

THE LANDINGS

www.eaa75.com

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

December 2012

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Wow, where did the year go.

A big thanks to Jeff Skiles for his Grass Roots presentation at our November 10th meeting at the Deere Hangar. There were approximately 205 in attendance. Also, many thanks to all the Deere employees who are Chapter 75 members who contributed in so many ways to make the evening the great success that it was.

I want to recognize Larry McFarland for his assistance on the board of directors. Larry has asked to step down at this time, however help where he can in serving the chapter. With that, we are looking for an additional board member and new member coordinator. Please contact me or Keith Williams, chairman of the nominating committee if you are interested in this position. Tom Shelton has considered helping on the board.

The Air Academy scholarships for 2013 have been selected. Read more by Gina Gore elsewhere in the newsletter. A thank you to Gina and the board for

their efforts in reviewing and selecting the applicants.

The December meeting will be our annual Christmas party/potluck. It will be at the Deere Wiman, starting time is 6:00 (ONE HOUR EARLIER THAN THE REGULAR MEETINGS). Turkey and ham will be provided by the chapter. Bring your favorite dish to pass and your own table service. Deb and Dave Jacobson will be doing table decorations. Santa will arrive shortly after dinner, so bring a present for those young and old who you would like to receive a present.

We will take a few minutes for a short meeting to hold elections of Secretary, Treasurer and one Board Member. We were not able to do this at the November meeting, due to it being a special meeting.

Donuts and coffee this month, Saturday, December 1st

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Last Month's Program EAA Grassroots Pilot Tour Stop w/ Jeff Skiles at John Deere Aviation



Next Meeting - December 8th - 6 PM - Christmas Potluck w/ Santa
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

December 8th Chapter Meeting

The December Chapter meeting will be held on **Saturday, December 8th at 6PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

Mark your calendar now for the December meeting. It is December 8th and is our annual potluck Christmas party. It's always lots of fun; bring the whole family, children and grandchildren. The man with the white beard and red suit always makes an appearance.

Don't forget-we start the December potluck at 6PM!! Bring a dish to pass, and table setting.

All are invited. **Bring a friend!!**

November 10th Chapter Meeting Recap

(by Marty Santic)

Instead of the normal November monthly meeting of Chapter 75, the chapter hosted an EAA Grassroots Pilot Tour Stop at the Quad Cities International airport. The venue, the NEW John Deere Global Aviation facility. Our speaker, Jeff Skiles, EAA Vice President and co-pilot of US Airways 1549, "The Miracle on the Hudson". The turnout exceeded all of my expectations.

Chapter 75 first must thank Larrie Dahl (Director) and Ross Carbiener of John Deere Aviation. John Deere Aviation allowed us to use their beautiful facility, provided the 250 chairs, AND provided the refreshments. Craig Olson, via the John Deere Training Facility in Davenport provided the large projection screen. All free of charge. A perfect setting, an evening of aviation with the John Deere Gulfstream V's in the background.

On Saturday, November 10th beginning at 4PM, several Chapter 75 members were on hand to setup the 250 chairs, setup the computer and projection screen and assist Kevin Keeling from DJ-Steve's with the audio equipment. Ross Carbiener had already set up a number of tables and the catered refreshments. A round of thanks to Jim and Bev Smith, Bob and June Olds, Ed Leahy and his family, Tom Shelton and Adam Santic.

Jeff Skiles arrived at approximately 4:30p, taxing the

(Continued on page 3)



November 10th Chapter Meeting Recap (cont.)

Cessna P210 to the John Deere Aviation ramp.

Folks started to arrive at 5:30p and it became obvious to all that we were going to have a good crowd on hand for the presentation. All but 2 spots in the parking lot outside the facility were filled by 6PM and we counted 205 in attendance. Later in the evening Jeff mentioned there had been only one other tour stop that had more attend with 215 attending.

Jeff's multimedia presentation started promptly at 7PM. Jeff spoke about the EAA and some of the programs (both old and new) that they have. The talk was very informative. I have to admit the last thing Jeff spoke about was the most interesting. He talked about landing on the Hudson as the co-pilot of the now famous US Airways flight. It was very interesting to hear the story of what happened from a first person perspective. All attending enjoyed his humor.

One notable moment. Just before the takeoff roll, Sully Sullenberger stated "Your Airplane", following the normal protocol of command and control transfer. Jeff was now in command during the takeoff roll. A few seconds after the birds were ingested, inducing a total loss of engine power, Sully calmly said "My Airplane". Jeff responded emphatically....."YOUR AIRPLANE!!!!". All laughed!!

At the conclusion, Chapter 75 was awarded a plaque for hosting the Grassroots Pilot Tour Stop. All attending were offered the opportunity to drop their name in the hat for the prize drawing. The grand prize consisted of two weekly Airventure 2013 wristbands, special access to the airshow viewing area, one weekly parking pass, a helicopter ride for two during the convention and more. Adam Santic was the winner of the package.

I would like to personally thank Jeff Skiles (EAA Vice President, Chapters and Youth Education) for coming to our chapter to give the presentation and Brian O'Lena (Young Eagles Manager) who helped with all of the arrangements from the EAA Headquarters.

Without all of you this could not have been a successful event, thank you all very much.



US Airways Flight 1549 - "Miracle on the Hudson" - In Jeff Skiles' Words

People ask Jeff what he remembers about that day in January, 2009. "It was cold, I mean it was freezing cold". He was on the last leg of a trip, going from LaGuardia, NY to Charlotte, NC.

A lot of people have the misconception that pilots fly together as teams. That isn't true. Chesley "Sully" Sullenberger III was the Captain of this particular flight. Jeff, who at the time had been with US Airways for 24 years, doesn't ever recall seeing Sully before. Jeff's first real flying job was in Omaha. He flew cargo for a couple years for Combs Freightair before leaving that job in 1982. He then flew for a few small commuter airlines before being hired by US Airways in 1986.

On that cold day, Sully taxied the plane to Runway 4 before handing it over to Jeff. The US Airways Airbus was completely new to Jeff and he had just completed a 6 week training course on the Airbus. The Airbus flies with a sidestick, like an F-16. Because the sidestick was new to Jeff, he elected to hand fly the plane on climb out to familiarize himself with it. "My whole career I'd been flying things with yokes."

He passed through 3,000 feet, pitched the nose over and accelerated to 250 knots. Just about that time, something caught his eye. "I look up and slightly to the right, and still right ahead of us is this big flock of geese." His initial thought was they would fly over the top of them.

But that didn't happen. Two geese went through the core of each engine. The right engine then just quit. The left engine is still running but it's essentially at idle power. He could see the airspeed dropping so he immediately pushed the stick forward to get the nose down to keep it flying. Sully decides to take over flying the airplane at this point. The airline has very defined emergency procedures. One person flies the airplane and talks on the radio. The other person tries to handle the emergency. In Jeff's case, that was trying to restart the engines. He immediately reached for the quick reference handbook which is a 173 page book and starts conducting the restart procedures on the engines.

Sully is flying the airplane and the controller assigned them a heading of 220. This is a standard heading

LaGuardia assigns for airplanes in an emergency. It gives you the option of turning right back to runway 13 or downwind for runway 4. This aligned them right up with the Hudson River going south and both Jeff and Sully noticed that right away and thought it was something they could use.

Jeff remembers a lot of noise in the cockpit. A lot of warning systems were going off. Generator failures, hydraulic failures, all systems just failing because of complete loss of engines. An alert bell was going off for every new failure. Tremendous amount of noise. Through all this noise, Sully had the presence of mind to reach behind him and grab the public address telephone and say, "This is the Captain, brace for impact". That's a sign for the flight attendants to start their emergency procedures.

At this point the passengers knew this was a dire situation. Some wrote notes to leave in their shirt pockets. A large number of them texted loved ones. At this point, they were about 1,000 feet and knew they had to make an emergency landing in the river.

The river that day was surprisingly calm. There wasn't any boat traffic either. Where they were aiming for and came to rest was right where the ferry boats cross New Jersey and Manhattan Island. The boats happened to be on both shores boarding passengers at the time. "We had 1 moment of bad luck and 1,000 moments of good luck that made this miracle possible". "We hit hard on the tail and then it seemed like the river flowed over the airplane. It seemed like the nose was burying itself in the river", Jeff said. But then it popped up and he turned to Sully and said, "Well that wasn't so bad."

Jeff downplays the thought of being a hero. What really surprised him from this incident was how all of the training for such an incident kicked in. "I knew exactly what to do and Sully knew exactly what to do". He firmly believes if any other 2 US Airways pilots were in the cockpit the end result would've been the same.

While analyzing the cockpit voice recorder, the NTSB couldn't decipher some of the words so they invited Sully and Jeff to help them out. At one point, they heard some words neither pilot remembered. Right before they were going to touchdown Sully says, "Got any other ideas?"

Jeff replied, "uh, actually no".

Another 1st Flight - Edward Olds - First Flight in the Zenith (from Ed Olds)

N437DM left the ground for the first time on Oct. 19th, at around 6 PM. Just my wife and two Chapter 75 buddies to witness it! The airplane got off well, but had a pretty severe tendency to drop the left wing! I made it around the pattern and when I made my approach, the engine quit over the numbers! Needless to say, my "pucker factor" was high! With only 3 hours of training from Zenith, in the type, I had my hands full with the dead stick landing and hit harder than I would have liked, but I walked away.

The next day, I had the "public" unveiling and with about 8 or 9 witnesses, I tried it again and had the same issue with the engine stopping when I pulled it to idle on approach! After a lot of discussion with Jabiru, Zenith, and the other builders on our web forum, we determined that the engine issue was caused by the carb idle adjusting arm being too "flimsy," allowing the arm to bend and stop fuel to the carb when the throttle was pulled to idle with any authority. That problem was fixed by adding a stop collar to the throttle cable assembly that restricts rearward movement. The left wing drop was addressed with some tweaking of the flaperon system.

Subsequent flights did not go well, due to excessive cylinder head temperatures on the number 5 cylinder. The abrupt rise in temps, added to my uncertainty about the landing characteristics of the plane caused me to rush a landing and bend the nose fork! With the help of Gary Guffey, who joined Chapter 75 when I did, we replaced the fork and tried it again. I walked away, but the landing was not one I was proud of and that pretty well scared me from flying for about a week and a half while I sought some instruction in another 750. Needless to say, that was fruitless.

Finally, I mentioned my problem to an airline pilot friend and he offered to test the plane for me to see if I had a control issue and to assess the best way to make my landings. After about a half hour, he pronounced the airplane as "great" and "really fun to fly" and proceeded to put on a great show of STOL operations! Needless to say, that really helped my confidence and on this past Saturday, I followed his advice on how to make my approaches and had a great afternoon flying off the farm strip where we keep our



planes.

The fix for my landings was to realize that a light sport airplane does not have the energy in flight that my old Cessna 172 had and that I need to keep some power on all the way through the approach. I've learned that you approach at @ 70 mph and slowly bleed off speed as you hold the nose off. When the mains touch, you can lower the nose, but NEVER go to idle until the nose is on the ground!

This was my first attempt at building and I really had a great experience. It truly took a village and I owe a huge debt of gratitude to Chapter 75 members, Gary Guffey and Jeff Kromer for their constant help and encouragement. Also to Capt. Bill Stocks for his patience in getting me through my landing jitters and Tim Stanton for his many hours spent "wrenching" on the project. But most of all, I need to thank my dear and patient wife, Diane, the daughter of a flying farmer, who endured 4 years of late nights in the shop and way too many trips to the tool store!

**Are Your 2013 Dues Paid?
As of the End of November, 25% Have
PAID their 2013 Chapter Dues. See the
Last Page of the Newsletter and Send
Your \$10 to Ed Leahy TODAY!!**

Bob Johnson's RV-8 Project Review - November 3rd

From Bob Johnson.....

I thought the project review went great. I'm glad we had such a good turnout. Since that day, I have gotten most of the firewall forward complete, probes, sensors, and fuel and oil lines.

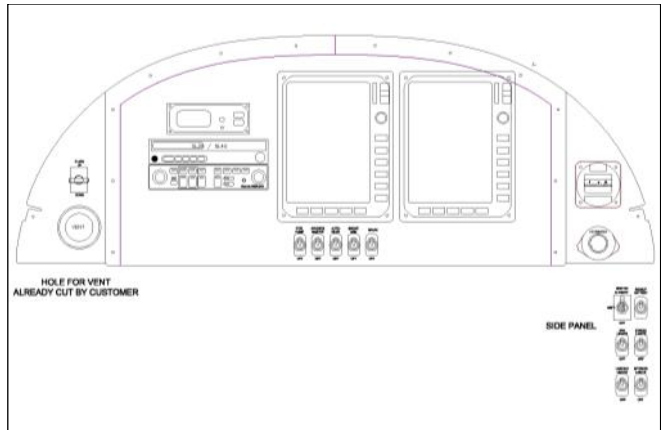
My 3-blade Catto prop will be arriving this week. My panel is all here.

Wheel pants are now installed, but not fiberglassed in. Greg was over to help me order the material I need for fiberglassing. I'll take all the instruction I can get for that part, it seems to be overwhelming.

If anybody knowledgeable in fiberglass would like to help, I would love it. All in all, I am happy with my progress.



Bob Johnson's RV-8 Project Review - November 3rd



Chapter Leadership Academy (from Cinda Beert)

Connie White and I drove to Oshkosh to experience firsthand why we all are proud to be members of EAA. We were able to talk with the support staff available at EAA headquarters. We were given contact information in the different areas. We met with chapter members from Iowa, Illinois, Utah, Colorado, Michigan, Maine, Connecticut, Delaware, Minnesota and California learning from each other and the EAA. Listening to what has worked for them. We stayed in the beautiful Air Academy Lodge. Let's just say the accommodations were not like roughing it back in my Girl Scout years. BEAUTIFUL ! Friday night we were able to experience an evening of stories from Paul Poberezny, the EAA founder. At 91 he is still a great story teller and full of aviation information. Reminded me when we use to camp in the cow pasture and climb the barb wire fence to attend EAA. Only a couple of vendor buildings were there. WOW how it has grown. Quite a bit has changed from those times. But listening to Paul you understand the ground roots, he believes in and the future of EAA.

The next morning we had breakfast with some of the EAA staff including our own chapter member Kyle Voltz. Saturday sessions started with Trevor Janz (Chapter and Eagle Flights) giving us a status report speaking of the Grassroots Pilot Tour, Chapter Gram and Chapter Chat and webinars. If you haven't taken the opportunity to listen to some of the webinars I suggest you do. Great information! They are available on the website. Chad Jenson (Community Manager) spoke about the right to fly! This concerns all of us. The difference between amateur built and amateur bought. Chad did an overview of first flights. Revisiting the 12 steps. Starting with - Preventing fuel starvation and exhaustion accidents. Carry enough fuel and ensure it's available to the engine(s). A couple of the others points that stuck out to me. First Flights shouldn't be a party. Consider having another pilot assist on your first flight and get adequate time in an aircraft of the same type. Not all aircraft fly the same. I know you have heard all these things before. Consider revisiting them before first flights. This applies to store bought or homebuilt aircraft.

Chapter Safety Officer "opportunities" suggested topics.

- What to wear on your first flight.
- What you do if you have an electrical fire?
- Burn test?



Cinda and Paul Poberezny



Zach Explaining the Aircraft in the Museum



Dan Majka Explaining What they do at Kidventure

Chapter Leadership Academy (cont.)

Chapter responsibility is: **PROMOTE SAFETY**

- Help fellow members with transition training. Support your members!!

Technical Counselors

- Work one on one with the builders to help craft a well-built aircraft.

Flight Advisor

- Assist test pilots, new owners and prospective builders in flight safety.
- Utilize the flight advisor before you fly.

Trevor then discussed the new Eagle Flight program. I will take a few minutes and explain this at our January meeting. If you're not going to be there and would like information on this program shoot me an email. At this time we do not get credit for flying Eagle Flights. This program is not designed just to take people for a ride. It was designed specifically to fly those adults that maybe have thought about learning to fly but never had pursued it.

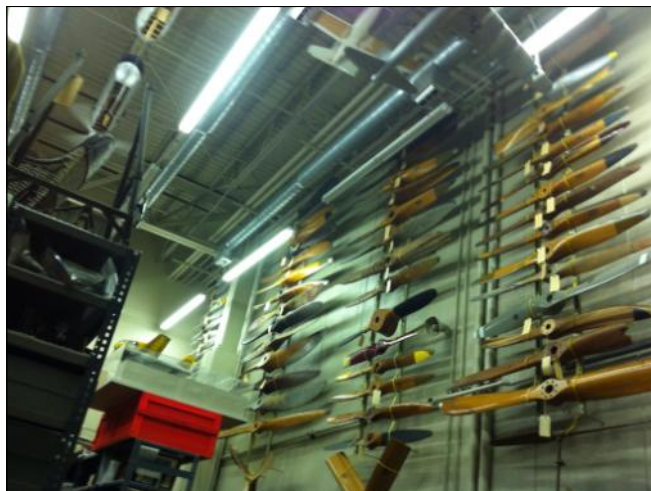
KidVenture- last year 20,000 children went thru KidVenture with the help of 383 volunteers. If you have extra time and would like to volunteer they could use additional help. Remember our job is to encourage the next generation of pilots.

Brian O'Lena (Youth Program Manager) spoke about the Young Eagles program. 1.7 million YE have flown in the last 20 years. He went over the value in Young Eagle flights. After experience the freedom in flight they will obtain a logbook. Online free youth membership (open to YE students age 8 to 19) is available. Some of the perks ,free on line access to Sport Aviation, scholarship opportunities, discount Air Venture tickets, Free admission to 300+ Science and Technology Museums. Free admission to the EAA Museum, Sporty's Ground school. (recommended age for this is 13)

Share the education values and your love of flight.

Tom Charpentier(Advocacy & Government Affairs) spoke to us about Government Advocacy. What EAA is involved in today .Pilots bill of rights, medical certificates, amateur-built and light-sport accident rates and security are just to name a few. Tom will try and help you with these issues.

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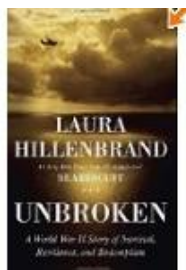


Back Rooms in the Museum



Paul's Partner in Life - Audrey

Book Review: **UNBROKEN** by Laura Hillenbrand (from Dennis Crispin)



Unbroken, the biography of Louis Zamperini, was published two years ago; it at once rose to the top of the best seller lists and became a subject of many book clubs. Recently it has been a featured promotion of the big

book outlets. There are four stories here, each, by itself, could be the subject of a compelling book.

Story 1: The dead end kid becomes an Olympic star.

Louis Zamperini was born in 1917, the son of Italian immigrants. His defiant attitude and penchant for mischief soon propelled him to the title of the most accomplished juvenile delinquent in Torrance, California, the kid that every cop on every beat knew well. In junior high he discovered that he could run and he quickly moved from the police notices to the sports pages as he began setting California high school track records. His specialty was the mile.

Moving on to college, many NCAA records fell beneath his magical feet. Preparing for the 1938 Olympics, he found that all of the popular team slots were taken, so he had to settle for the 5,000 meter run. Running the 5,000 meter final in Berlin Stadium, he prudently stayed in the middle of the pack until the last lap. He then sprinted to a tie for the win in a record time. Adolf Hitler, watching from his private box, was so impressed that he asked that the young American athlete be brought to him for a personal meeting.

Louis began in earnest to prepare for the 1942 Olympics. His coaches were convinced that he would be the first runner to break the four minute mile, but a war got in the way.

Story 2: Men against the sea.

He soon found himself a 2nd Lieutenant in the Army Air Corps and a bombardier on B-24 bombers. Flying a search mission in the South Pacific in a B-24 that had a reputation as a jinxed airplane, they went down due to mechanical problems. Zamperini found himself on a rubber raft with another officer. They

survived starvation, dehydration, shark attacks, leaks in the boat, a typhoon and strafing by a Japanese airplane.

When a ship finally picked them up, they had set a record for survival at sea in an open boat. Louis was down to almost half of his 165 pound athletic weight.

Story 3: The terrible prison at Ofuna.

But the ship was a Japanese naval vessel. Recognizing Zamperini as an athletic celebrity, and therefore having propaganda value, he was saved from immediate execution and put into the notorious Japanese prisoner of war system. He ended up in the Ofuna camp near Tokyo, the toughest lockup in the war.

Also in this prison was Marine pilot Gregory “Pappy” Boyington, although he doesn’t appear in this narrative. The prison featured unheated barracks and rampant disease. The prisoners were fed on boiled seaweed considered unfit even for animal feed. Zamperini gave up his privileges as an officer and joined the work crews as that allowed a bit more food.

The camp commandant was likely a little deranged and subjected the prisoners to continual sadistic abuse. Louis’s to-hell-with-the-consequences attitude and rebellious personality singled him out for more than his share of the beatings. The commandant’s treatment of the prisoners earned him a high ranking on the list of Japan’s war criminals. After the war he escaped and was never brought to justice. After a little more than a year and a half in the prison camp, the war was over and Louis Zamperini was liberated.

Story 4: From the depths of despair to salvation.

Returning to California, his athletic fame and new war hero status put Louis on the front page of every newspaper. He married and for a while enjoyed the life of a celebrity.

In World War One it was called “shell shocked”. World War Two gave it the name “combat fatigue”. In the modern world it is known as PTSD or “post traumatic stress syndrome”. Whatever the nomenclature, it hit Zamperini very hard. The experiences on the raft and in the prison left mental scars that seemingly could not be overcome.

He tried business ventures that failed. He was cheated out of his military back pay by con artists. He was

(Continued on page 11)

Book Review: UNBROKEN **by Laura Hillenbrand** (from Dennis Crispin)

(Continued from page 10)

prevented from returning to professional athletics by the physical damage received in the prison. His marriage went on the rocks..

He sank into mental illness and alcoholism. He hit absolute bottom. Then, when it looked as if there was no hope, he found his way back. By his own heroic efforts, he recovered his mental health and became an exemplary citizen, and a fine husband and father. We won't spoil the book for you by giving the details here, except to say that it is one of the most uplifting and inspiring stories that you will ever read.

Louis Zamperini went on to found a camp and outreach program for troubled youth. He gave back to the community by providing help for the kids that were starting out bad in life, as he himself once had

Chapter Leadership Academy (cont.)

(Continued from page 9)

Use "your" resources EAA is there to help you. I can't stress this enough.

We did get a private tour of the museum. Our tour guy Zach Baughman (Museum) was terrific. We even got to go under the ropes a couple of times and sit inside of history.

Who wouldn't like to see what's in the backrooms of the museum? We got that experience too! Paul & Audrey photo opportunities, more stories, a chance to see their achievement awards an insight to what it was like when they started EAA. Even though Paul was to speak downstairs in the museum he sat with us upstairs and shared more of his life in aviation. Risk Management & Chapter Insurance, Social media, public relations concluded our Sunday platform. Karen Kryzaniak, Hal Bryan and Dick Knapinski presented these topics. I'm personally looking forward to 2013. Correct information is a wonderful tool. Leadership Conference has personally given me more tools to work with as a member of Chapter 75.

Thank you again for the opportunity to represent Chapter 75.

done. He lives in California and still participates in missionary work and youth causes. At age 95, Louis Zamperini is still unbroken.

Laura Hillerbrand, whose previous success was *Seabiscuit*, wrote this book with an unusual level of skill and clarity. She let the tale tell itself without editorializing or embellishment. The honesty of her approach makes the stories of the raft and the prison camp all the more terrifying. I predict that this book will be considered one of the great biographies to come out of WW2. If you only read one book this year, it should be *Unbroken*.

From The Desk of the President (cont.)

(Continued from page 1)

will be at Jerry Coussens/Tom Shelton's hangar at 8:30 A.M. at the Davenport Airport. Call Jerry at 563-529-3706 or myself 563-340-5131 if you do not have the gate code.

As we close out 2012 and welcome 2013, I look back at all that was accomplished through the efforts of many of you as volunteers. To mention a few, a new program of coffee & donuts on the first Saturday each month. Thanks to Tom Shelton for getting this started. We continued to have some very successful and rewarding Young Eagle events. The Girl Scout aviation day went well. We awarded three scholarships, paying 100% of their participation at Air Academy. Our summer meeting/potlucks were well attended. We had another great year at the repair barn during Oshkosh. The Grass Roots program with Jeff Skiles was a great success.

Now comes 2013 with many of these activities to continue. We are always looking for new ideas for new activities, all the while adjusting our activities to do the best job possible in serving our members, EAA and the aviation community as a whole. We are very fortunate to have so many talented members who are willing to assist with these many volunteer efforts.

We are in need of meeting programs for the first half of 2013. Please make every effort to secure programs or ideas for programs, and talk to one of the board members about scheduling a program.

Have a blessed holiday. Looking forward to seeing you at the Christmas party, and at many events in 2013. Happy Flying - Jim

Internet Links from our Readers

If you click on the links, you should see the articles.

Michael Nightingale - [Pilot Down](#) - If you're a patriot and appreciate military flight, this 6-minute video will move you...

John Bender - **WAY COOL. THE GOLF COURSE IS TORREY PINES IN CALIFORNIA " [ParaHawking](#)"**

Adam Santic - [Red Bull Stratos](#). Great overview video of the entire - World Record Freefall mission.

Mike Nightingale - **Virtual Airplane Museum** - Want to check out almost any airplane ever built in the World? Old, new, military, civilian? You will be able pull up virtually every airplane that was built in every country in the world and every aircraft company. Browse this site for a few minutes. You will be amazed at what has been done in aircraft design. The amount of info available is unbelievable. <http://www.aviastar.org/index2.html>

Jerry Coussens - **Shuttle Final Flight** - This was from my son in Colorado. You may have seen this before. **Video from the FA-18s.** <http://marcbrecy.perso.neuf.fr/shuttlelax/>

[Shuttlelaxvideo.html](#)

John Bender - [Space Shuttle Endeavour](#) - Now you can see the interior. These rare photos capture the Flight Deck (cockpit) of the Space Shuttle Endeavour, fully powered for one of the final times.

Marty Santic - [Unbelievable Model Aircraft](#) - **Some Larger Than Mine**

Mike Tea - **ADS-B Video from the AOPA** - <http://flash.aopa.org/asf/ads-b/index.cfm>

John Bender - **Mosquito Flight** - http://www.youtube.com/watch_popup?v=rGfQQWOsoB8&vq=large

Marty Santic - [Miniature Airport](#) *This is unbelievable!* It is amazing what can be done when time and money are no object. **Watch at least long enough to see a take-off and landing and the night view.**

Cy Galley - [Kolb Firefly Visit / Tour](#) of the Western US

Dennis Crispin - [Tuskegee Airman Found](#)

Let Me Know if any the Links Do Not Work and Will Try to Resolve the Issue.

Local Calendar of Events (Click on the Links)

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

December 1, 2012

Tom Rebholz Memorial Chili Fly-In

On Saturday, December 1 Chapter 93 will be hosting the Tom Rebholz Memorial Chili Fly-In at Blackhawk Airfield (87Y) from 11:00 am - 3:00 pm. Pilots and other visitors are welcome to join Chapter 93 members for great chili and all the fixings. Donations are accepted to help cover the cost of this event. Attendees of the event will be encouraged to vote for their favorite chili and a trophy will be awarded to the winning entrant. This is a fun event with great camaraderie and fabulous chili. Please join us!

December 8, 2012

Breakfast with Santa. West Bend, Wisconsin: West Bend Municipal Airport (ETB) 8-11A. Activities for the whole family. Free pictures with Santa who arrives in the North pole Helicopter. Santa will be landing here about 9am and departing at 10:30AM. Menu: Pancakes, Sausage, Coffee, Orange Juice and Apple-sauce. Price: \$5.00 per person, children under 4 eat free!

December 9, 2012

EAA Chapter 75 December Meeting

Come one, come all and enjoy an enjoyable Christmas Dinner and evening with Chapter 75.

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

Dreams Do Come True (from Gina Gore)

Congratulations to the following Air Academy scholarship recipients for 2013 year, all have taken a Young Eagles flight with our chapter. We had eight apply for the scholarships, three slots were available. All have achieved a 3.0 GPA or better, are EAA members and have met the other requirements to apply for the scholarship. The chosen are:

Kody Lambert - Basic Camp recipient

Kody will be attending the basic camp and is from Aledo, IL. He is very active in sports such as wrestling, football, track and field in high school. He was also involved in 4-H for four years. He is a member and active in the Davenport Civil Air Patrol (CAP) Squadron for the past three years and ranks as an Airman First Class.

Shaylee Mortensen - Advanced Camp recipient

Shaylee will be attending the advanced camp at the

same time as the airshow for 2013 where she will gain access to the back pass of meeting many pilots, once in a life time experiences and their planes. She attended the "Wanna Be A Pilot" and flew her first flight in a Cessna 172 and has had a passion ever since. Her mom is also very active in flying and is currently achieving her private pilot's and Shaylee is hoping to as well so they can fly together.

Scott Summers - Basic Camp recipient

Scott will be attending the basic camp as well and his grandfather was a WWII pilot. He aspires to be an aerospace engineer with a dream job designing commercial aircraft. He has researched airplane design on his own free time. He is a 4.0 GPA student and is in advanced place math and language arts classes in high school. He has completed a school project in extensive wing design, placement and construction. He is hoping the camp will educate him further about the design of aircraft with the hands on workshops.

Congratulations to all!

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](mailto:Ross.Carbiener@A&P) (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.

For Sale: 1966 PA-28-140 (150hp) 2793 TT, 646 SMOH, King 170B Nav/Com with VOR/LOC Indicator, Narco AT 150 Transponder with encoder, new battery at 8/16/2011 annual, all AD's complied with, recent vac pump replaced, complete logs, hangared at EZI since 1991. October 2012 annual. Contact Jim Love (309)368-3339.

For Sale: Jepp Shades, flip up IFR training "glasses", with protective carrying bag, works well with headsets, \$30 value, \$5; also one Flightcom headset with cloth covers over liquid/jell ear pads,

\$40. Ray Holland [563-359-0450](tel:563-359-0450).

Partners WANTED: Looking for other pilots to buy an LSA. Bob Nash. 309-944-2212.

For Sale: KING COMMERCIAL COURSE DVD's, Compete DVD set with study guide and a DVD of the Oral Test questions also. \$100 obo. and Garmin 90 GPS w/ Americas database. Complete with yoke mount, remote antenna and power cables, etc. \$50 obo. Also have an O2 tank w/ canula's ... like new. Call me. Frank Sundrum 850-819-1666

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

NEW AD - WANTED: I would like to use, rent or even buy a two or four man life raft. My trip is after the first of the year. Steve Schroder Quilt-fly@cs.com
309 792 0018

Have something to sell? Send the information to marty.santic@gmail.com.

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 last meeting, 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 \$11 and will be available at our future monthly meetings. I will ship in a Priority Mail package for an additional \$5.15, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$16. I ordered 50 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 check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807

Also available via CafePress are men's clothing items such as T-shirts, sweatshirts and jackets, women's clothing items, child's clothing items, accessories and holiday items with the logo. The logo is printed and not embroidered on all of the items from CafePress.

I displayed one of the T-shirts at the last meeting. Nice quality, the printing is not raised on the fabric surface. So the fabric remains nice and soft.

You can visit the Chapter 75 store by going to



Baseball Caps in White and Light Khaki



Men's Polo and Women's T-Shirt

www.cafepress.com/eaachapter75. All items are shipped directly to the buyer. All you need is a credit card. Many items are available from CafePress (www.cafepress.com), If you see an item that you would like added to our webstore, let me know.

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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.

EAA CHAPTER 75 SATURDAY COFFEE AND DONUTS

FREE COFFEE, FREE DONUTS, FELLOWSHIP AND SOME GOOD HANGAR TALK

FOR THE ENTIRE FAMILY!

**FLY IN OR DRIVE IN – FOR ANYONE
INTERESTED IN AVIATION
ALL ARE INVITED!**

**SATURDAY, DECEMBER 1, 2012
8:30AM – 11AM RAIN OR SHINE**

**DAVENPORT AIRPORT - KDVN
AT JERRY COUSSEN'S &
TOM SHELTONS T-HANGAR**

Marty Santic
Chapter 75
3920 East 59th Street
Davenport, IA 52807-2968



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

Chapter Website
www.eaa75.com

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
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Membership dues for EAA Quad
Cities Chapter 75 are \$10/year.
Make checks payable to EAA
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Ed Leahy
3211 South 25th Avenue
Eldridge, IA 52748

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Name: _____
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City: _____ State: _____ Zip: _____
Phone (Home): _____ (Work): _____
(Cell): _____
Email Address: _____
EAA#: _____ Exp Date: _____
Pilot/A&P Ratings: _____
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I am interested in helping with:
 Tool Committee Tech Advisor Flight Advisor
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What are You Building? _____

What are You Flying? _____
