NDH. Jim Chambers [\(402\)440-5270](tel:402-440-5270) Lincoln, NE

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!!

Air Academy News (cont.)

(Continued from page 4)

reach its growth for a younger member base.

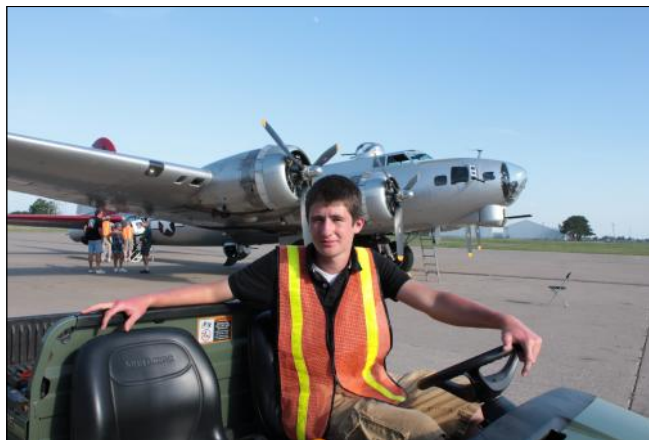
If you have any young teen male or female ages 12-17 interested in the air academy we are always accepting applications. Please contact Gina Gore at gore_gina@yahoo.com for further information.

AOPA Safety Seminar Was A Success A Big Thank You to All That Attended

(from Tim Leinbach)

I would like to extend my grateful thanks to you and all of the pilots that attended my AOPA safety seminar at Elliotts. AOPA contacted me the day after the event and had heard what a success it was and wanted to thank everyone involved as well. They also mentioned that we will be on the list for the next new seminar that will be coming out in Spring. So, I will be looking forward to that and will keep you informed. Please put a note in your newsletter to thank everyone.

Tim Leinbach CFII



Going to Arizona for the Winter? (cont.)

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Colorado. Don't be afraid to visit our website at laughinbullheadintlairport.com and please feel free to call me at 928-754-2134 anytime.

You all are more than welcome to visit the area and I will offer my personal time to show you the sites or guide you in the right direction. This is a great area to visit during the winter and the two casinos are always offering good deals to fly down here and stay in the casinos. Thanks again for your hospitality in my short time in the Quad Cities and please don't be a stranger.

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Marty Santic
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The Leader In Recreational Aviation



Chapter Website
www.eaa75.com

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

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:
 Ed Leahy
 3211 South 25th Avenue
 Eldridge, IA 52748

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:

<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

What are You Building? _____

What are You Flying? _____
