

THE LANDINGS

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

November 2020

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From the Desk of the President



I know many of you have been pretty much isolated or at least staying away from many activities with friends and family; and it's not been fun. I hope you've been out at least spent some time with your projects or aircraft as I have.

I'm going to pick up where I left off last month with the rodent repellent attack. I took my own advice and went to my favorite store that has initials F & F. They had the rodent repellents that we mentioned – the scented bag of Balsam type that you place in the cockpit. I purchased a box of those which had four packages which I'm going to use in a couple other places, camper, etc... The second item they had was the Tomcat glue boards that I place around the tires and the tail wheel. In addition, this year I added a new updated technology in my war against rodents. It is the electronic rodent repeller called Pestchaser™ made by Victor. It's an electronic device that emits a sound above humans' capability to hear. They must work because they say do not use it around guinea pigs or hamsters if you happen to

have any of those pets in your house. I don't think you'll have any in your hangar anyway. A package of two, really is not all that expensive that seems to cover an area about the size of an average living room. I placed two in the hangar and wish I had a third one. There is a package of four and I shouldn't have been so cheap and should have bought that. This will be a test this year to see how these three devices work on my war against rodents. I hope you've taken similar type precautions to protect your craft. A new special J-3 Cub moved onto the field this last month and I went over and introduced myself, talked about Chapter 75 and explained to him about my approach in repelling rodents. He went out and purchased some of the same material. He took my advice. I hope you guys did too.

While at the hangar this month, we proceeded to get ready to complete the annual on the Taylorcraft. Nick Agnes and I experimented with the fabric tester, and it was quite interesting. Because of this, I talked with my IA, and he told me he's essentially stopped testing ceconite fabric, because in the last past 20 years of testing, he's never had an aircraft fail. [See the picture of the tester in action.] Nick informed me that 56 lb of pressure is what's required. I did proceed to test my aircraft and it did pass.

Another activity down at the airport that I was involved in this past month was a short talk on airport safety, and I conducted a tour of the airport concerning safety, to the local chapter of Safety Engineers from Mid-American Energy and few other industrial companies here in the Quad Cities. The six individuals toured the FBO, the T hangars and a couple aircraft., and we all wore masks and stayed at least six feet apart. I am always trying to advance chapter 75 in any

(Continued on page 2)

Next Meeting - November 14th, 7PM - Program to Be Determined
[Deere Wiman Carriage House - 817 11th Avenue Moline Illinois \(Click for a Map\)](#)

November 14th Chapter Meeting

The November Chapter Meeting will be held on **Saturday, November 14th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

The program for the November meeting is still a work in progress and will be announced closer to the meeting date.

From The Desk of the President

(Continued from page 1)

way that I can.

Lastly, the Taylorcraft did pass annual inspection, but the engine did not! The number one cylinder would not hold compression and we ended up pulling the cylinder. I don't have an update as to what the cure is going to be. Some suppliers have reported rebuilding cylinders, and new cylinders are greatly back ordered.

You will probably be receiving this newsletter about the same time as it will be to go out and vote. If you haven't, please take the time to vote on November 3rd. Your freedoms and your lifestyle may be impacted depending on which way this election goes. Only time will tell.

Finally, the chapter has some decisions to make on the holidays and how to conduct our normal celebration activities. Celebrations of these important holidays and events are a part of our lifestyle. We are not sure again which way these decisions will fall. Please understand these are trying times, and that making the right decisions with these circumstances is going to be tough. No matter what, please enjoy the holidays the best way you can.

Deere-Wiman Carriage House COVID-19 Guidelines & Procedures

Following are the guidelines we have for meetings, including the limitations to allow for social distancing:

- The maximum number of people we are able to

- accommodate in the Deere-Wiman Carriage House is 33 people with a panel style setup (this is rows of chairs with a panel table up front). If you would like tables, the classroom setup is able to accommodate 26 people. The setups are all socially distanced.
- NEW: We will have a staff member on site for the Carriage House. A member of your group will need to check in at the office in the Deere-Wiman House (off the south porch entrance - there will be a sign). The staff member will then unlock the door to the Carriage House and provide a clipboard with sheets for all attending to sign-in (this will be used if we have a need for contact tracing).
- We ask that everyone wear face coverings when moving through buildings and when social distancing is not possible. This includes when you arrive, in the building and leave.
- We ask that everyone wash hands frequently or use hand sanitizer.
- We ask that everyone self-screen and not come on site if experiencing COVID symptoms.
- Food is allowed. You will need to bring disposable dishes etc. And we ask that we avoid buffets and that 1 or 2 people serve the food and beverages to limit the amount of touching of serving pieces.
- A member of our staff will call Jim two weeks prior to each reservation to confirm.

Thank you,

Ann, Community Relations - William Butterworth

Last Month's Program Presenter - John Riedel



EAA Chapter 75 - October 8th Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter President Jim Skadal at 7:07 pm via ZOOM.

MEMBERS PRESENT: Jim Skadal, Ron Ehrecke, Don Fey, Adam Santic, John Riedel, Nick Anagnos, Marty Santic and Carl Brown.

THOSE NOT PRESENT: Ron Franck

TREASURERS REPORT: The treasurer's report had been presented earlier by Ron Ehrecke. A motion to accept the treasurer's report was made by Don Fey and was seconded by Nick Anagnos. Approval by the board was unanimous.

APPROVAL OF MEETING MINUTES: No minutes were taken at the September general meeting, since the Secretary was not present.

OLD BUSINESS: Nick Anagnos has paid the chapter and has received the "old" borescope.

NEW BUSINESS: Per Nick, Addison is on vacation this week but is getting close to taking her check-ride. Nick asked that an additional \$500 of Ray's Scholarship money, being held by the chapter, be released to Addison's account to enable her to finish.

Bob Thomas attended a Young Eagle seminar recently, and he will brief the chapter at the general meeting

Ed Leahy will take care of the coffee at the general meetings.

Ron Ehrecke asks that members send in their 2020 chapter dues. It is still only \$10.00.

Nick mentioned that it's NOT too early to plan for the Christmas meeting, especially given the ongoing COVID-19 situation. Nick WILL NOT be at the November board meeting.

Don Fey reluctantly reported that he will NOT be able to make future meetings and so is unable to continue as Secretary.

A motion to adjourn the meeting was made by Don Fey and was seconded by Nick Anagnos. The meeting was adjourned at 7:35

These minutes respectively submitted by Don Fey, Secretary.

EAA Chapter 75 - October 10th General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:00 pm by Chapter President, Jim Skadal

MEMBERS: 13 people were present at the meeting.

TREASURERS REPORT: The treasurer's report was read by Ron Ehrecke. A motion to accept the treasurer's report was made by Carl and was seconded by Nick. Approval by the membership was unanimous.

APPROVAL OF MEETING MINUTES: The minutes of the last meeting as published in the last newsletter were approved at the Board of Directors meeting during video conference 10-8-20.

TOOL LIBRARY: The old welder was sold to Carl Brown.

TECH COUNSELOR REPORT: 1.) Jim Smith reported that he helped weigh Winston's Zenith with the Chapters weight scale system. 2.) The chapter's wireless borescope was used on Jerry Coussens' engine and the scope works very well and is easy.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Nothing to report.

YOUNG EAGLES: Bob Thomas informed the members of a new EAA Young Eagles workshop curriculum. Purpose is to take the young Eagle to another level of experience with hands-on wooden rib fabrication, aeronautics and meteorology. Bob has ordered course material for our review.

PROGRAM COORDINATOR: Nothing to report.

AIR ACADEMY ADVISOR: Lauren and Sam are planned for Air Academy once Wisconsin opens up its covid19 mandates.

Ray Aviation Scholarship: Nick has presented Addison with her Lightspeed Zulu 3 headset and her polo shirt from Ray Aviation Foundation. Addison will be taking her final check ride soon.

NEWSLETTER EDITOR: Nothing to report.

WEB EDITOR: Nothing to report.

IMC CLUB: 10-6-20 meeting topic was "Entering a holding pattern".

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EAA Chapter 75 - October 10th General Meeting Minutes (Cont.)

(Continued from page 3)

OLD BUSINESS: We have a volunteer opportunity to be Chapter 75 Secretary. Don Fey has resigned as Secretary due to moving. Thank you Don for your good work and spirited fellowship.

NEW BUSINESS:

The chapter is looking into a location for the December Christmas Potluck dinner.

A motion to adjourn the meeting was made by Carl and was seconded by Nick A. The meeting was adjourned at 7:45 pm.

THE EVENING PROGRAM: John Riedel presented a presentation on his engine overhaul of his 1974 Cessna 177B Cardinal that was done at the Poplar Grove Airmotive repair station in Popular Grove, IL.

These minutes respectively submitted by John Riedel.

EAA Chapter 75 Position Available - Secretary

We still need someone to step up to the task and help out the chapter by taking on the position of secretary. You will be tasked with recording and publishing the board meeting minutes and general meeting minutes of each meeting that takes place. We have created a template that you just fill in to make this job easier. Please give this some serious consideration and help your chapter! Contact anybody on the board if you would like to take on this role.

2021 Membership Dues Are Now Being Accepted

Just a reminder to our chapter members that 2021 membership dues are now being accepted. Dues are still \$10.00 for the year. You can pay dues (cash or check) to the **TREASURER** at the address on the application/renewal forum or at a chapter function. If your membership information has changed, please update it and send it along with your payment. The application/renewal forum and the treasurer's address is located on page 13.

Shad Myers Funeral Recap (Article by Richard Lowe)

As many of you know, EAA Chapter 75 lost one of its members recently as Shad Myers was killed in a motorcycle accident on September 25, 2020. He was just days short of his 49th birthday. Shad was a Master Sergeant in the Iowa Army National Guard and a full-time employee stationed at their flight facility at Davenport Municipal Airport. He was a senior flight engineer on the CH-47 Chinook helicopters and a flight engineer instructor for the guard unit. Prior to joining the National Guard, he served several years as a flight engineer on active duty with the USMC assigned to the CH-53 helicopter.

Shad's funeral was held at the 248th Aviation Support Battalion, Iowa Army National Guard at the Davenport Municipal Airport on Friday, October 2. It was open to the public and that morning, I, along with other members of the America Legion Post 26 Honor Guard conducted military honors for our eighth funeral in two weeks at a cemetery in North Davenport. We decided to go, as a group, to the airport and attend Shad's funeral and I am glad that we did.

There was a large crowd at the hangar when we got there. The national guard members were all in dress blue uniforms and attendees included a general officer and a command sergeant major from the state headquarters. To make room, five of the units Boeing CH-47 Chinooks were moved to a ramp on the airport. One of the Chinooks was parked inside the hangar, along a back wall. At the rear of the big aircraft was parked a smaller Army helicopter which Shad also helped maintain. Off the nose of the Chinook, they had parked Shad's personal family airplane, a beautiful 1974 Grumman AA-5. His government roll-around tool chest that he used daily in his work at the maintenance facility was parked next to the big helicopter and on top was the flight helmet he wore when he flew as a flight engineer. His dress blue coat was displayed on a hanger on the side of the aircraft near the forward port side hatch. On the blouse were displayed the decorations, awards and qualification badges he earned during his career. Noted were his Master Aircrew Wings and the Combat Action Badge. Shad's flag draped casket was placed along the port side of the aircraft with the American and Iowa state flags at each end. Plus, a large photo of him in uniform was also displayed.

The service took about an hour as Pastor Jay Amundson was in charge. Three persons spoke in

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Shad Myers Funeral Recap (Cont.)

(Continued from page 4)

including Shad's friend, First Sergeant Layne Marti and two music selections were played also. Then, six pall bearers all in uniform (two warrant officer pilots and four senior NCO's), carried the casket to a waiting funeral coach outside the hangar. The family followed and then took him to his final resting place near Anamosa, Iowa.

Shad was taken from us way too early. As an A&P, he had helped chapter members keep their airplanes airworthy. None of us expected he would be gone so soon.



Boeing CH-47 Chinooks belonging to the 248th Aviation Support Battalion, Iowa Army National Guard parked outside the Davenport Municipal Airport in Davenport, Iowa. Image courtesy of Richard Lowe - Oct. 2, 2020.



Troy Bevens with his best friend, Shad Myers. Together they have flown lots of missions for the Pilots N Paws organization. Image courtesy of Troy Bevens.



Shad Myers flying his beautiful 1974 Grumman AA-5 on a gorgeous clear day. Image courtesy of Troy Bevens.

Wittman Regional Airport Project Updates

Phase II of our Taxiway A reconstruction is in full swing! Crushing operations of the 1967 concrete are about 50% complete on this phase. Multiple crews are on site grading and preparing the sub grade for reconstruction of the taxiway.

You may watch the video here: <https://www.facebook.com/wittmanairport/videos/768499463964996>

Always nice to have an aerial perspective! Here are recent photos of the two ongoing capital projects as taken by our friends at OMNNI Associates.

First is the TWY A reconstruction looking south over Phase II work. Second is the new General Aviation Terminal project site. TWY A is on track to be completed by November 2020 with terminal completion slated for early June 2021!



This was the site of the Basler Flight Service. They are now in the main terminal. They will be in the new terminal until the completion of the general aviation terminal.

October Coffee and Donuts Photos at John Bruesch's Build Shop (Photos from John Riedel)



Crosswind Velocity (Article by Mr. Sweeny)

What we know about crosswind velocity is that it does not affect the plane's weight and balance one bit. Knowledge is weightless when it's carried aboard between our ears and is usually more readily accessible than even the best software app. But, except for very few of us, the amount of wet storage between our ears is limited and as we age, it seems to decrease and the seek time to get it takes longer. We need shortcuts like mnemonics or other tricks to help unlock what we know.

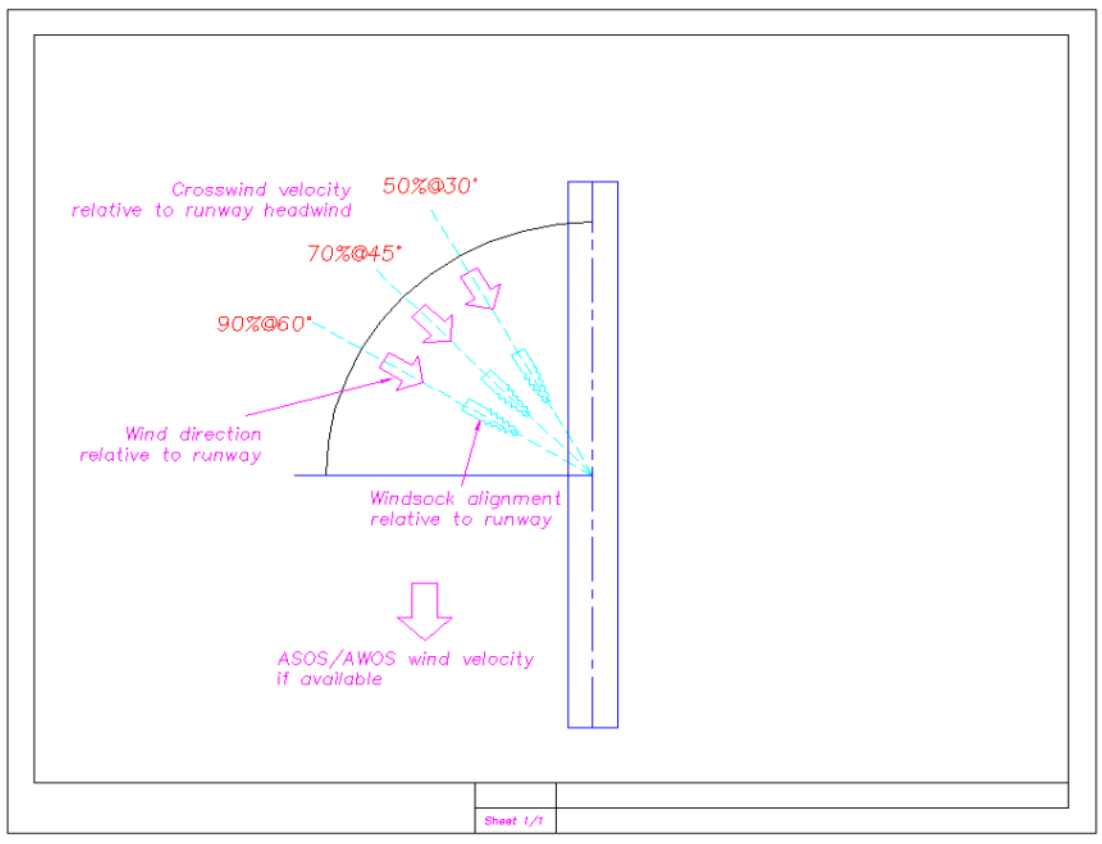
Trig and a lot of other math as we learned it, was taught as a separate free-standing subject, separated from reality where we needed to use it. When we're landing, we get the AWOS or ATIS, hear the wind direction and velocity, and maybe even the runway in use. There's invariably some angle between the available runway and the wind. The headwind component isn't usually too big of a deal, the big question becomes "What's going to be the crosswind?"

First, put precision aside and think practically. Wind speed is not a precision thing anyway. Next, put three values between your ears, one-half, three quarters, and 100%. Associate those values with angles between the runway and the windssock. You're home free without going to a chart or an app when you're

already busy. Oh, yeah, sorry, there's one simple math problem, take the wind speed and multiply it by one of the three numbers. Your plane has a demonstrated crosswind capability, but you have one, too.

In practice, try this. You fly over the field (at 500' above pattern altitude according to AC 90-66B) and see the windssock is fairly well aligned with the runway. Figure the crosswind is one-half the reported velocity. What, you don't know the velocity? You don't need any velocity! If the windssock is aligned fairly close with the runway, the worst the crosswind can be is about half the total velocity. Now, let's say the windssock is about halfway between being aligned and being straight across, more or less at a 45° angle to the runway. How about using three-quarters instead, you'll be real close. If the sock is past 45° by much at all, your crosswind value is going to equal the headwind speed value.

You could refer to the sketch and read the above paragraph again. Long and short, whether you know the wind velocity or not, observe the angle the windssock is making with the runway centerline, and figure which of the three crosswind values comes closest to the crosswind you're dealing with, 1/2, 3/4, or the whole enchilada, of the headwind coming down the runway. As you can see, a little bit of angle increases the crosswind in a hurry.



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 DAVENPORT AIRPORT**

SATURDAY, November 7, 2020
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Jerry Coussens at the
Davenport Municipal
Airport



DRIVE IN or FLY IN – HOPE TO SEE ALL

This month we hope to see all at our 1st Saturday of the month coffee and donuts hosted by Jerry Coussens. Come and see Jerry's 2002 Lancair 360 and Tom Shelton's 1973 Cessna U206F Stationair and come for some good hangar talk. Plenty of room for all.

FLY IN: Davenport Municipal Airport (DVN). Just taxi to the new Executive Style Hangars (I-2) and park on the taxiway or grass.

DRIVE IN: Just drive to the Davenport Municipal Airport (DVN). We will be meeting at Jerry Coussens and Tom Shelton's hangar, which is located at the Executive Style Hangars (I-2). Call Jerry Coussens at 563-529-3706 for access if the gate is closed. See you there!!!



Presented by:

HONDA

Generators



Mike Patey's Garmin Panel Install

Mike Patey installs multiple Garmin G3X Touch Flight Displays into Scrappy. <https://youtu.be/SNJVBPS1BOc>

Mike Patey Installs A Parachute on Scrappy

Mike Patey talks about his decision to put a BRS Aerospace parachute system in Scrappy, a highly modified bush plane. You will also get to see him do a test run of this parachute. <https://youtu.be/jz9NoMPrH-I>

Mike Patey's Insane Engine

Mike Patey installs an eight-cylinder supercharged Lycoming 780-cubic-inch engine into Scrappy, a highly modified CarbonCub. This is the same engine he had in his highly modified Lancair Legacy that he used for the Reno Air Races.

<https://youtu.be/IzcRM4YKMpc>

First Flight: Raptor Prototype

Here is a first flight video of a Raptor Prototype (N352TD). https://youtu.be/_H9a2tGDaHE

First Flight: Bell APT 70

Bell Textron Inc. recently announced the successful first flight of the Bell Autonomous Pod Transport (APT) 70 as part of a joint flight demonstration with NASA. <https://youtu.be/m7RquFSByKQ>

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 |
|--|--------------|--------------|------|-----|-----|----------|-------------------------|
| Travis Baldwin | 309-781-8896 | Yes | | Yes | | DVN, MLI | Owners, FBO |
| 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 - Adam Santic to add your Name to the list | | | | | | | |

First Flight: Ampaire Electric EEL

Ampaire Inc. flew its second technology demonstrator on Thursday, September 10, 2020. The aircraft is a refined version of its Cessna 337 "Electric EEL" (N337EE) hybrid-electric aircraft conversion. <https://youtu.be/wzySRMC-Mnk>

First Flight: Flying-V

KLM Royal Dutch Airlines and Delft University of Technology recently announced that its scale-model mockup of the Flying-V made its first successful unmanned flight. <https://youtu.be/XHFcLfSfJWQ>

Interesting Article on the Lun-class Ekranoplan

Some new interesting (internal & external) images have emerged of the only Project 903 Attack/Transport ground effect vehicle Ekranoplan with carrier-killing supersonic missiles. Click the link to read the article.

<https://theaviationist.com/2020/08/10/take-a-look-at-these-incredible-shots-of-the-russias-sole-completed-lun-class-ekranoplan/>



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

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](#)
[FAA Safety Team Calendar of Events](#)
[Iowa DOT Office of Aviation Calendar](#)
[Wisconsin Fly-Ins and Airshow Event Calendar](#)
[Fly-Ins.com Calendar Website](#)
[Fun Places to Fly Website](#)
[Social Flight Calendar](#)
[Midwest Flyer Magazine Calendar](#)

Upcoming EAA Webinars

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

Van's RV-14? Nov. 3 at 7 p.m. CST
Presenters: Greg Hughes & Rob Heap

Your Engine's Lifblood Nov. 4 at 7 p.m. CST
Presenter: Mike Busch

The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday Nov. 10 at 7 p.m. CST
Presenters: Mike Heuer & Lorrie Penner

True or Magnetic? Nov. 11 at 7 p.m. CST.
Presenter: Prof. H. Paul Such

Cockpit Power Management Nov. 18 at 7 p.m. CST
Presenter: Phil Lightstone

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. Email your information to adam.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 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



For Sale: Garmin Aera 550. We're asking \$350.00 (OBO).

Call Mike Nightingale
Cell 309-798-0028
mvnight@icloud.com
or Roger Nightingale
Cell 309-207-0266
r.nightingale@mchsi.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

As mentioned at the chapter meetings, the baseball caps are now available with the EAA Chapter 75 logo on them.

If you would like a cap, please send an e-mail to marty.santic@gmail.com. We have lots of caps in stock.

The caps are of nice quality as the logo is embroidered. The caps are available for purchase for \$10.00 each. The hats can be delivered personally to you at the next chapter function.

If you decide that you want the hat shipped to you, that can be done for \$17.00. Please mail a \$17.00 check to Marty Santic, 3920 E. 59th St., Davenport, Iowa 52807.



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)

President

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Secretary

OPEN Position - Need a Volunteer!

Board of Directors

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Ron Franck - Vice President
OPEN Position - Secretary
Ron Ehrecke - Treasurer

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Paul Fisher (IMC Club Coordinator)
 rv7a.n18pf@gmail.com 309-230-8719

Fly-Out Coordinator - ??

OPEN Position - Need a Volunteer! You can work with John Bender in Waterloo!

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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. There fore, no responsibility or liability is expressed, or implied, and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.



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

Chapter Websites
chapters.eaa.org/ea75
facebook.com/EAA75/

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
 Renewal
 Info Change

Membership dues for EAA Quad Cities Chapter 75 are \$10/year.
 Make checks payable to EAA Chapter 75
 Mail application/renewal to:
 Ron Ehrecke - EAA Chapter 75
 1597 Deer Wood Dr
 Bettendorf, IA 52722

National EAA offices:
 Experimental Aircraft Association
 EAA Aviation Center
 PO Box 3086
 Oshkosh, WI 54903-3086
<http://www.eaa.org>

National EAA Membership:
 1-800-JOIN-EAA (564-6322)
 Phone (920) 426-4800
 Fax: (920) 426-6761
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Name: _____
 Copilot (spouse, friend, other): _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone (Home): _____ (Work): _____
 (Cell): _____
 Email Address: _____
 EAA#: _____ Exp Date: _____
 Pilot/A&P Ratings: _____
 Occupation: _____ Hobbies: _____
 I am interested in helping with: _____

 Tool Committee Tech Advisor Flight Advisor
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 Hospitality Board Member Newsletter

What are You Building? _____

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