

# THE LANDINGS

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

**November 2019**

**THE EXPERIMENTAL AIRCRAFT ASSOCIATION**

## From The Desk of the President



To continue my story of my trip back from Florida.

It's Saturday morning, Rob and I maybe enjoyed the Florida atmosphere a little too much last night. I woke up feeling good but a tired. No problem, today we go home and can rest there. (Famous last words) We had a great breakfast and headed to the airport. Rob turned in his rental car and as we walked to the plane I realized I didn't have my iPad.

Rob called his neighbor and he was nice enough to bring it to us. Emergency diverted, we prepped for departure. Sitting in cockpit with engine running I received my IFR clearance. Taxied to rwy 5 and did our run up. Everything is good so I called for clearance for departure. Tower said you are cleared for departure fly runway heading. I pull on runway give it full power and we are on our way.

Before liftoff I hear a click and the Garmin 430 goes black. Maybe I should have aborted but whatever it is we can fix it in the air, it is a beautiful VFR day. As I'm climbing out it dawns on me maybe my comm is out too and I'm not hearing tower. I quickly set my SL30 VOR, COMM radio to tower and ask if they



can hear me. Tower says yes and they lost my transponder. We ask to return to land and are cleared for a right hand downwind to rwy 5. Landed and taxied to the same parking space we left at Bass Ops. I shut down, Rob and I have a meeting of the minds. What is wrong and what is working?

SL30 radio works, my transponder is on standby so maybe that works (don't know how that happened). The 430 is totally down at least the screen is black so we have no GPS except our IPADS and Rob has a

*(Continued on page 2)*

**Next Meeting-November 9th 7PM - Mike Nass & Trevor Christoffersen**  
**[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)**

## November 9th Chapter Meeting

WE are at Deere-Wiman in November!!

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

Mike Nass will describe getting hired and his recent position with the airlines and Trevor Christoffersen will describe his Air Academy experience.

## From The Desk of the President

*(Continued from page 1)*

396 for emergencies. The plane is running great so let's go home VFR, with that in mind we depart VFR squawking 1200, on climb out I ask Tower if they see my code, he says no. Bummer, but a minute later he says it just came up.

So we are on our way home VFR using dead reckoning for navigation. As I climb out we test the AP although it holds a heading the reading is all wrong and it slowly turns South so I disconnect it. We climb to 8,500' on a 360 heading and on our way watching Tampa's airspace as we skirt it to the east. Upon passing Tampa we turn to 325. My plane is not a Cessna or Piper. You can trim it up perfectly look at your map and when you look up it is doing something else.

With this in mind hand flying for the next 6 hrs alone is impossible. With a slight pull of the stick we are climbing 1,000' fpm. Luckily Rob is a pilot and we traded off as we got tired holding altitude and heading. We use the IPAD to confirm our route so I'm not using the towns and lakes below to confirm my navigation. I occasionally test the AP with same results. It is there if we need it but it deteriorates after a few minutes. On the IPAD I see pop up thunderstorms in the Atlanta area, it was happening earlier, but they are becoming more numerous. As we enter GA we deviate around the buildups. I climb to 10,500' to maintain VFR. Being concerned about being pushed into Atlanta's airspace, I deviate to the west to avoid the buildups. With Fort Benning coming closer we deviate more to the west fearing being sandwiched between Benning and Atlanta and the T-storms. We pass the west of Columbus, GA and with the buildups diminishing we turn on course, maintaining 10,500'.

Looking to the future we'll be home in 3 hrs. I already know Davenport and Moline are IFR with 500' ceilings so I want to arrive with at least 1 1/2 hrs fuel on board. With this in mind I look 1/2 hr ahead for



fuel. We decide to stop at Gadsen, AL (KGAD), nice airport not much happening. It's warm and humid so we have a low density atmosphere. Rob and I take a break (a short one as darkness and rain are coming) fill up with fuel and ready to go. With high density altitude we climb out slowly at 140 kts and 500 fpm.

WE are in a valley with mountains on each side, not close but a mile or two on each side. I climb in the valley because I don't like not seeing the peaks under the nose. We're now climbing out at 800 fpm, but I still don't like not seeing what's under the nose.

Above the peaks I turn north and climb to 10,500', I like it high above the bumpy buildups. We are two hrs from home with 3 1/2 hrs of fuel, piece of cake. To our left there is a beautiful view of the sun as it shines through the large Green/ Yellow blob I see on the radar. Passing over the Ohio River we are over IL with broken clouds below maybe at 4,000'. Rob is looking for a power plant or fire to see what the wind is doing below, without GPS I can't tell wind speed or direction. Checking the ADS-B we see Davenport is 700' ceiling with wind 060 degrees and 17kts.

I have already decided we were landing 15 because I wanted the ILS, (don't have GPS) I'll deal with crosswind when I see the runway. I already know Rockford is VFR with Broken skies so I have an out if I can't get into DVN or Moline. Flying the approach is not the problem it's holding the course with my temperamental airplane. Josh made me learn to fly my plane without AP so I know I can do this, I'm just

*(Continued on page 3)*

## From The Desk of the President

*(Continued from page 2)*

rusty. Over Galesburg I hookup with QC approach and open my IFR to land at DVN using the ILS 15 approach. I have already reviewed the plate and have my SL30 programmed to follow the GS into 15.

Twenty miles from QC Approach tells me to descend to 5,000' we enter the clouds at 7,000' and I tell Rob I'm going to be busy. Approach tells me to turn 10 degrees left, than ask what heading that is. I tell him 325 and he says OK. I'm thinking this is pretty cool, he is confirming the heading he is seeing and what heading I'm seeing so we are on the same page. Rob is watching us on the IPAD as we pass QC and travel parallel to the approach course.

Cool shit wish I had an AP so I could enjoy the show too. Instead I'm working hard to keep us at the 3,000' and 325 degrees. I notice it is getting a little easier holding heading as the plane seems more sluggish. I look at airspeed and it's down to 95 kts, to slow for my plane the goal is 120 kts I give it another inch of MP.

Approach tells me to turn to 060 degrees which I do, I glance at the IPAD and confirm he is bringing me around to the GS. I tell Rob see what he is doing to me. I didn't mean it like that it just came out that way. He gives me a heading of 100 degrees and clears me for the ILS 15 approach maintain 3,000' till established and change to advisory frequency. I take a break from my duties to change to 123.00 and click the mike for runway lights.

As I come back to instruments I'm off the center line again. The plane is being pushed left and right in the wind, a normal approach would be 149 degrees so I turn to that to start and I'm pushed to the right of the GS so I bank left to save the approach. Seeing me pushing the limits the controller ask," would like to go around". I say I think I can save this and the GS moves the other way as I blast through the center line, now I'm turning right searching for the sweet spot to hold our approach course. I find it at 130 degrees, we are getting buffeted left and right but we are holding the approach (sloppily).

Upon passing the Final Approach fix I drop the gear and start to descend. My goal is 700' fpm but it's pretty sloppy, I'm usually above the slope so it's not a crisis I have to push to get to it. Rob is watching the IPAD and tells me when we are on course. I wish I could enjoy the show but I'm busy holding 130 degrees and decent rate and level wings. My palms are sweating and I'm focused on the Dynon glass panel.

The IPAD tells you where you are but the instruments tell you where you're going to be. At 1,000' Rob says he sees ground, I tell him to look for runway. I'm focusing on panel. At 700' he sees the runway I look up and the runway is on the right side of plane about 2 miles out clear as a bell with flashing lights. Thanks to the training of Bob Jones, it was a night time approach to 15 and I was on instruments, one mile from runway he tells me to go ahead and land. Since I didn't click on the lights I looked up to see a black hole, time to go around (lesson learned). With the runway to the right the impulse is to turn to runway, but then the wind blows you off course so I maintain 130 degrees visually. 100' above the runway the wind is really kicking, not like rocking motion but chopping motion sharp jerks. The actual landing was pretty smooth and uneventful we are home.

My take away, I would do nothing different, we had a backup destination if I couldn't get down. DVN had a 700' ceiling with 10 miles vis. Pretty easy to land. My other options to land with instrument approach was 21 or 03. 21 had the wind to me back didn't want that. Could have done 03, good for wind direction, but the VOR is harder to follow from further out so with wind I would have been sloppier. Could have done a back course to the ILS 15, but needles would have been reversed I had enough to worry about.

I plan my IFR flights to avoid dealing with the approach; most of my destinations are visual approaches. Having said that I secretly want to do the approach we just did. Doing an approach correctly is like hitting a home run, descending out of clouds and seeing that runway right in front of you or at least somewhere in front of you is a great feeling. When I got home I really enjoyed my celebration beer.

See you at the next meeting. Jerry Coussens (pres)

## Ray Aviation Scholar News

EAA is excited to announce that the Ray Aviation Scholarship program will grow to a \$1.2 million program in 2020. Thanks to the generous support of the Ray Foundation and the great work done by EAA chapters, program funding for 2020 has been increased from \$1 million to \$1.2 million.

EAA is hosting a webinar on November 12 at 7 p.m. CST that will cover all of the Ray Aviation Scholarship changes, and make sure chapters are equipped to successfully mentor a scholar through flight training.

[Click here to sign up](#) for the "EAA Ray Aviation Scholarship – 2020 and Beyond" webinar.

## October Board of Directors Meeting Minutes

**CALL TO ORDER:** The meeting was called to order by Chapter Vice President Ron Franck at 6:00p.

**MEMBERS PRESENT:** Ron Franck, Ron Ehrecke, Don Fey, Ed Leahy, John Riedel, Nick Anagnos, Marty Santic, Jim Skadal.

**THOSE NOT PRESENT:** Jerry Coussens.

**OTHERS PRESENT:** Jim Smith, Adam Santic, Keith Williams.

**TREASURERS REPORT:** The treasurer's report was read by Ron Ehrecke. A motion to accept the treasurer's report was made by Nick Anagnos, seconded by Ed Leahy. Approval by the board was unanimous.

**APPROVAL OF MEETING MINUTES:** After discussion, a motion to approve the minutes as published in the last newsletter was made by Jim Skadal and was seconded by Ron Ehrecke. Approval of the board was unanimous.

### OLD BUSINESS:

Keith Williams reported that Ray's Scholarship recipient Nick Hayes' flight training was advancing and that he expected to take his flight test as early as next week. Also that Nick had received his free ANR headset from Lightspeed.

Keith also attempted to enroll candidate Addison Slovak in the Rays' Scholarship program but encountered resistance from EAA due to funds availability. After some discussion, and based on published numbers, it was agreed that funds are available for this candidate now. Addison's application has been submitted and accepted by EAA, and she will be our second fully funded Ray's Scholar for 2019.

There will be a Webinar on November 11<sup>th</sup> outlining the Ray's Scholarship program for 2020.

Jim Smith advised the board that the Nominating Committee has qualified at least one candidate for each of the open positions on for the November election of chapter officers.

### NEW BUSINESS:

Ron Franck advised that the Christmas Party will be held at the Carriage House this year, as we were thought to be too "spread out" last year.

Nick Anagnos, our beloved Santa, advised that the

Santa suit needed to be cleaned and that a new beard was needed. Moved by Ed Leahy, second by Don Fey, that Nick be authorized to go ahead with those needs. Motion carried.

Discussion followed regarding "gifts" for Santa to pass out. Moved by Marty Santic, second by Ed Leahy that up to \$75.00 is authorized for gifts. Motion carried.

Jim Skadal reported that funding for Air Academy participation in 2020, \$960.00, will be augmented by \$607.00 earned to date by our Young Eagle activities.

Nick Anagnos voiced concern that "unspent" Ray's Scholarship funds should be available to Nick to continuing his flight training beyond his flight test. Ron Ehrecke explained that about \$1500 IS available for such continued training.

Jim Skadal reported that the surplus parts, a few rivet mandrels and "electronics stuff," including a spiffy storage cabinet, the donation of which was arranged for us by Aaron Blauvelt has been received and is in the storage room at DVN.

A motion to adjourn the meeting was made by Ron Ehrecke and was seconded by Ed Leahy. The meeting was adjourned at 6:50.

**These minutes respectfully submitted by Chapter Secretary, Don Fey**

## October General Meeting Minutes

**CALL TO ORDER:** The meeting was called to order at 7:00 by Chapter Vice President, Ron Franck.

**VISITORS AND NEW MEMBERS:** Riley Grunwald.

**TREASURERS REPORT:** The treasurer's report was read by Ron Ehrecke. The treasurer's report was approved at the Board of Director's meeting.

**APPROVAL OF MEETING MINUTES:** The minutes of the last meeting as published in the last newsletter were approved at the Board of Directors meeting.

**TOOL LIBRARY:** The Tool Committee met the past Thursday and agreed that, of the parts referenced on EAA's recommended tool list, we needed on a 2" chassis punch. Ed Leahy has donated some smaller punches. There was discussion about our acquiring a

*(Continued on page 5)*



## October General Meeting Minutes

*(Continued from page 4)*

TIG welder. Galen Johnson advised of the need for initial and recurrent training required to insure the proper and safe use of this equipment. There is an excellent TIG school offered at OSH during AirVenture.

The committee also discussed a media blaster and air compressor, but determined that the electrical service at our tool room at DVN is not adequate to support this equipment there.

Lastly, John Bruesch reported that all four torque wrenches have been calibrated for the coming year.

**TECH COUNSELOR REPORT:** Jim Smith had received several phone calls regarding the Tool Committee discussions.

**FLIGHT ADVISOR REPORT:** Nothing to report.

**REPAIR BARN:** In a follow-up meeting after 2019 EAR operations, the possibility of our acquiring our own trailer for EAR transportation (as opposed to renting each year) was discussed. Insurance needs and where to store it are considerations.

**YOUNG EAGLES:** In spite of uncooperative weather, Bob Thomas reported that 22 Young Eagles were flown in Sterling – out of a list of 173 that were signed up. The Kewanee event was cancelled due to weather. Will try again next week. 138 Young Eagles have been flown so far in 2019!

**PROGRAM COORDINATOR:** Nothing to report.

**AIR ACADEMY ADVISOR:** Laura Azuela has been accepted for Air Academy for 2020. Approximately 2/3 of the cost to send Laura is “paid for” by our Young Eagle credits from EAA.

**MEMBERSHIP COORDINATOR:** Nothing to report.

**ACTIVITIES / FLY-IN/OUT COORDINATOR:** Nothing to report.

**NEWSLETTER EDITOR:** PLEASE send your photos from the November Saturday morning coffee at Rick and Shari Meyers home.

**WEB EDITOR:** Nothing to report.

**IMC CLUB:** Bernie Nitz reports that we continue to

enjoy good attendance at these meetings. Come and join us!

**SHOLARSHIP COORDINATOR:** Having passed his Private Pilot written exam some time ago, Nick Hayes has received his free ANR headset from Light-speed.

An application for a Ray’s Scholarship for Addison Slovak, who works with Nick at Carver’s, has been submitted to and accepted by EAA. Addison will be our second Ray’s Scholar for 2019! WELL DONE KEITH!

**OLD BUSINESS:** Nothing discussed.

**NEW BUSINESS:** Our Nominating Committee, Jim Smith, Nick Anagnos and Bernie Nitz, presented the following slate for our election at the November meeting:

President: Jim Skadal  
Vice President: Ron Franck - re-election  
Board member: Carl Brown - replacing Ed Leahy  
Board member: Adam Santic - replacing Jim Skadal  
Board member: Marty Santic - re-election

Additional nominations from the floor will be considered prior to the election.

A Thank You card was received for Bob Thomas from the Home Schooling kids for the tour he gave them at DVN.

Chapter 75 received a Butterworth Center Legacy Award, celebrating 20 years of Quad Cities Community Service.

**PROGRESS REPORTS / GENERAL DISCUSSION / INFORMATION:** A member round-table of flying and building activities.

A motion to adjourn the meeting was made by Marty Santic and was seconded by Ron Ehrecke. The meeting was adjourned at 7:52.

**THE EVENING PROGRAM:** Ron Franck presented a VMC Club overview.

**These minutes respectfully submitted by** Chapter Secretary, Don Fey.

## Boeing 737 in 18 Hours!!

Boeing produces over *FORTY* B-737 airplanes a month! That's about one every 18 hours! How do they do it? [Click here!!](#)

# Saturday Coffee at Rick and Shari Meyer's Home and Airstrip (from J. Skadal)





# Saturday Coffee at Rick and Shari's Home and Airstrip (from John Riedel)



## Airline Surprises - Expect the Unexpected

(from Richard Lowe)

Those of us in aviation know that we must anticipate the unexpected, train to address it and be watchful for it all the time. That goes not just for piloting an aircraft, but also working around them. When I was working as a ramp agent on the TWA ramp at Moline, I saw a few examples of this in action.

When we sent a DC-9 out of the gate, a ritual was followed between the captain and the ramp agent. When the plane blocked in, we set the chalk blocks and advised the cockpit crew via the intercom that the chinks were set. They then released the brakes and shut off the hydraulics so the pump would not continue to run off and on to keep the pressure up while the plane sat at the gate. Due to this, sometimes, as the plane sat at the gate, the gear doors would sag down and the flaps may slide back due to lack of pressure.

The brakes were released because there had been some incidents where they did not release due to heat when they got ready to go. So, a little ritual of check lists were followed to prepare the plane for departure. The ramp agent advised the cockpit that the gear doors and flaps were clear and that the hydraulics could be pressurized. When this was done, a sagging gear door a flap quickly returned to normal. Any person in the way could have been seriously injured. When the hydraulics were pressurized and the gate agent had closed the door and withdrawn the jet way, the ramp notified the cockpit they were standing by to take the chinks.

The cockpit advised the brakes were "parked" (a term used to indicate they were set) and chinks could be removed. When the chinks were pulled the ramp advised the chinks were clear, and they were standing by for engine start. The cockpit then advised which engine they were turning as the ramp observed for possible fire during the start. When the captain advised two good starts and he was standing by for hand signals, the ramp agent disconnected from the plane and took a position in front with parking wands. When ready to taxi, the captain flashed the taxi light and the ramp agent signaled the plane forward and into the turn out of the gate. We did not use a push back tug at Moline.

If there was lightning within five miles of the airport, the ramp did not plug a headset into the aircraft. A series of hand signals were used to communicate with the cockpit all of the steps needed to prepare for departure.



One Sunday morning, (before 9-11) I was about to send a jet to St Louis. We were at the step where I was about to advise ready for engine start. I heard the gate agent yell down from the jet way, "What are you doing down there?" I thought that was strange and saw her point behind me. There stood a family of four: Ma, Pa and the two kids. He yelled in my ear over the APU that this was his plane and he needed to get on it. Apparently they had pushed the fire escape bar on the terminal emergency door and come out onto the ramp.

To him, he was missing his plane and that was an emergency. I plugged in and told the captain what was up and asked if he wanted to board them. He said he would and as we started to reset the jet way the captain changed his mind. He said the guy with the car with the light on top was pulling in behind me and he did not have time for all the paperwork that would follow. I sent him on his way to STL.

Another incident that sticks in my mind was an ATR that landed and the captain asked to have someone from CFR meet him at the gate. No emergency. It seems that granny had a short connection in STL and did not have time for a cigarette. She boarded for MLI and decided to grab a smoke in the lav on the way north. Of course she set off the smoke detector and the flight attendant opened the lav with her key.

Granny panicked and tossed the butt in the waste paper can and set it on fire. The flight attendant grabbed a bottle of water from the galley and put the fire out. When the fire fighters asked her why she did not use the fire extinguisher she told them if she did, it would have grounded the plane until a new fire bottle was sent up from STL. She did not plan to spend the night in MLI. As for Granny, she got to ride in the car with the light on top. Don't know for sure, but I am sure a strong letter from the FAA followed. Expect the unexpected. Richard Lowe



## THOSE DURABLE COLES; A FLYING FAMILY (from Ron Franck)

A hot, Midwestern sun beat down on the Sunday airport crowd strung along a makeshift rope barrier. Acting as one, all eyes were focused on three approaching Stearman biplanes, gaudy in their glistening colors, flying wing-to-wing above the runway. On they came, the white-clad wing-riders with arms outstretched birdlike, the raucous 'blat' of 450 hp Pratt and Whitney engines outracing the planes. As if on signal, silver smoke spewed from each machine moments before the formation arched up in precision flying. With quickened pulses and necks craned, the crowd stared open-mouthed as the planes, invisibly linked, climbed upward and eased over in perfect loops, leaving graceful patterns of smoke. The trio screamed down, leveling out before the electrified spectators. A collective sigh rippled through the crowd.

A freckled boy, bubbling with excitement could scarcely contain himself. "Wow!" he shouted above the din of the snarling engines, and a happy grin spread across his face. In his own way he was expressing the sentiments of the crowd.

The scene featured this Sunday afternoon is a glimpse of a Cole Brothers Act that was duplicated hundreds of times following World War II. For 17 years the name Cole Brothers echoed across America until it became, if not a household word, at least known at every American airport. Strangely, the Cole Brothers name has endured while other aerobatic teams of same era remain largely unknown. To unfold the story of the flying family we lift the curtain of time.

The brothers, Duane, Lester, and Marion, were products of the depression years. 1931 was the blackest year of all. In the Midwest thousands of farmers were forced from their lands due to the closing of banks in every community. As elsewhere it happened at Toulon, Illinois and the Cole Family sadly lost their 200 acre farm. A neighboring farmer, more fortunate, permitted the large family to move into an undersized tenant house. It was a deplorable setup, and to make life more unbearable there was no work, especially when corn dropped from one dollar a bushel to as low as nine cents. The hand-to-mouth existence prompted the older boys, including Duane, to do as millions of other disheartened boys were doing - leave home. Some rode freight trains while others hitchhiked. Duane hitchhiked. For a year or more he knew adversity. By the grace of God he found a small job here, another there and despite enduring hunger pains at times, pride kept him out of the soup lines. Never once did he lose his self-respect.



It was Christmas day that fledging wings were sprouted.

As Duane walked the streets of Phoenix, Arizona, his cheerless thoughts turned to other Christmas' when the family was together, gathered around the holiday tree and opening presents, it was like looking back on another world, a happier world, indeed. Aimlessly, he walked in an effort to shake his depressed spirit.

His steps brought him to Phoenix Airport, just as steps in the past had brought him other airports. He had found solace at airport, listening to an engine warm up, soaring in thoughts as the plane took off, but he never dared his precious dollars for a ride.

Call it fate, call it what you will, but on impulse Duane asked the pilot of the Velie Monocoupe, "How much for a flying lesson?"

"Five dollars is the regular price." In an undramatic gesture Duane took out his billfold, opened it, and removed a lone dollar bill. From his pocket he fished fifty cents.

"It's all I got," he said, in his mind he pictured eating money for a week, providing he bought stale bread and invested a nickel for a can opener. The pilot looked closely at the boy who needed a haircut, wore rundown shoes. Perhaps he saw something besides telltale tolls of the bog road. Perhaps he saw, or thought he saw a deep seated determination to fly. Perhaps there was Christmas charity in his heart, and perhaps a buck and a half was needed to feed his wife and kids. Whatever it was or combination thereof the pilot said, "Hop in," and gave Duane his first flying lesson.

By the mid-thirties Duane hitchhiked home with a scattered three hours of flying time, but it was enough to solo, he presumed, and accordingly proved the assumption in a Piper Cub at Peoria airport. The country was slowly crawling out of the depression, there were signs of recovery if you looked closely. A factory in Peoria began hiring. The family moved to the city and Lester, although he was only 16 years old,

## THOSE DURABLE COLES; A FLYING FAMILY

dropped out of school to take on man-sized work. The family began eating regularly.

Duane too took a factory job. When there was ample money to keep the family, Duane seriously began thinking of his future, or more precisely, his flying future. He reasoned with the purchase of a club plane, he could build up essential flying time at little cost. His enthusiasm infected Lester, who promptly sold a pig that he had raised in the back yard and thus, pooling their money they made a marginal payment on a 37-hp Taylorcraft. To meet payments and gain flying experience they decided to become weekend barnstormers.

"Barnstormer," snorted an old timer at Peoria airport. "Listen. bubs, barnstorming went out with flag pole sitting and Mah Jong. In the first place, airplanes aren't a novelty anymore, and in the second place, people ain't got no money for a ride."

With these sour words of an expert still ringing in their ears, Duane and Lester flew to Lafayette, Illinois. Landing in a cow pasture, they soon attracted farmers and townspeople, many who were willing to fork over two dollars for a short hop. The Taylorcraft was kept busy until the gathering dusk made it necessary to halt operations and fly 50 miles back to Peoria before darkness set in. Thereafter and for several years Duane and Lester flew off central Illinois cow pastures. Using two Taylorcraft, they made as much as \$100 on a Sunday - a month's wages according to the going rate then. Not only had the brothers revived barnstorming, but also acquired the unique distinction of being "one of the last barnstormers."

By 1940 War clouds were on the horizon, and most everyone sensed it. Duane took over management of the Streator Airport, and instructed mornings in a college flight program at Waterman. Sixteen-year-old Marion, the baby of the family, joined Duane as a hangar boy. Then came an incident that legends are built on. Duane, driving back earlier than expected, was utterly amazed to see his J3 cub in the air. It could only mean one thing, Marion was flying. Incredible as it seems, Marion was flying without a minute of instruction. It seems he wanted to impress the farmer girl across the road. He did, and Duane too, who promptly saw to it the kid brother had proper stick time.

President Roosevelt, fearful of approaching war, inaugurated a program to vastly expand the Army Air Corps. To implement the program civilian pilots,



who kept aviation alive during the depression, were recruited as instructors. Duane and Lester, with their wives and Duane's baby son, Rolly journeyed to California where they gave their war contribution at War Eagle Field in Lancaster.

Marion instructed in the Navy Flight Program at Bloomington, Ill, but before doing so he surreptitiously taught flying at a Midwestern airport and thereby hangs the tale.

When the war effort drained off Commercial pilots there just weren't enough qualified pilots to meet instructional demands. Airport operators who struggled valiantly through the depression found their operations in jeopardy for the lack of personnel. They met the war emergency in their own ways, unofficially, of course. Marion's tender age of 17 prohibited a required rating. Never the less, he had the knowledge and the ability recognized by a desperate operator who made use of his talent. When Marion's birthday rolled around he successfully passed his commercial test and immediately offered his service to the Navy. The officer that processed his papers was duly impressed. He stuck out his hand and said "Let me shake the hand of the youngest instructor in the United States Navy."

As history has shown, the Air might of our Armed Forces broke the back of Germany, and shortly thereafter played the knockout roll in conquering Japan. Suddenly, there were no more wars. It was a glorious feeling and the country went wild. About a million GIs were free to make dreams come true and Duane, Lester and Marion were not without dreams. Theirs would be a joint airport operation. They leased a hay field just outside the town of Kewanee, Ill, and to publicize their venture they made July 28, 1946 an "open house" day with aerobatic performances by the brothers. A special attraction was to be "Colonel Jet Jet and his flight wingman."

Jet and wingman were advertised for a 4 p.m. arrival. As the hour approached a plane appeared - not a fighter, or a formation of fighters, but rather a Piper Cub. Curiously, the crowd watched as the Cub circled the field. The door opened and out flew three Guinea hens to spiral down into neighboring barnyards. There were grumbling over false advertising,



## THOSE DURABLE COLES; A FLYING FAMILY

but the crowd's humor returned when Duane hastily staged a "pants race" - the contest were to fly six miles around a course, land, take off their pants in front of the onlookers, and jump back into their planes to finish the race. But on the second landing, the pilots found their pants tied in knots and tossed in a pile. It was a conclusion that sent everyone home in good humor.

From this meager beginning evolved the Cole Brothers Airshow, a full-fledged traveling troupe with three Stearman biplanes, a Great Lakes biplane and a clip-wing cub. The additional pilots, parachutist and wing-riders were young friends. Arnold, another brother, joined the show as announcer. These early years were fun for the brother, principally because of the appreciation for the airplane's spectacular role in the war, the plaudits of overwhelming crowd were heady tonics. Moreover the cash register had a happy ring. Marion was the star performer, especially after he won the Nation Aerobatic Championship in Miami. Not until the 1950's did the glorious years begin to fade. With each passing year World War II was becoming more and more history and less and less reality. When attention shifted to rockets and guided missiles, the airshow business suffered accordingly. Duane met the situation by streamlining his troupe, eliminating additional pilots and planes, and unusually one wing rider instead of three. The adjustment was marginal, enough to stave off a possible end. Many airshows folded; those remaining provided cutthroat competition. Pickup groups flew for peanuts. What hurt most were the several fast buck promoters. These fugitives from street carnivals had never been upside down in a plane, but they promoted shows by loudly proclaiming phony championship records for their flyers. To make matters worse they never quite lived up their agreements and too often conned the sponsor out of the gate receipts. In short, they gave airshows an odious smell.

Another serious matter was that airshows were without proper self-policing. Consequently irresponsible practices were performed by hotshot pilots emulating the Hollywood stunts of the 1920's. Never once would Duane permit "stunting" to be a part of his performances. Always it was precision aerobatics. What he feared most from the competition came to past at Flagler, Colorado, where a pilot bored headlong into the crowd. President Truman reacted to the senseless deaths and airshows were banned.

Duane flew to Chicago. "The ban is harsh and unreasonable" he argued with CAA officials. As no deci-

sion could be reached in the regional office he put in a call to Washington. "I'm willing to lift the ban, providing adequate policies and regulations are formulated," administrator Fred Lee told Duane. "Say, by the way," Lee added, "why don't you get in a huddle with Bill Wagner (regional manager) and work out something."

Three days later the regional office turned in a draft that was largely the work of Duane. He had merely put down the safety practices he had rigidly lived by. Perhaps it is not surprising the draft was adopted as submitted. Airshows were back in business with sane restrictions.

However, the Flagler tragedy and the ban had dampening effect on public and sponsors alike. Bookings were cancelled, gate receipts fell off. The Cole brothers struggled against these odds until they eventually touched bottom in Humbolt, Nebraska. After meeting all expenses there was exactly \$28 left to divide between them.

Sadly, the brothers discussed their plight. "We've got to split up," was the verdict. "A smaller show, accepting only guaranteed bookings will make it O.K.," declared Lester.

When it was decided Duane would continue the show, he asked, "What will you fellows do?" "That French contract looks pretty good, maybe I'll accept" replied Marion. In previous weeks the French government had offered him a contract to fly in France to promote sport aviation.

"With my instructor's rating, I'll get by," said Lester. The phase-out period actually extended over months, but in the end Arnold left to sell cars, Lester took an instructors job in Riverside California, but in 1957-58 he again flew with Duane. When Jack Fry heard that Marion would be foot-loose he offered him a test pilot job on a revolutionary plane under development at Fort Worth. Marion remembers it as a "Hairy-go" to fly.

Time passed and the airshow survived, partly because of Duane's sharp business sense, and because working in Duane's favor was a solid reputation for ethics and reliability. Previous sponsors asked for return bookings. Duane retained the name the Cole Brothers and across the land the name was being mentioned more and more. Hollywood learned about the Cole Brothers and the four brothers united in California on several occasions to make TV pictures. Several studios showed an interest in doing a movie-length Cole Brothers story. There were interviews, however nothing developed.

## THOSE DURABLE COLES; A FLYING FAMILY

Ever since the days of Lincoln Beachy, airshows have come and gone, with an average longevity of a couple of seasons. For 17 years the Cole Brothers Airshow dominated the American scene. In the final years it was a Duane Cole family affair. The lineup was Duane and son, Rolly, doing precision aerobatics; wife, Judy, riding the wing, John - too young to fly handled the announcer's microphone while little Karen made herself an indispensable chore boy. The parachutist was a young friend of Rolly's.

It was a close-knit family, a happy family and the future appeared bright and rosy. The long years of perseverance were paying off. Duane could now pick and choose his bookings. He changed his base to Fort Wayne, Indiana.

Among the aerobatic fraternity the word was, "Keep your eye on Rolly, he's going to be the greatest." In his teenage years he was developing an uncommon touch that made his aerobatics pure artistry to watch. Although Rolly's star was ascending, he still wasn't as good as dad as demonstrated at the Phoenix National Championship competition. Duane, the old master, copped first place, Rod Jocelyn second and Rolly third. When Duane journeyed to Budapest, Hungary in 1963 as a member of the U.S. Aerobatic team Rolly was unavailable because of a National Air Guard commitment.

On August 2, 1964, the world of the Cole Brothers Airshow came crashing down, literally, in an Illinois cornfield. Rolly, practicing in his Stearman for a forthcoming international competition in Spain, had Mel Stickney, an airline and race pilot as passenger in the front cockpit. All evidence points to an instantaneous breakup in the engine that caused great vibration. Mel Stickney was trapped when a wing folded back. Although there was altitude for Rolly to jump, the evidence suggests that he delayed to rescue Stickney. When Rolly finally jumped, it was too late. Both men died.

With Rolly's passing the Cole Brothers Airshow, for Duane, was too grief stricken to continue.

In the hours of sorrow Duane wrote TO A PILOT. It is a masterful tribute that memorializes both Rolly and the Cole Brothers Airshow. Reader's hearts will go out in sympathy when they read:

"Now there are no contracts to be signed or publicity material to be mailed, no hurrying from town to town and no cloths to be packed, no more sleeping in motels or hotdogs and soda pop for Sunday dinner, no



new scenery to marvel at or strange and fascinating cities to savor.

We will accustom ourselves to living as other do. We will wash the car or clean the garage on Saturday and go visiting Sunday night. We will have roast beef for dinner with mashed potatoes with gravy after church and sit home watching television on Sunday afternoons and evenings. Our habits will change and possibly our personalities. But as we look to this quiet future, we will forever thankful for an exciting past." Many years have passed since that tragic Illinois afternoon, and while the Cole Brothers Airshow was never revived, its name still has a popular ring. Duane continued to add more Laurels. Aside from being the author of three successful books, he again captured a nation Aerobatic Championship at the Reno meet. He went on to divide his time between writing and teaching aerobatics. Both Lester and Marion became executive pilots. In 1967, Marion attempted a comeback. After a long aerobatic layoff, he placed first at Rockford, and in 1968 won the General Claire Chennault trophy for outstanding precision flying; he also journeyed to east Germany with U.S. aerobatic team.

As the years move onward it is predictable that the world will seek hero's elsewhere. Interest will turn from cowboy and Indian hero's to perhaps those colorful personalities who advanced the stepping stones of aviation and those who moved us into the space age. It is conceivable the future TV hero's will be a portrayal of these aviators if not of the legendary Cole Brothers themselves. May the "last of the barnstormers" live on.

--Frank Hindmarsh



## Chapter 75 and Bob Thomas Received this Young Eagle Thank-You Note

Thank you so much, we had so much fun and learned a lot!  
-The Lox Family

The kids and I loved seeing your planes and learning how they all worked. Thank you for taking the time to spend with us!  
-The Venema Family

Thank you so much for sharing your love of flying with us! We very much enjoyed learning from you & can't wait to fly again soon!  
-The Farrey Family

Thank you for giving our homeschool group a tour of your airplane hangars.  
The Hoffmans and Grishams

Thank you, thank you, thank you! We really enjoyed learning from you all. Thanks for sharing your love of airplanes & flying.  
-the Buss family

what a great day of learning about flying and building airplanes! Thank you so much for sharing your time and knowledge with us. We look forward to another Young Eagles flight.  
The Homann family

Bob Thomas was sent the above Thank-You for his effort in arranging the Young Eagle rallies.

### iPad, iPhone, now, iLost (from Ron Franck)

Do you fly with ForeFlight on your iPad for navigation and use an iPhone for backup? Suppose you're out flying and both devices quit working (not your day). I know it's highly unusual to get lost with the electronics we have in modern cockpits, but what would you do if you got lost?

"First and most important - don't panic. Your aircraft will respond normally. It does not know you are lost.

**Climb** – if ceilings allow, and remove the fear of running into terrain or obstacles. (It also helps you find familiar landmarks and extends the range of radio communications.)

**Communicate** - get ATC involved as soon as possible. 121.5 (the aircraft emergency frequency) works in the absence of a local frequency.

**Confess** - tell ATC exactly what's going on and request assistance. If low fuel is an issue let ATC know immediately.

**Comply** - follow ATC's instructions. They know what to do to get you on the ground safely. Don't compound your situation!

**Conserve** - there is no sense in speeding into parts unknown. Lean the engine and slow down.

Use all available resources. Nav aids, other pilots, situational awareness. We've all heard stories like the student pilot who crashed his airplane making an off-airport landing after he got lost. There were three airports within ten minutes of his off-airport landing site.

Think! Don't panic."

Some useful tips: Fly with an old fashion paper

(Continued on page 14)

## iPad, iPhone, now, iLost (from Ron Franck)

(Continued from page 13)

chart, pre-plan your flight to include alternate airports along your intended flight path. Write up a list of radio frequencies along your planned route. Use your compass and a stopwatch and practice dead reckoning and pilotage.

Many of us fly for fun. When traveling with a pilot buddy on long cross country trips (Chicago to East coast) if one of us takes a nap he can count on waking up with part of the panel disabled (think sticky notes) and being told it is "his plane" and have fun finding out where he is. Breaks up a trip, generally makes the trip longer and is great training for when you actually do get lost. Started flying in the late 60's and still carry a Lensatic military compass and field glasses (easier to read water towers) in flight bag.

Initial instructor/crop duster use to get me lost on purpose as part of his training.

## Awesome Videos (from Adam Santic)

"Topcoat's Magnificent Machines" is shown on the CBS Sports Network. It is produced by the Masters Entertainment Group. This program travels to museums, collections, concours and special events all around the country to shine a spotlight on various marvels of design and performance. On the official Masters Entertainment Group's Youtube page, they recently uploaded two thirty-minute episodes that were filmed back at EAA AirVenture Oshkosh 2019 in Oshkosh, Wisconsin.

**Video 1:** <https://youtu.be/i0E7AZFM1a8>

**Video 2:** <https://youtu.be/uoVtGIP2yKc>

## Chapter 75 Flight Instructors


Per a member request, am including a listing of Chapter 75 members that are flight instructors and would be willing to help with primary flight instruction, your next BFR or other. *If you are a Chapter member and a flight instructor please let me know and will include your name in the listing. Additions/Corrections are welcome!*

CFI / CFII	Phone	New Students	CFII	BFR	IFP	Airports	Plane
Tim Leinbach	309-781-9585	Yes	Yes	Yes	Yes	DVN MLI	Owners, FBO, Club Plane
Tim Toal	309-235-0087	Yes	Yes	Yes	Yes	DVN MLI	Owners
Barry Logan	309-303-0211	Yes		Yes		C75	Owners, Club Plane
e-mail - Marty Santic to add your Name to the list							

## Who Would of Thought - A McDonald's Egg McMuffin Wrapper



The Ohio State University Marching Band paid homage to the 50th Anniversary of Apollo 11. This halftime show took place at Ohio Stadium in Columbus, Ohio as the Ohio Buckeyes football team took on Michigan State Spartans on October 5, 2019. This is worth a watch. <https://youtu.be/O8EdnYQpego>



**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



***EAA CHAPTER 75 – QUAD CITIES***  
**1<sup>ST</sup> 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 2, 2019**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Todd Fusco at the**  
**Davenport Airport**



***DRIVE IN or FLY IN – HOPE TO SEE ALL***

This month, hope to see all at our 1<sup>st</sup> Saturday of the Month coffee hosted by Todd Fusco. Come and see Todd's nearly complete Baracuda project. Come for some good hangar talk. Plenty of room for all.

**FLY IN:** Davenport Airport (KDVN). We will be meeting at Todd's hangar. Just opposite of the newest hangars in the northeast corner of the airport. The gate should be open.

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

## Local Calendar of Events

For many other Aviation Related events, visit the following websites. Click on the following links. Will only list events submitted to the editor and other most local events here.

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

## Upcoming EAA Webinars

Go to [www.eaa.org/webinars](http://www.eaa.org/webinars) to view the schedule and to register.

### What is Preventive Maintenance?

November 6 at 7 p.m. Mike Busch

### EAA Ray Aviation Scholarship – 2020 and Beyond

November 12 at 7 p.m. David Leiting Jr.

### The First 400 Feet

November 13 at 7 p.m. Tom Turner

### Crew Resource Management: How To Do It Right

November 20 at 7 p.m. Prof. H. Paul Shuch

### Emergency Notification Systems

November 26 at 7 p.m. 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. e-Mail your information to [marty.santic@gmail.com](mailto:marty.santic@gmail.com)

## Classified Ads

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

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

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

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

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

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



**For Sale:** I have for sale my dad's **2004 Kitfox Series 7 Airplane AND Rotax 912ULS.** It is a project plane with new fuselage and parts. It is currently in his hangar at his residence in Ida, Michigan. The attached flyer has the planes details and asking price. Kris Ray 734-735-3784

Have Anything to Sell? Will be more than Happy to List It Here!!

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

# 2004 Kitfox Series 7 Project Plane



Call- 734-652-1070 or after 2:30 PM 734-735-3784



**For Sale by Owner**

**\$29,500**

**Ida, Michigan**

Rotax 912ULS Engine- 100HP (203.3 hours), Warp Drive Ground Adjustable Prop, Tri-gear configuration (can be a taildragger), Gear Grove, King KY96 Com Radio, King KT76A Encoded Transponder, New Parts, 1320 Certified Max Gross on gear/1430 on floats, Heated Cabin, CD Player and Intercom, Hard Floor Cargo Area.

---

**\*\* PROJECT PLANE\*\***

**Fuselage and Floor Pans are assembled.**



## Chapter 75 Merchandise Now Available

(from Marty Santic)

As mentioned at the meetings, baseball caps are now available with the new Chapter 75 logo.

The caps are of nice quality and the logo is embroidered, not printed. The caps are available for \$10 and are available now! Let me know and I can bring a cap to the chapter meeting or coffee.

I will ship in a Priority Mail package for an additional \$7.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$17. I ordered 30 and received a discount.

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



Baseball Cap in Light Khaki

Chapter Website: [www.eaa75.com](http://www.eaa75.com)  
 Facebook: <https://www.facebook.com/EAA75/>

### EAA CHAPTER 75 OFFICERS

(Effective January 2019)

**President**  
**Jerry Coussens**  
 jerry@jdcoussens.com 563-529-3706

**Vice President**  
**Ron Franck**  
 ronalffranck1@gmail.com 309-937-2751

**Treasurer**  
**Ron Ehrecke**  
 ehrecke@sbcglobal.net 309-236-9785

**Secretary**  
**Don Fey**  
 donfey@mchsi.com 309-781-8397

**Board of Directors**  
**Ed Leahy**  
 me24nas@mchsi.com 563-275-8935

**John Riedel**  
 johnriedel57@gmail.com 563-209-6005

**Jim Skadal**  
 yamahaman7187@aol.com 563-320-6896

**Nick Anagnos**  
 nickflys2@yahoo.com 563-650-5592

**Marty Santic** (Contact Info Below)

**Jerry Coussens - President**  
**Ron Franck - Vice President**  
**Don Fey - Secretary**  
**Ron Ehrecke - Treasurer**

**Flight Advisors**  
**Bernie Nitz**  
 bernien@visioncrest.com 309-787-0813

**Kyle Voltz**  
 kvoltz21@gmail.com 309-945-5188

**Technical Counselors**  
**Terry Crouch**  
 Q1terryndt@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**  
**Bernie Nitz**  
 bernien@visioncrest.com 309-787-0813

**Tool Librarian**  
**John Bruesch**  
 bruesch@mchsi.com 708-341-7083

**Tool Committee**  
**John Bruesch (Chair)**  
 bruesch@mchsi.com 708-341-7083

**Roger Nightingale**  
 r.nightingale@mchsi.com 309-207-0266

**Cy Galley**  
 cgalley@mchsi.com 309-788-3238

**Terry Crouch** (Contact Info Above)

**Paul Fisher**  
 rv7a.n18pf@gmail.com 309-230-8719

**Ron Franck** (Contact Info Above)

**Jim Smith** (Contact Info Above)

**Bernie Nitz** (Contact Info Above)

**Tool Loan Officers**  
**John Bruesch** (Contact Info Above)  
**Roger Nightingale** (See Above)  
**Jim Smith** (See Above)  
**Ed Leahy** (See Above)  
**Paul Fisher** (See Above)  
**Marty Santic** (See Below)

**Coordinators**  
**Keith Williams (Scholarship Coord.)**  
 kandjwilliams@mchsi.com 309-235-7766

**Bob Thomas (Young Eagles Coord.)**  
 rbettendorf@aol.com 563-343-1825

**Jim Skadal - (Air Academy Advisor)**  
 yamahaman7187@gmail.com 563-320-6896

**Richard Lowe - (Program Coordinator)**  
 vicriclowe@aol.com 563-355-3424

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

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

**Web Site Editors**  
**Cy Galley**  
 cgalley@mchsi.com 309-788-3238

**Adam Santic**  
 adam.santic@gmail.com 563-940-1765

**Newsletter Editor**  
**Marty Santic**  
 marty.santic@gmail.com 563-340-9919

**Social Media Editor**  
**Adam Santic** (See Above)

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

Chapter Website  
[www.eaa75.com](http://www.eaa75.com)

**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  
<https://www.eaa.org/ea/ea-membership>

Name: \_\_\_\_\_  
 Copilot (spouse, friend, other): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone (Home): \_\_\_\_\_ (Work): \_\_\_\_\_  
 (Cell): \_\_\_\_\_  
 Email Address: \_\_\_\_\_  
 EAA#: \_\_\_\_\_ Exp Date: \_\_\_\_\_  
 Pilot/A&P Ratings: \_\_\_\_\_  
 Occupation: \_\_\_\_\_ Hobbies: \_\_\_\_\_

I am interested in helping with: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Tool Committee       Tech Advisor       Flight Advisor  
 Repair Barn       Young Eagles       Social/Flying  
 Hospitality       Board Member       Newsletter

What are You Building? \_\_\_\_\_  
 \_\_\_\_\_

What are You Flying? \_\_\_\_\_  
 \_\_\_\_\_