

THE LANDINGS

www.eaa75.com

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

January 2016

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



Jerry gets the gavel from Jim.

From The Desk of Our NEW President

January is here and I am writing my first Presidents Letter. Needless to say I'm not prepared. It's shaping up to be a busy year so I'll get right to it.

The chapter has decided to host the return of the B17 the last week of April. John Riedel has decided to head the committee to bring the B17 back. I was concerned we had just hosted the B17 not long ago. Turns out the last time was 2011. How time flies. Please give John all the help you can.

One of the good idea's from the membership was to include an autobiography of the members in the newsletter. Since I don't have much to write about in this letter I'll kick off the first biography. I will focus on the aviation side of my life as that is where my focus is.

Born in 1956 in Davenport, Iowa. I grew up on a farm in New Liberty, Iowa. I am number eight of ten kids born to Frank and Margaret Coussens. As far as my education, I went to Bennett K-12 school. I attended one quarter at Iowa State majoring in "farm operations".

I don't recall when I gained an interest in aviation. I do remember thinking I was going to join the air force at some point, but by the time I was a senior I realized my grades were more likely to place me putting gas in the plane than flying it.

With no respectable direction for my life, I focused on working to make money and having a good time. Airplanes went on the back burner, though at one point when I was a teenager I sent in to the EAA for plans to build an Acro-sport. The desire was there, but lacked the guidance. The Acro-sport was way over my head so I stored those plans for another 20 years without progress. I have no idea where those plans are today.

My first airplane ride was given by Jerome Bouslot in a Cessna 180. I later received an airplane ride when I was in 4-H by Otto Stender and Bill Shurr. After that I was into working and playing, until I met my first girlfriend, Julie Cummings, whom I would eventually marry. One night in 1977 Julie and I were going to a movie at the cinemas, in Milan. We were early so I stopped at QC airport to watch the airplanes land and takeoff. While watching I told Julie I was going to sell my motorcycle and learn to fly. The next week I visited Otto Stender and started flying lessons. I had my first solo in five hours, but it took me over a year to get my license. The rest of the time was spent renting the plane and flying around instead of practicing. Later, I decided to get serious and finally received my license in 1978.

Over the next 3 years I rented Otto's plane and accumulated approx 100-200 hrs. On one of my flying adventures, I took my sister for a ride. After, I was planning to head to town to visit Julie and I didn't want to land at Maysville, drive back to New Liberty to drop off my sister, and then head back to town. Better yet I'll just land in Hayfield, drop her off and take the plane back to Otto's. Landing worked great, takeoff, not so much. I took off into the wind, what little wind there was. Realizing there was not enough

(Continued on page 2)

Next Meeting - Saturday, January 9th, 7 PM - Richard Lowe
Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois ([click for a Map](#))

January 9th Chapter Meeting

The January Chapter Meeting will be held on **Saturday, January 9th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

The program for the January meeting will be a presentation by Richard Lowe on the history of the Ottumwa Naval Air Station. From 1942-1947, the Navy built, operated and then stood down a facility which was used to conduct primary flight training for future Naval Aviators. The story of how it was done is an interesting part of the history of South Central Iowa. Anyone interested in aviation history, WW II on the home front, the history of Iowa, etc., will find this an interesting presentation. Most of it is contained in a book published by a woman from Ottumwa in 1995. You can learn more about the book and how to get a copy of it if you attend this program. Hope to see you there.

Bring a friend. Bring a future chapter member!!

From The Desk of the President (cont.)

(Continued from page 1)

room I cut the throttle as I went into the cornfield. Now I know I'm in trouble. I developed 'get home-itis' on the ground. I pulled the plane back removed the corn stalks from the wing. I aligned diagonally in the field and tried again. This time there was a fence in front of me. As I reached takeoff speed I pulled back to climb. Too late. The fence post under me broke off upon hitting it. The fence post to the right ripped through the wing, the one to the left ripped into the wing and stopped. This caused the plane to pivot, and start spinning in the air. I landed facing the direction I started with no nose wheel. Lesson learned, when in trouble and you want to survive, stop and think it through.

In conclusion, I paid the deductible and flew to Des Moines to take a flight test with the FAA and I was back in business. As the years progressed I got married and started to farm. There was no money to fly so the dream went on hold. From 1980 to 1994 the years are a blur, I went broke farming, had 3 boys, started remodeling company <jdcoussens.com> . By 1990 I had been somewhat successful building a life for my family. The dream of flying started to come to life again. I didn't want to rent again as once I get tired of renting I quit again. I couldn't afford buying so I decided to build a kit plane. I flew with Jerome Bouslot to OSH and he showed me around. He suggested I

buy the Kitfox tail dragger for my first kit. I took his advice and 18 months later I was flying my Kitfox. I took my oldest son and the Kitfox to Nampa, ID for their open house. A 32 hrs round trip. Over the bad lands we were bucking 50 mph headwinds, the semi's were on the interstate passing us. That's when I decided I needed to go faster. Another dream was born.

I bought my Lancair 235 kit from an enthusiast in Clinton, Iowa. Not wanting to build an old kit I incorporated all the latest improvements. My goal was speed so trucks couldn't pass me in a headwind. It started with a O-320 I rebuilt. This engine was fine till I went out west, then I started thinking about more power. After 10 years of flying my water born paint started to fail. I needed to repaint, if I was ever to install a larger engine it needed be done before I repaint. I installed a IO-360 , 200 hp stock. This engine completed the plane, and now I really enjoy flying the plane. My goal was 240 mph, I missed it by 13 mph. I enjoy cross country and that's why the Lancair fits me.

I've completed the bucket list of places I wanted to go to and now I'm looking for a new adventure. I chose to learn IFR, it's much harder then I expected, but I'm learning a lot about the system (and me). I think I'm going to like the IFR ticket. As I learn more about IFR I'm learning more what I like and want. This has spurred me to move to a glass panel.

I started this talking about me and ended talking about building and flying. I guess I'm right where I need to be.

--Jerry

Editor's Note: As Jerry mentioned, we are looking for that next member bio. Not hard to do. Jerry did an excellent job and you can do the same. PLEASE let me know if you would like be the next!! Send me an e-mail:

marty.santic@gmail.com

It is That Time of the Year!! Submit Your 2016 Chapter Dues

Sure wish I could stop publishing this reminder. It is that time of the year once again.

The Chapter 75 dues remain a BARGAIN. The dues are still \$10 per year.

Many submit multiple years to make it even easier in future years. Paul Fisher's address is on the last page of this newsletter. **Send it TODAY!**

From Our Chapter's Flight Advisor - Bernie Nitz

3rd Class Medical Reform

3rd Class Medical Reform, as with any attempt to minimize or remove government involvement, is a legislative way forward that is full of roadblocks and pitfalls. What had looked so hopeful, possibly with the help of AMA and ALPA, became hopeless through legislative defeat.

However, there may still be hope. The 3rd Class Medical Reform portion of Pilot's Bill of Rights 2 has been rewritten to address the concerns of dissenting congressmen. The full Senate has passed the Pilot's Bill of Rights 2, which will now go to the House for consideration.

The Senate passed the bill, which includes third class medical reform, by unanimous consent on Dec. 15, less than a week after it was reported out by the Senate Committee on Commerce, Science and Transportation. The bill must also pass the House, where it has 152 bipartisan cosponsors, before it can go to the president for his signature.

The following excerpts, from the December 15, 2015 AOPA article, contain details of the proposed legislation:

1) Under the medical reforms of the Pilot's Bill of Rights 2, most pilots who have held a valid third class medical, either regular or special issuance, within 10 years of the legislation's enactment would never need to get another FAA medical exam. The rule would apply to pilots flying VFR or IFR in aircraft weighing up to 6,000 pounds and carrying up to five passengers at altitudes below 18,000 feet and speeds up to 250 knots.

2) Pilots who develop certain medical conditions, including a small list of specific cardiac, mental health, or neurological conditions, will have to get an FAA special issuance medical one time only, significantly reducing the time and money spent navigating the FAA's medical bureaucracy.

3) For pilots who have not had a valid medical in the past 10 years and those who have never applied for and received a medical certificate, a one-time third class medical certification by an aviation medical examiner will be required. After a pilot has been medically certified once, either through the regular or special-issuance process, he or she will also be able to fly indefinitely without needing to go through the FAA medical certification process again.



4) After pilots have met these requirements, they will need to visit their personal physician once every four years for a medical exam. Pilots will need to fill out a form and provide it to the doctor performing the exam. The pilot must make a note of the visit and keep the signed form in his or her logbook.

5) The form will include a short medical history questionnaire as well as a list of items the doctor must include in the examination. Following the exam, both the physician and the pilot must sign the form verifying that the items were examined and discussed.

For complete details please go to AOPA.ORG and the Advocacy tab.

Winter Weather Flying Considerations

So far this winter we have not been challenged with extensive cold weather operating procedures except for maybe carburetor heat. However more opportunities may present themselves in the near future.

In the engine, things change dramatically from those warm 90F days to the clear 0F days of winter such as critical clearances, fuel vaporization, lubrication, and combustion chamber dynamics. While proper preheat solves problems associated with cold starts and the initial few minutes of cold operation, engine temperatures can be expected to be well below that of an ideal warm day.

Consider application of throttle. How many times do we enjoy hearing an engine burst into full power operation with an instant burst of sound? Maybe that additional roar of momentary engine over-speed as the prop governor tries to catch up? Yes it is also cold. What do you think the engine is feeling?

- a. Rapid thermal change
- b. Over-boost
- c. Excessive RPMS
- d. Tighter engine clearances
- e. Higher viscosity lubricant

(Continued on page 4)

From the Chapter 75 Flight Advisor

(cont.)

(Continued from page 3)

Bottom line: Smooth throttle application is always better and more so in the cold.

We all know that cold weather offers the opportunity for carburetor ice but at extremely cold temperatures poor fuel vaporization may be a greater threat. We all know that descent at very low power settings can cause shock cooling. We also know that long descent at reduced power will result in lower temperatures and the possibility that carburetor heat may not be as effective. What about completely closing the throttle, on final approach, and well before the commitment to land has been made? Result: Your point of landing may be determined by an engine cough followed by

Roy Fisher is Building a Sonex (from Paul Fisher)

My son Roy is making progress on the Sonex that he is building. This is the structure of the horizontal stabilizer.

He's an Air Force 2nd Lieutenant and he's getting married in May, so he doesn't have a lot of time - but there has been progress!

From the Chapter 75 Young Eagles Coordinator - John Vahrenwald



**Greetings Chapter 75 Volunteers
Thank you!**

We held two events in 2015, one at the Davenport Airport and another at the Geneseo Airport, both

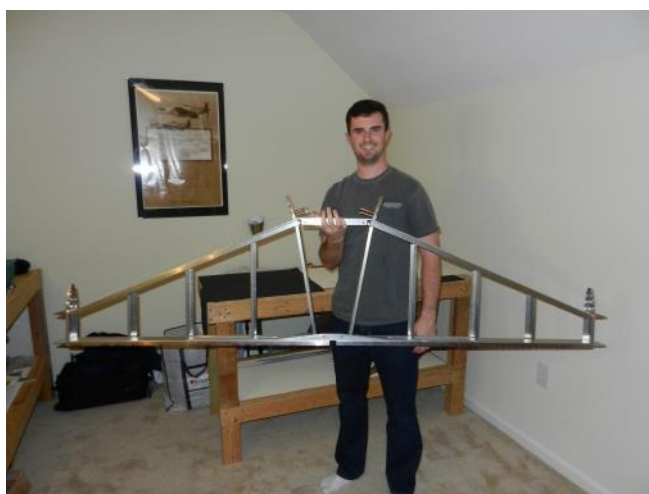
very quiet. Bottom line: Keep some power applied until you are committed to land.

Taxiing in snow and using lots of brakes can lead to landings with frozen brakes. Lets combine frozen brakes with 100% ice and snow packed runways, ooh! Now lets consider the same conditions in an aircraft with no nose wheel steering, OOOH! Bottom line: Use minimum braking when taxiing in snow.

Beware of the sun melting snow, frost, or ice from the airframe while the OAT remains below freezing.

Be sure to look for ice crystals in your fuel. They are sometimes hard to see.

Make sure your survival kit has lots of warm items. An emergency landing is much more serious with temperatures single digits or below.



events totaling 109 Young Eagles flown by Chapter 75 Volunteers.

Stats current as of December 21, 2015 1,963,947 Young Eagles flown by all EAA Volunteers. Will you be number two million?

I will try to schedule four events next year.



December 1st Saturday Coffee and Donuts at Minuteman Aviation at the Moline Airport (Photos by Adam Santic)



Fly Iowa to be Hosted at the Clinton Municipal Airport (from the Clinton Herald)

CLINTON — The Clinton County Municipal Airport will become one of the busiest in the state for one day later this year. The local airport will be hosting Fly Iowa, with a Space County, USA theme to celebrate the county's history in aerospace and aviation.

The free event will take place on Sept. 24, 2016 at the airport. Michael Nass, airport manager, gave a presentation Wednesday to the Clinton County Development Association to talk about a special grant request. "We've looked into it for several years knowing we wanted to have it in Clinton but we've always had runway construction or taxi-way construction and now we felt it was a good time to do it since we have a good terminal building and a good hangar building

thanks to funding from the CCDA as well," he said.

The airport was selected by the Iowa Aviation Promotion Group, a non-profit that coordinates the annual event.

Nass went over the potential budget for the event, which includes \$10,000 already secured through a \$5,000 match from the IPAG. The total expected costs for the event are around \$76,000, with the bulk of that covering performer fees. The breakdown includes fixed costs of around \$16,000 that include items such as insurance, marketing materials, announcer and bathrooms, performer appearance fees of \$50,700 and \$8,000 in variable transportation, lodging and fuel fees.

Nass said the event is a good way to get people involved in the airport and educate them.

The Inconspicuous and Unobtrusive Coat Hanger

(from Ron Franck)

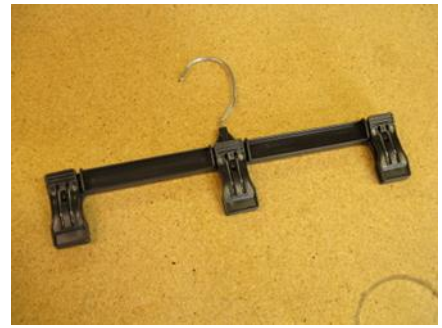
We've all heard the cliché "Necessity is sometime the Mother of Invention." When I needed a clip to close a bag of potato chips and found none I turned to one of my wife's plastic coat hangers to fill the task. Well, pant hanger to be more correct. They turned out to be so handy that we now keep several at hand. What else can they be used for? The answer is limited only by your imagination.

For starters you need to source yourself a few plastic pant hangers from either your wife's clothes closet (or husband's if you are a lady). I prefer the type made with small rubbery pads vs. the toothed type. Another source, and one I have the most success with is the clothes stores, especially Farm & Fleet. When available they will have a "free" box at check-out you can dig through to find suitable donor hangers.

Once home, take the hanger to your bandsaw or use a fine tooth hand saw to liberate the intended clip from the body proper, clean up the sharp edges with a touch of the sanding block and you are in business. In short order you should have a nice collection of very useful clamps. The rubbery faced ones tend to not mar metal surfaces and cling well to paper.

They can be used to clamp small metal parts together, hold individual parts in the paint booth or to organize and keep your plans neat and out of the way, freeing up valuable bench space. I like to keep my plans suspended while they work out any curl or wrinkles from being rolled up or folded.

Give it a go, and if you happen to find more uses for these little, no cost gems let us know!



USAF Flash Mob Performance - Christmas Performance

(from Richard Lowe)

Belated Merry Christmas everyone. Joy to the World, and God Bless America.

Starting with a single cellist on the floor of the National Air and Space Museum's "Milestones of Flight" gallery, and swelling to 120 musicians, The U.S. Air Force Band exhilarated museum visitors with its first-ever flash mob. The four-minute performance featured

an original arrangement of "Jesu, Joy of Man's Desiring/Joy to the World," led by the band's commander and conductor, Col. Larry H. Lang.

Unsuspecting museum visitors including tourists and school groups were astonished as instrumentalists streamed into the gallery from behind airplanes and space capsules, and vocalists burst into song from the Museum's second floor balcony."

Click on this link.....

<https://www.youtube.com/embed/-cKE8pyfcZc>

From the Chapter 75 Air Academy Advisor - Tim Toal

Our Chapter will be sponsoring and sending three students to the Air Academy in 2016. The students and their Camps are as follows:

Austin Franzen, Spragueville, IA, to Young Eagles Camp (12-13 year olds) Session 1 - July 6-10.

Isaac Mize, Eldridge, IA and Nikhil Wagher, Coal Valley, IL to Advanced Air Academy (16-18 year olds) Session 1 - July 19-27.

The Advanced Camp above overlaps with the first half of Airventure which significantly increases the

excitement and educational experience for Isaac and Nikhil. The Camp fee covered by the Chapter includes the Program, meals, and lodging. Campers stay in a very nice, purpose-built Lodge on EAA grounds adjacent to Frontier Airpark, the grass runway, and the EAA Museum.

We received more applications than we could fund this year. The Board chose the candidates above based on their Applications which include explanations of their aviation experiences and/or aspirations. Students who didn't receive a scholarship this year are encouraged to apply again this summer for Camps in 2017.

Congratulations to Austin, Isaac, and Nikhil.

From the John Deere Company Website That is Available to All JD Employees Seminars Are Arranged by Chapter 75 Member and CFI Tim Leinbach

Deere Aviation Hosts AOPA's Fall Safety Seminar



On November 18th John Deere Global Aviation Services hosted the Fall Aircraft Owners and Pilots Association (AOPA) Safety Seminar. The speaker was Tom Emanuel, Professor Emeritus at the University of Illinois. His topic was Pre-Flight Planning. Tom discussed subjects such as preparing the aircraft, obtaining current weather, assessing weight and balance as well as mentally preparing for the flight and making sure you have planned for optional strategies if things change during the flight. The seminar was capped off by an update from Moline Control Tower Chief Kyle Kruger on the new taxiway designations that will be implemented here at the Quad City Airport on December 10th.

Work Weekend at the Week's Hangar at Oshkosh (from Tom Shelton)

Chapter 75 Work Weekend at the Weeks Hangar

Responding to an invitation from John Hopkins (our EAA liaison at AirVenture), seven volunteers from Chapter 75 drove to Oshkosh on Friday afternoon, 4 December, for a work weekend at the Weeks hangar. We stayed in the Binder House just across the street from the repair barn. At 8:00 Saturday morning, we successfully set off the security alarm in the Weeks hangar (we were slightly early) and shortly thereafter, John arrived to turn off the alarm, greet our group and to explain the weekend's projects. Those included:

- Reinstalling the interior for the Ford TriMotor
- Installing several fuselage skins on the B-25
- Repairing a support in the left wing auxiliary fuel tank bay
- Stripping paint from the B25 left wing
- Reconfiguring a spare turbo-charger to accommodate #1 or #4 engines on the B17 (exhaust routing is different for #2 and #3)

John did a great job of organizing the projects and providing food for the group. He even cooked French fries and onion rings for lunch! We are still full from our evening dinner at Friar Tucks.

Our entire group felt like we had made a substantive contribution on our first volunteer work weekend. Of course, we were pleased that John agreed.

We expect to have future work weekends scheduled as the winter progresses.

Thanks to John Bruesch, Ron Franck, Kirk Foecking, Paul Fisher, Wayne Sapp and Jim Smith for volunteering. Thanks to Pam Franck for the cookies!



And More from the Week's Hangar Work Weekend Effort (from John Bruesch)

On December 4th, Chapter 75 sent two pickup-loads of volunteers to Oshkosh to spend the weekend helping with two important aircraft restorations. Tom Shelton coordinated the group of seven workers (Ron Franck, Kirk Foecking, Jim Smith, Wayne Sapp, Paul Fisher, John Bruesch and himself). Two additional volunteers, Doug Voltz and Donivan Gould, were unable to make the trip due to circumstances and had to cancel. Being uncertain of the weather, it was decided to drive rather than fly – good choice too, as the weather was dicey in both directions, with fog and light mist prevailing on the return leg. We arrived at Binder House early Friday evening and rallied for dinner at Blanck's Lake Aire while the furnace warmed up the bunk rooms.

The smaller of EAA's two Ford Tri-motors is getting some needed special attention in and around the wing spars, and having its engine mounts, landing gear, and other critical structures closely inspected and re-finished. The intent is to have all the work completed before the summer chapter tour begins. So while structural work progresses, Ground Crew leader John Hopkins put Chapter 75 to work finishing up the interior wall panels and electrical wiring. Jim Smith, Kirk Foecking, worked on the Trimotor, completing their objective with just enough time remaining to also re-install the passenger seats Sunday morning.

Meanwhile, Paul Fisher, Ron Franck and John Bruesch got busy dimpling, fitting (and re-fitting, and re-fitting again!) three large fuselage skin replacement panels onto the top of EAA's B-25 N10V, which after many years of duty is being overhauled back to its colors and configuration when it appeared as Berlin Express in the popular 1970 film, *Catch 22*. Sam, a Young Eagle from neighboring Neenah, helped with the endless chore of inserting and removing Clecos for each fitting. Wayne Sapp worked on shaping the replacement wing root fuel cells just received for the historic war bird, while we split off to work on reconditioning the B-25-s Turbochargers (and while we all argued the differences between turbochargers and superchargers). Eventually, we joined the messy effort to strip old paint from the B-25's left outer wing panel. On Sunday morning, we were ready to begin riveting – a difficult chore due to aged and shifting bulkheads and stringers. At least we bucked a few before having to leave.

John Hopkins, and the other EAA weekend volunteers treated the Chapter 75 visitors like royalty, distracting us with fresh donuts and a delicious fried

chicken and sub sandwich lunch (complete with homemade onion rings and fries cooked up by John himself). Saturday evening John treated us to dinner at Friar Tuck's, before we retired, exhausted, to Binder House for a good night's rest. Sunday morning was consumed by more work on the two planes and John's complements that we had done a good job and helped make some real headway toward EAA's objectives to get these two birds flying again in a timely manner. Everyone agreed this was an awesome experience to work on some historic aircraft – and that Chapter 75 will be returning for more such visits in the future!



More Week's Hangar Work Weekend Photos



Chapter Christmas Party

A great time was had by all. Great food, and a visit from Santa Saint Nick!!



Chapter Christmas Party



Chapter Christmas Party



Chapter Member Photos

Bernie Nitz - Lenticular Clouds - New Mexico



Bernie Nitz - Painted Desert in Arizona



KMLI Weather METAR via Foreflight

(from Tim Leinbach)

While checking weather to fly, thought the observation with the "Weather" comments were unique. Don't think you will find the de-coding in any of the weather books. BTW, in the photo, "Invof" means..... In the vicinity of.

KMLI
Quad City International

Direct To Add to Route Details

● VFR 11m ago

KMLI 240052Z 24022G33KT 10SM -RA SCT027 BKN036 OVC043 12/08 A2910 RMK AO2 PK WND 21033/0019 RAB50 SLP853 P0000 T01220078

Time	6:52 PM CST
Winds	240° at 22 - 33 kts
Visibility	10 sm
Clouds (AGL)	Scattered 2,700' Broken 3,600' Overcast 4,300'
Weather	Light Rain Holiday Cheer Invof Apt
Temperature	12°C (53°F)
Dewpoint	8°C (46°F)
Altimeter	29.10 in Hg

Info METAR Forecast Winds FBOs

ETE Dest Groundspeed GPS Altitude ETA

0 kts 639'

Current Lat/Lon: 41.39°N, 90.54°W ETE Next

Classified Ad - Piper PA-18 Super Cub

For Sale:

1960 PA18-150 Super Cub, 3442 TT, 1100 SMOH on 0-320 A2B. Garmin 327 transponder, Apollo SL40 Com, 8:50 X 6 main tire STC, Cleveland wheels and brakes. Purchased new and maintained by the Iowa Highway Patrol. Have STC and VGs but never installed. Recovered with Ceconite in 1998. Entire plane in excellent condition. Based at KDVN in heated hangar. \$82,000. Tom Shelton 563-468-9039

Selling because I found a new plane. As some are aware, I have been looking for a Cessna 206 to replace a Saratoga HP. Was looking for a plane with greater load capacity and shorter field performance. as been a bit of a task because only the pre-1998 models have sufficient payload for my intended use. Luckily, I spotted a 1973 U206F in Wellington, KS that looked promising. Aided by several other chapter members, Paul Kirik, Mel Short, Steve Schroder, Craig Olson and Mark Brault (it takes a lot a people to buy an airplane...apparently) I was able to fly to Wellington to see the plane and later, to fly back, execute a pre-buy inspection and fly the plane home.

It pays to be persistent but patient. Three other planes were sold out from under me before I found this plane. In retrospect, it was to my advantage. No more flying Young Eagles, one at a time! A picture of the plane after returning from Wellington KS, is below.



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 Aviation Calendar of Events](#)
[Iowa DOT Office of Aviation Calendar](#)
[Wisconsin Fly-Ins and Airshow Event Calendar](#)
[Illinois DOT Division of Aeronautics Newsletter](#)
[Fly-In Calendar Website](#)
[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.

January 6 - 8 p.m. CST
[Causes of Maintenance Errors](#)
FAA Wings & AMT Credit
Presenter: Mike Busch

January 13 - 7 p.m. CST
[Navigating the FAA IACRA Website](#)
FAA Wings Credit
Presenter: Prof. H. Paul Shuch

January 20 - 7 p.m. CST
[The Apollo 13 Mission to the Moon](#)
Presenter: Chris Henry

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

Classified Ads

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

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

For Sale: One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496 GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. Asking \$4000. Dan Murphy 309-230-2679, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

For Sale: Avery C-Frame Dimpler & felt covered table to dimple skins. Avery Item #1001. Make offer. Marty Santic, 563-344-0146.

Send your Classified Ads to
[me. marty.santic@gmail.com](mailto:me.marty.santic@gmail.com)

Congratulations to Ed Leahy Solo Completed a Few Weeks Ago



Ed with His CFI, Mike Nass at Clinton

To place an ad: Submit requests for aviation related For Sale or Want ads to the newsletter editor. Ads are free to Chapter 75 members. Ads from nonmembers will be run on a space available basis. Ads will be run / re-run at the newsletter Editor discretion. If we run out of room, will make some more!!

Chapter 75 Merchandise Now Available (from Marty Santic)

As mentioned at the meetings, baseball caps are now available with the new Chapter 75 logo. The caps are of nice quality and the logo is embroidered, not printed. The caps are available for \$10 and will be available at our future monthly meetings. I will ship in a Priority Mail package for an additional \$5.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$16. I ordered 30 and received a discount. If you would like a cap, please send me an e-mail. marty.santic@gmail.com If you would like me to ship, send a 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. Visit our store at www.cafepress.com/eachapter75



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

EAA CHAPTER 75 OFFICERS

(Effective January 2016)

President	
Jerry Coussens jerry@jdcoussens.com	563-529-3706
Vice President	
Ron Franck franck@geneseo.net	309-937-2751
Treasurer	
Paul Fisher rv7a.n18pf@gmail.com	309-230-8719
Secretary	
V. George Bedeian vgb@q.com	563-381-3113
Board of Directors	
David Jacobsen davjacobsen@mchsi.com	563-243-5966
Ed Leahy me24nas@mchsi.com	563-285-4352
John Riedel jriedel@centurylink.net	563-209-6005
Nick Anagnos nickflys2@yahoo.com	563-650-5592
Wayne Sapp wksapp@yahoo.com	563-349-8266
Jerry Coussens - President	
Ron Franck - Vice President	
Paul Fisher - Treasurer	
V. George Bedeian - Secretary	

Flight Advisor	
Bernie Nitz bernien@visioncrest.com	309-787-0813
Technical Counselors	
Terry Crouch Q1terrymdt@aol.com	563-359-4127
Cy Galley cgalley@mchsi.com	309-788-3238
Paul Kirik pjkirik@mchsi.com	309-781-0002
Jim Smith 387js@mchsi.com	563-322-5485
Repair Barn Chairman	
Cy Galley cgalley@mchsi.com	309-788-3238
Tool Librarian	
John Bruesch bruesch@mchsi.com	708-341-7083
Tool Committee	
John Bruesch bruesch@mchsi.com	708-341-7083
Cy Galley cgalley@mchsi.com	309-788-3238
Terry Crouch Q1terrymdt@aol.com	563-359-4127
Paul Fisher rv7a.n18pf@gmail.com	309-230-8719
Jim Smith 387js@mchsi.com	563-322-5485

Bernie Nitz bernien@qconline.com	309-787-0813
Mike Nightingale csnight@icloud.com	309-798-0028
Roger Nightingale r.nightingale@mchsi.com	309-207-0266
Tool Loan Officers	
Mike Nightingale (Contact Info Above)	
Roger Nightingale (See Above)	
Jim Smith (See Above)	
Ed Leahy (See Above)	
Paul Fisher (See Above)	
Marty Santic (See Below)	
Coordinators	
John Vahrenwald (Young Eagles Coord.) airbike5@yahoo.com	815-508-5541
Spence Gray (Activity/Fly-Out Coord.) spence_g@hotmail.com	563-639-3105
Tim Toal - (Air Academy Advisor) timtoal@mchsi.com	309-235-0087
OPEN POSITION - (Membership Coord.)	
Ron Ehrecke (Program Coord.) ehrecke@sbcglobal.net	309-236-9785
Web Site Editor	
Cy Galley cgalley@mchsi.com	309-788-3238
Newsletter Editor	
Marty Santic marty.santic@gmail.com	563-344-0146

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