

# THE LANDINGS

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

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

**July 2016**

**THE EXPERIMENTAL AIRCRAFT ASSOCIATION**



## From The Desk of the President

Last Saturday during the Quad Cities Airshow I did my annual inspection. Figured it would be a good time, airport is closed and all. Even though I didn't partake in the festivities I love being around the action.

I felt I had a very productive Saturday, installed new tires, new plugs, and installed Nav antenna in left wing. I found a reoccurring problem with my starter. Last April I had installed a new starter, as the old was getting sluggish. The new one worked great for a week or so. Then I stated having problems with solenoid clicking but no starter action. I thought it was my starter solenoid so I replaced it, then I thought it was a bad grounded (not that). So I replaced my key ignition (not that). Jim Smith and Paul Fisher stopped to visit so I sucked them into my problem. After much testing we decided Sherlock Holmes was right. "When you eliminate all possibilities the obvious must be the problem", the new starter. So now I'm waiting for an exchanged starter (very annoying). Didn't want to wait to repair mine because I want to go flying and finish my IFR training.

Sorry, got off on a rant. I should count my blessings, my panel remodel that I started in December is coming to a close, I spent twice what I planned, learned many things I didn't plan on learning, but I love it.

Well enough about me, I'm feeling like the self centered Playwright. After two hrs telling his date about his plays. He finally said, "enough about me, what do you think of my plays".

During the Geneseo's Fathers Day fly-in, Kyle Voltz organized a Young Eagles event, I did not make it to the breakfast but it sounds like everything went great.

Tis the season for the potlucks, I'll see you at next week's potluck at Jim Smiths hangar, Tom and I will handle the overflow in our hangar. **Bob & June Olds and Jim & Bev Smith hosting.** Bring a dish to share and your own table service. Will be cooking brats and hotdogs and providing beverages. The event starts at 12:00 NOON. Rain or shine, full service potluck.

Oshkosh is only 4 weeks away, I feel like we just came from there. I hope to participate 3 days this year. I don't think I've ever spent 3 days at Oshkosh. It's going to be great!! I'll still plan to fly in, just can't get past one hour vs. five for driving. Besides I love the process. Hopefully I come as a new IFR pilot, even if I don't use it (we'll see).

Due to the busy month with Air Show, Pot Luck and Oshkosh I suggested we cancel the 1<sup>st</sup>. Saturday of the month Coffee and Donuts. Sorry, so much to do so little time. --Jerry.

**No 1st Saturday  
Coffee & Donut  
Gathering This  
Month Due to  
the 4th!!**



**Next Meeting - Saturday, July 9th, Noon - July Potluck Lunch - Davenport (KDVN)**  
**Davenport Airport - Drive-In or Just Fly-In**

## July 9th Chapter Meeting

The July Chapter potluck lunch will be held on **Saturday, July 9th at NOON**. It will be held at the Davenport Airport.

### FLY IN or DRIVE IN!

Bring a dish to pass and your eating utensils. Should be a great time!!

## John Vahrenwald - Gone West (from Richard Lowe)

Our Chapter has seen one of its best members go west this past week. John Vahrenwald will be missed by all of us.

I first met John about 1986 when I purchased my Citabria. He had just bought his Cherokee 140. We found we both had a lot in common. We were about the same age, learned to fly in military clubs, were married to registered nurses, had kids about the same age and we both were very focused on flying.

He was a Chapter 75 member; I joined shortly after I met him. He was very skilled in woodworking, metal working, plumbing and electrical stuff. I had no skills, but he was always quick to offer to help me with anything I needed. We flew Young Eagles, we both became Lifeline Pilots for medical patients, we both served on the board of the North Central Fly In at Rock Falls. We flew a number of cross country trips together including Bartlesville for the bi-plane expo, Omaha, Minnesota, Wisconsin, Michigan, all the hamburger and cold pancake stops, the EAA 75 fly in pot lucks, etc.

He served as my mentor when I was working on the instrument rating. John was always one of the first to volunteer when ever the need arose. Our families shared birthday, anniversary, Christmas, Thanksgiving and other occasions together.

John and I had to park our planes for medical reasons about the same time. We both agreed that we were fortunate to have over forty years in the air when many never get to leave the ground. When I learned how sick he was, it was tough. I have had to attend too many funerals this past year. The chapter turned out well for John, and for that I am proud. He now rests with the heroes at the National Cemetery at Rock Island Arsenal.

To me he will always be a hero. He gave a lot more



that he took in this life. Some day, I will join him, but until then, blue skies, tail winds and smooth air John.

## 1946 Aeronca Factory Film (from Don Fey)

### For lovers of old, slow airplanes....

Ok. I've done high tech magic...at least for me, converted it and uploaded it to You Tube. Keep in mind, this is an old 16mm film stored for years. My Dad bought it on VHS..before DVDs..for me. I converted it to digital DVD format and then uploaded it to YouTube which loses more quality. So..it ain't the finest. I'll leave it up a week or so. If you like it, buy a copy from whoever. I don't take territorial sides. I love all of them. If it ain't fun, don't do it. Anyhow, here's the link. Hope it works. There is a second shorter feature as it continues with a Chief starring. My Dad's notes says the Chief feature was filmed in '42 and the Champ feature in '46.

[https://youtu.be/L2KfNQ7V\\_cc](https://youtu.be/L2KfNQ7V_cc)

## Busting a TFR - From the Intl Grumman American Pilots Association

(from Wally Beck)

For the second time this year, an AYA member has landed in trouble with the FAA for busting airspace. While the circumstances and type of airspace in the two cases were different, the one thing they had in common was neither was monitoring 121.5 (Guard) as required by FAA regulation. In each case, had the pilot been listening, s/he would have heard folks calling and avoided the issue. In one case, the airspace wasn't critical, and the pilot got off with a warning,

*(Continued on page 3)*

## Busting a TFR

*(Continued from page 2)*

but the other case involved a Security TFR, and that pilot is likely to receive a suspension.

First and foremost, I'd like to remind everyone that the FAA put out a FDC NOTAM 12 years ago requiring all pilots flying anywhere in the USA to monitor 121.5. This was promulgated as an FDC NOTAM rather than a regulation, but unlike the advisory L/D-NOTAMs, which are merely inform you of certain conditions, FDC NOTAMs have regulatory force. The one involved is FDC 4/4386, which says in part, ALL AIRCRAFT OPERATING IN UNITED STATES NATIONAL AIRSPACE, IF CAPABLE, SHALL MAINTAIN A LISTENING WATCH ON VHF GUARD 121.5 OR UHF 243.0. I'd like to emphasize that when the FAA says shall, that term is used in an imperative sense, meaning you have no choice about doing it. That means if you have only one radio and you're not talking to ATC or CTAF or other active communication frequency, you are required to have it tuned to 121.5. If you have a second radio, and you're using #1 for regular communication, you must have your second radio tuned to 121.5 any time you aren't using it for something else (like getting ATIS).

As many of you know, I travel around giving training to a lot of pilots around the country. It's my observation and less than 20% of the pilots with whom I fly do not do as the FAA requires on this issue. Virtually all of them seem unaware of the requirement, and once told, they do it. This is probably an issue which should be better addressed by the FAA via CFI refresher training, FAASafety.gov, and other channels. However, even if the FAA hasn't done a good job of getting the word out, its been in writing for 12 years, and there is no excuse under the law for not knowing it if you get in trouble while not monitoring 121.5.

In addition, in the Security TFR situation, the pilot failed to get a briefing before flight. He figured he was just going for a quick local jaunt, and didn't have to worry about it. He was wrong. In addition to the basic problems involved of not knowing about the airspace restrictions, failing to get a briefing is considered a deliberate violation of 91.103, and since that deliberate act was a direct cause of the violation of the airspace, you are ineligible for waiver of sanction via the NASA ASRS route (which requires that the violation be inadvertent and not deliberate). Even if you had no intent to bust the airspace, you made a deliberate choice not to get a briefing. That's what prevented waiver of a 21-day suspension of another AYA member's ATP ticket some years ago when he nicked the edge of the 30-mile ring of a Presidential TFR away

from DC after failing to get a preflight briefing.

Your briefing doesn't have to be from FSS, DUATS, FlightPlan.com, Foreflight, etc., are all valid means to get your briefing, but you must obtain a sufficient briefing from an appropriate source. The key is that there is a record of your briefing to show what you were briefed on including weather and NOTAMs. I'd point out that another AYA member some years ago was exonerated for busting a TFR because the FSS briefer failed to mention the TFR during the briefing, and the recording of that briefing proved it. Of course, that exoneration won't prevent you from being intercepted by armed military aircraft and forced to land, although monitoring 121.5 can prevent that since they warn you as you approach the area before you enter it.

Finally, in the most recent case, the pilot accidentally disabled the TFR display function in Foreflight on his iPad. These new EFB's are really great devices, but if you're not careful how they use them, they can lead you down seriously astray. It's critical that you keep the data in them up to date.

Please do your best to disseminate this word by any means possible, including forwarding to other pilots by email, posting on bulletin boards, and word of mouth at the local airport, it could save someone's ticket, career, or even life. --Ron Levy

## Oshkosh 2016 is a Few Weeks Away!!

The excitement continues to build as [EAA AirVenture Oshkosh 2016](#) gets closer! Here are just a few of the many features and attractions you won't want to miss:

- The [Canadian Forces Snowbirds'](#) first appearance at Oshkosh in over 30 years
- Martin Mars, the world's largest operational flying boat and fire fighter
- **Just Announced:** 1909 Curtiss Pusher coming to Oshkosh
- Desert Storm Aviation 25th anniversary commemoration
- Centennial of Coast Guard aviation
- Salute to World War I aviation
- Boeing Aircraft Company 100th anniversary
- Largest gathering of historic warbirds and current military aircraft
- Third Eye Blind to headline opening day concert – Presented by Ford Motor Company

*(Continued on page 17)*



# June 1st Saturday Coffee and June Potluck at Kewanee





# June Potluck Lunch at Kewanee





# Father's Day at Geneseo

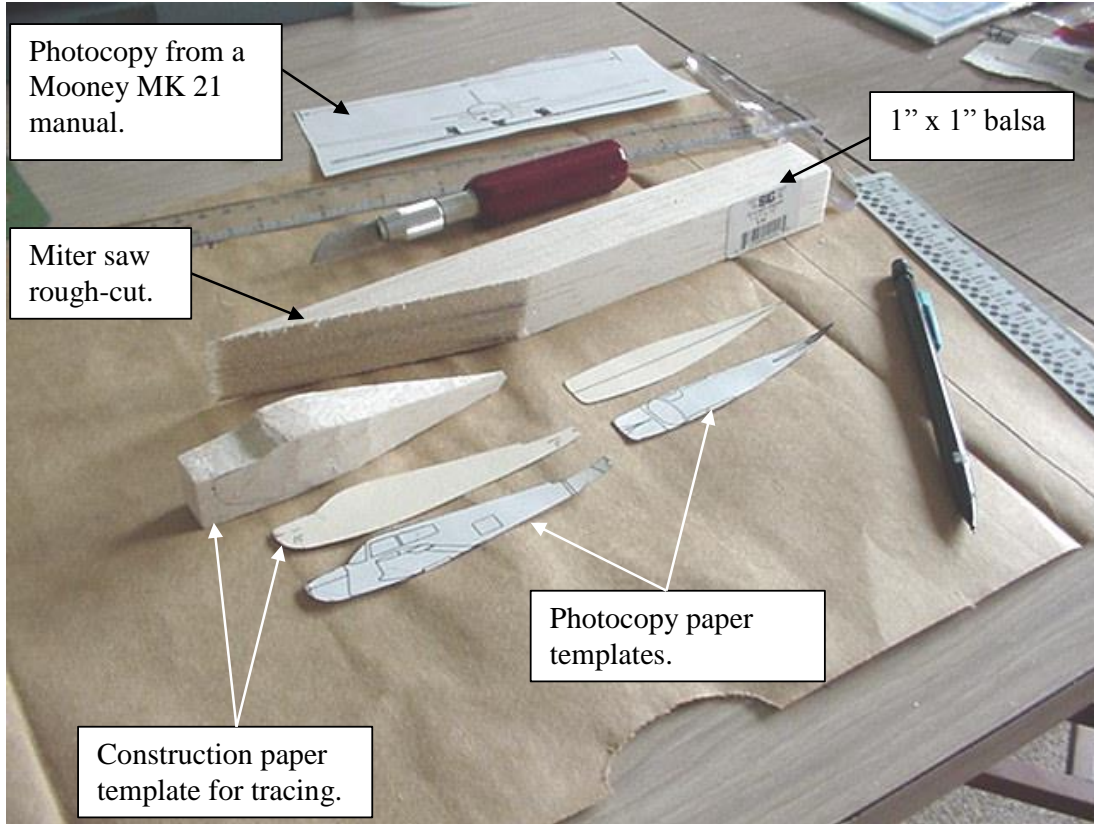


## My Dad's Mooney M-20B (N74523) 1/67<sup>th</sup> Scale Model



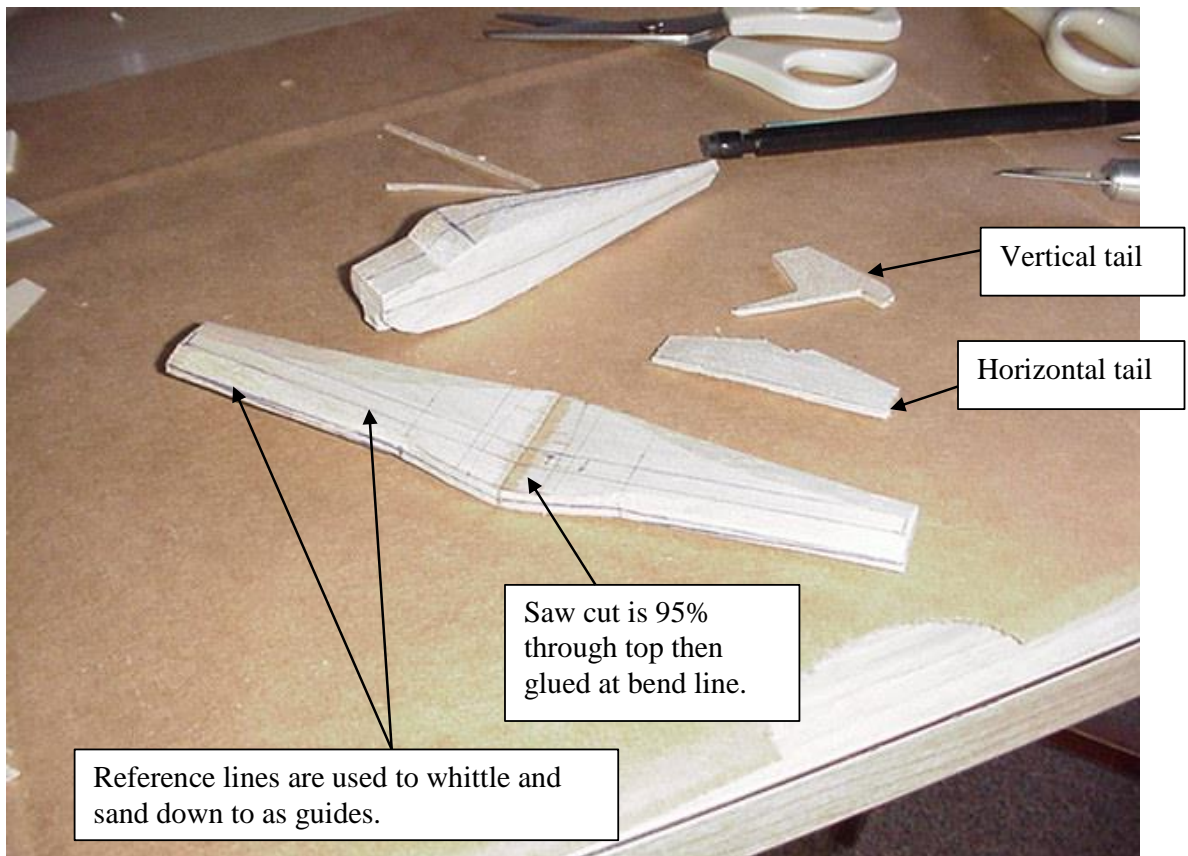
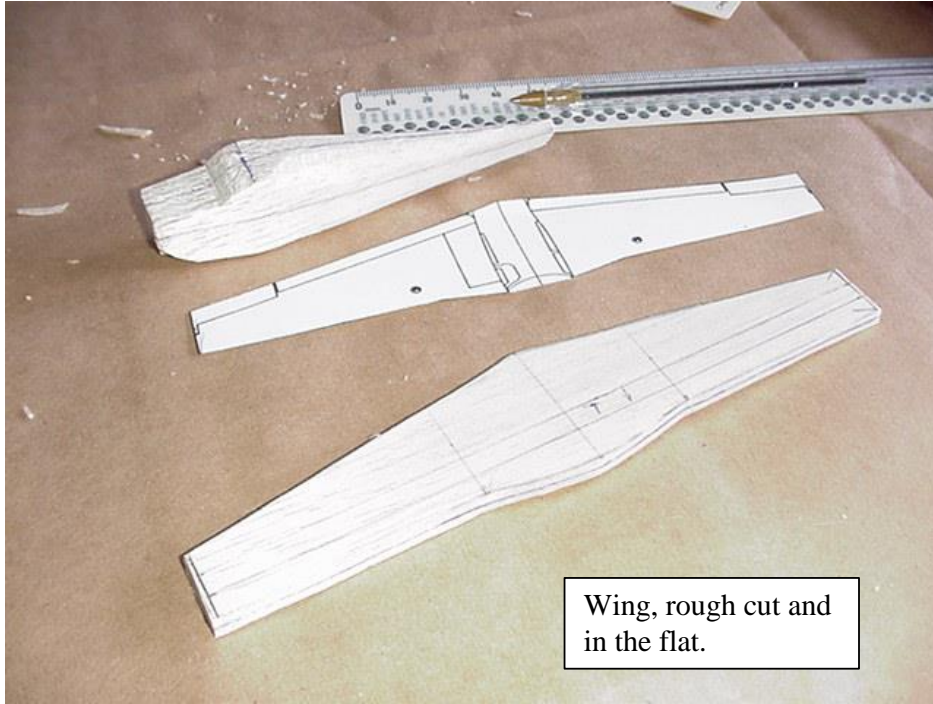
The following is an illustration compiled during construction of a 6.25 inch wing span scale model of my Father's Mooney M20-B airplane. The technique of tracing templates and shaping to size were employed using emery boards and Exacto tools. Templates were made from photo scans of the original plane along with photo copies of a 1977 Mooney 201 owner's manual. Design and fabrication time is estimated at 200 hours over 1.5 years. The story behind this model is after my mom passed away Dad lived in the family home in Portage WI for a few years. I went to see him every few weeks or he would drive to see me. I pieced this model together to be a mate to the Mooney Mite model he made in 1957 while staying at a YMCA room in Sidney Montana. He was working on constructing a chemical plant and had recently bought the Mite so he could fly back and forth from Montana to Wisconsin where we lived. Flying with my Dad was the only real bond I had with him.



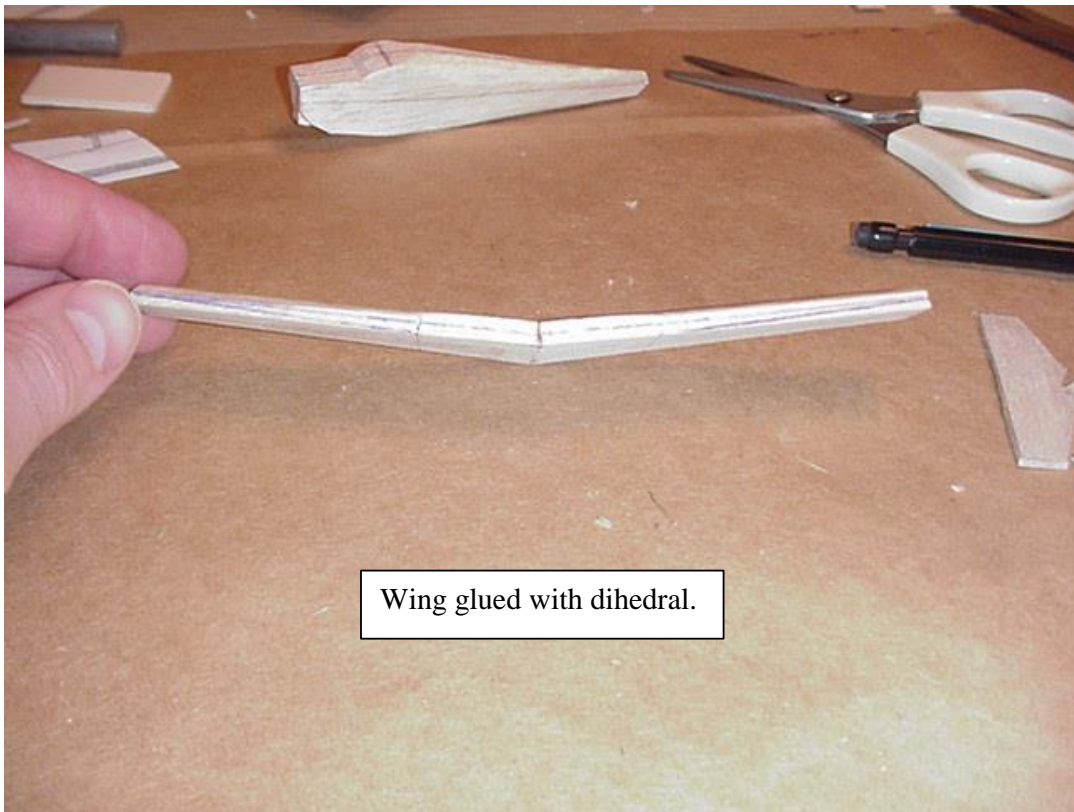
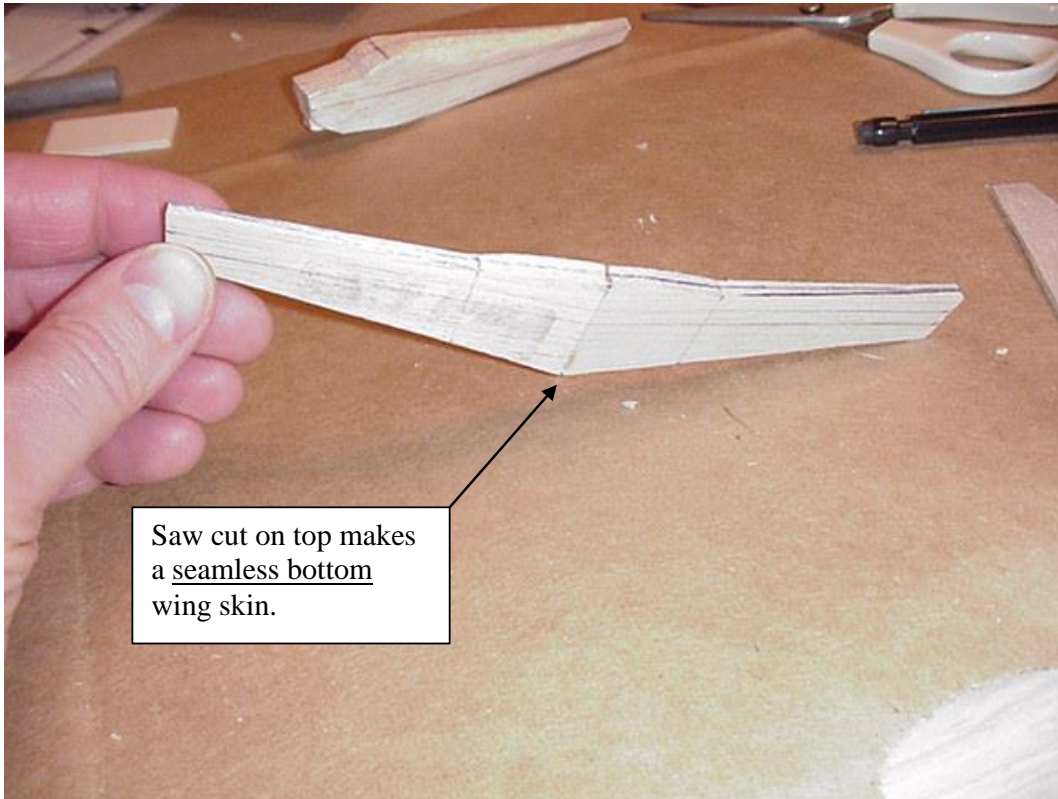


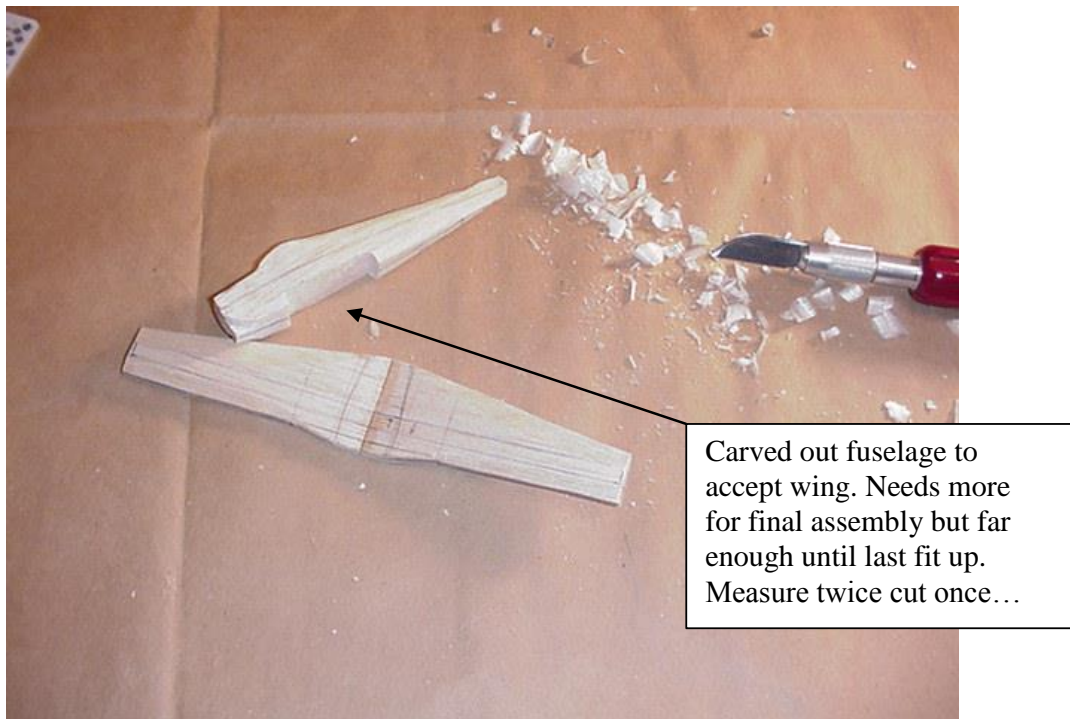
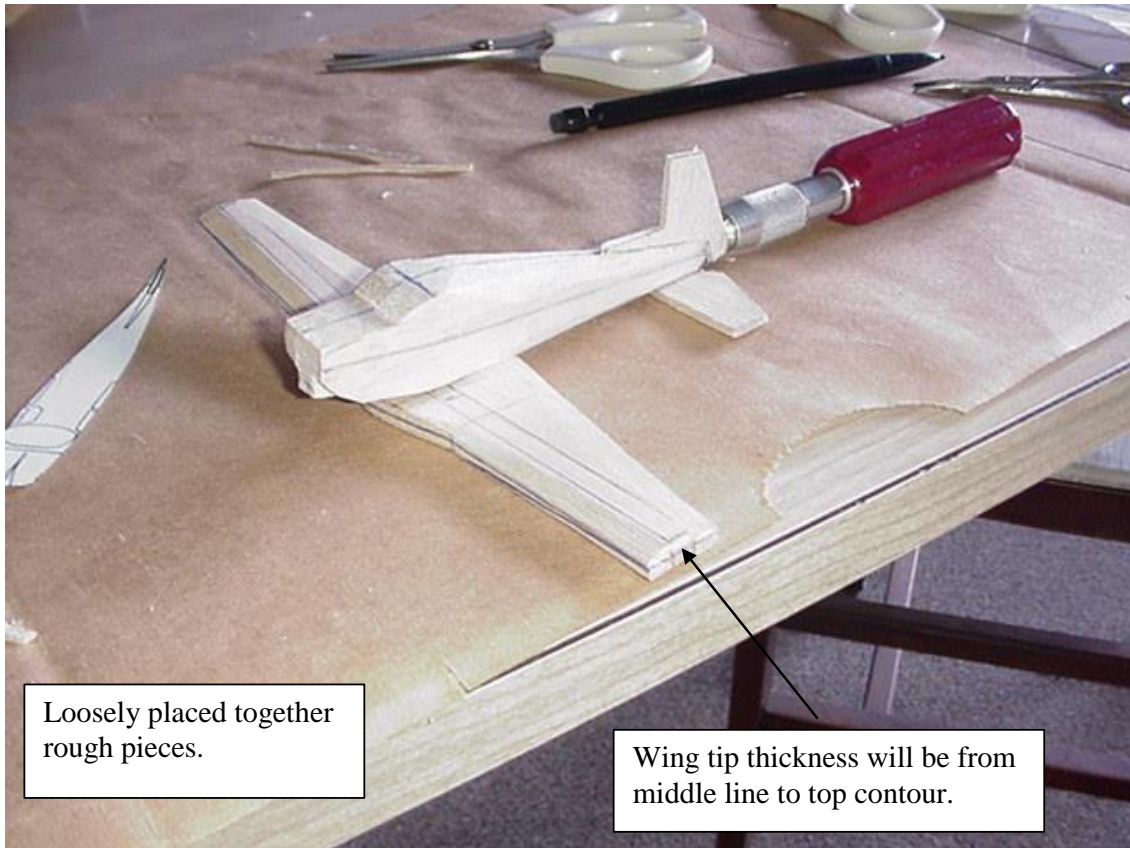












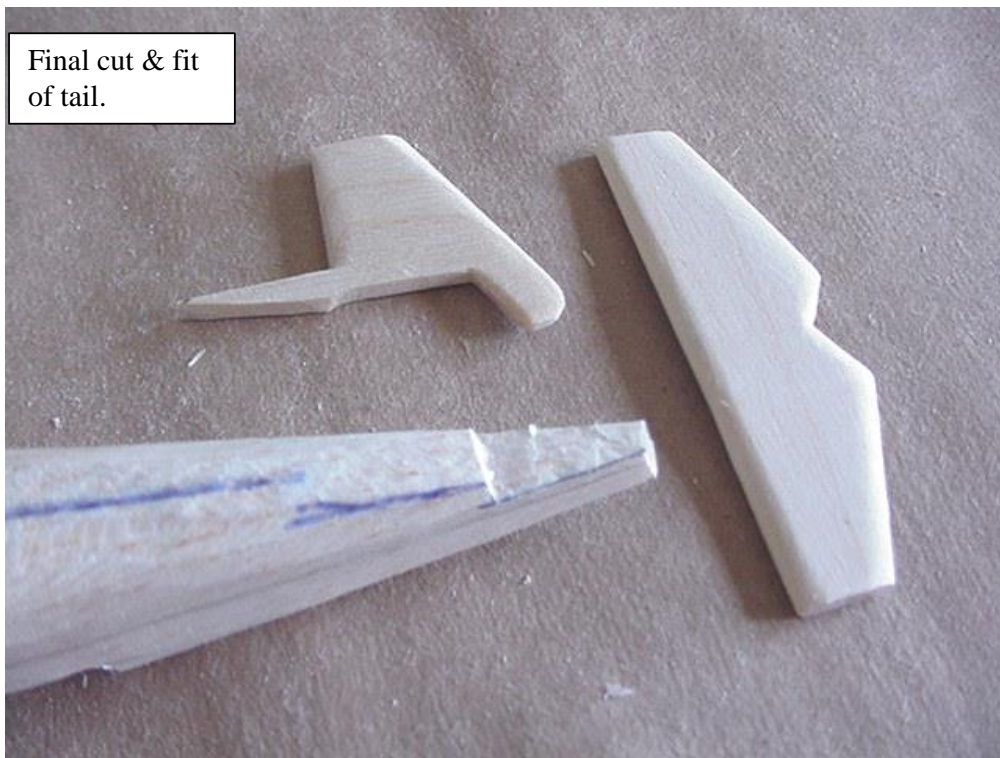
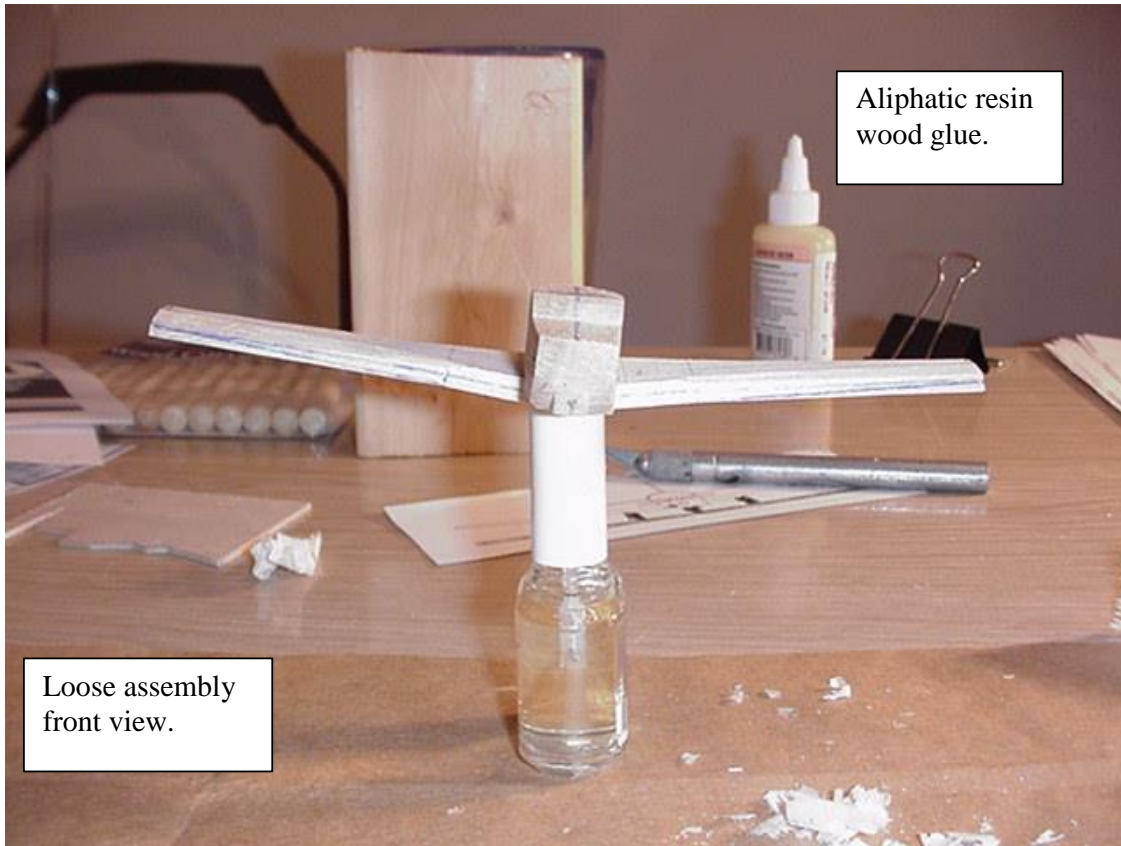




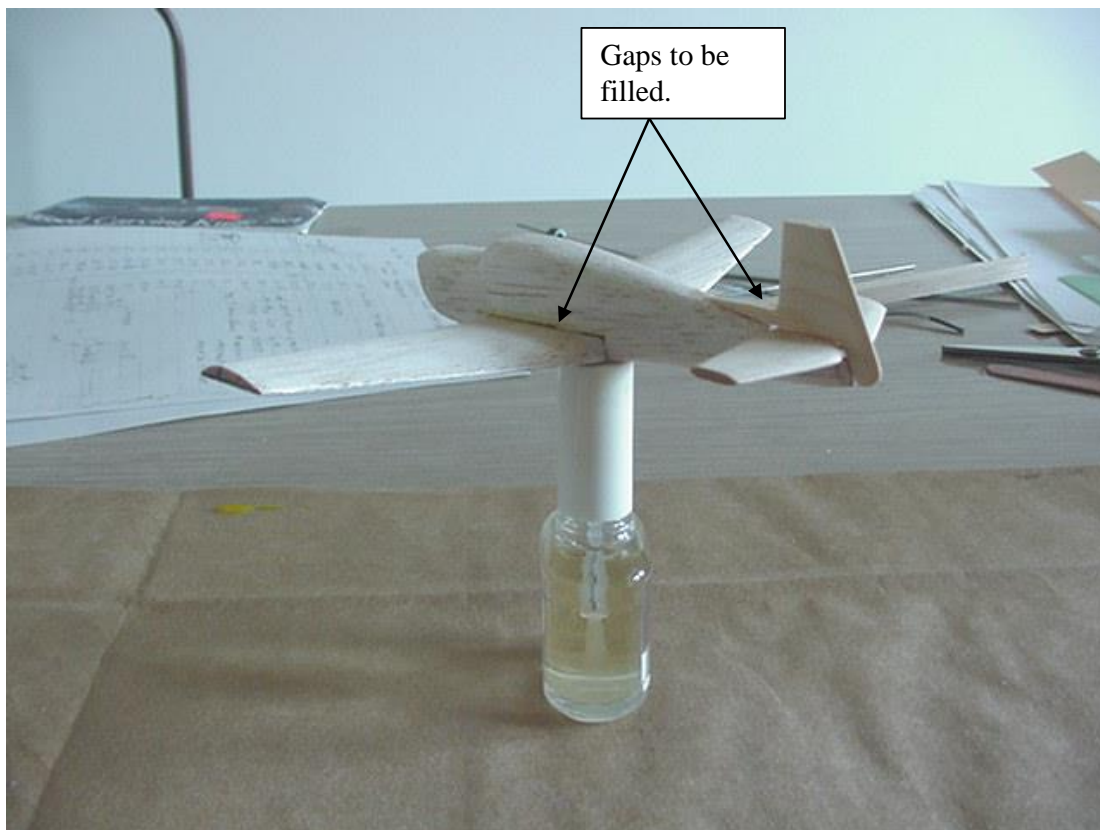
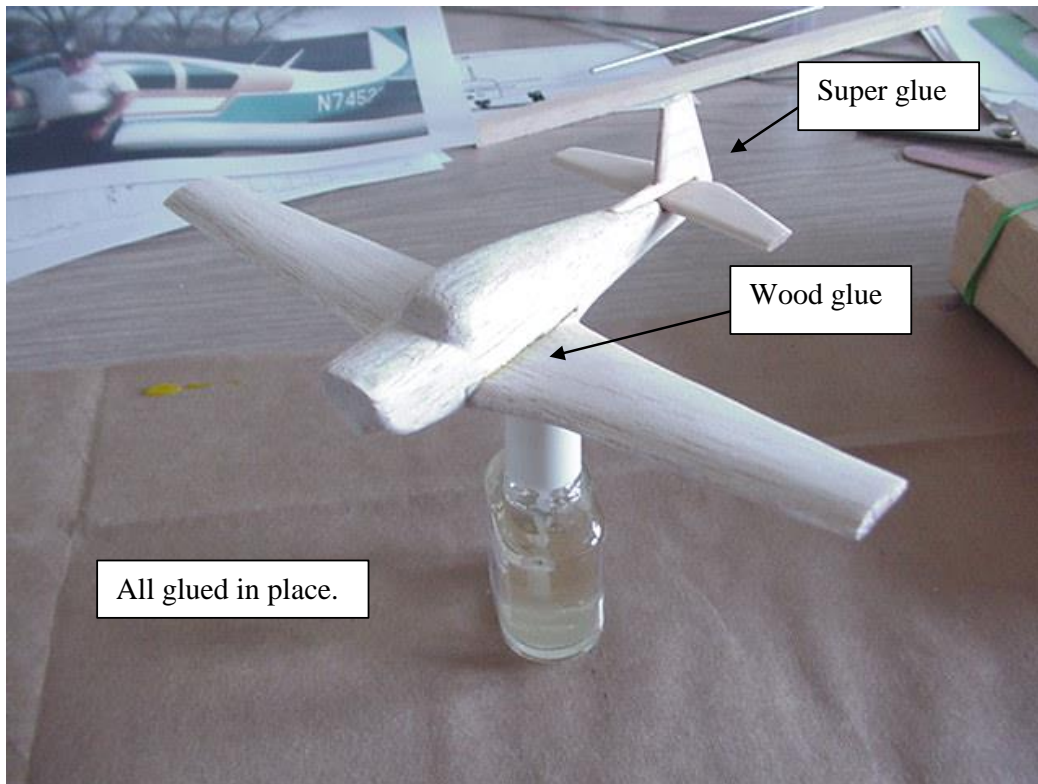
Wing final fit.

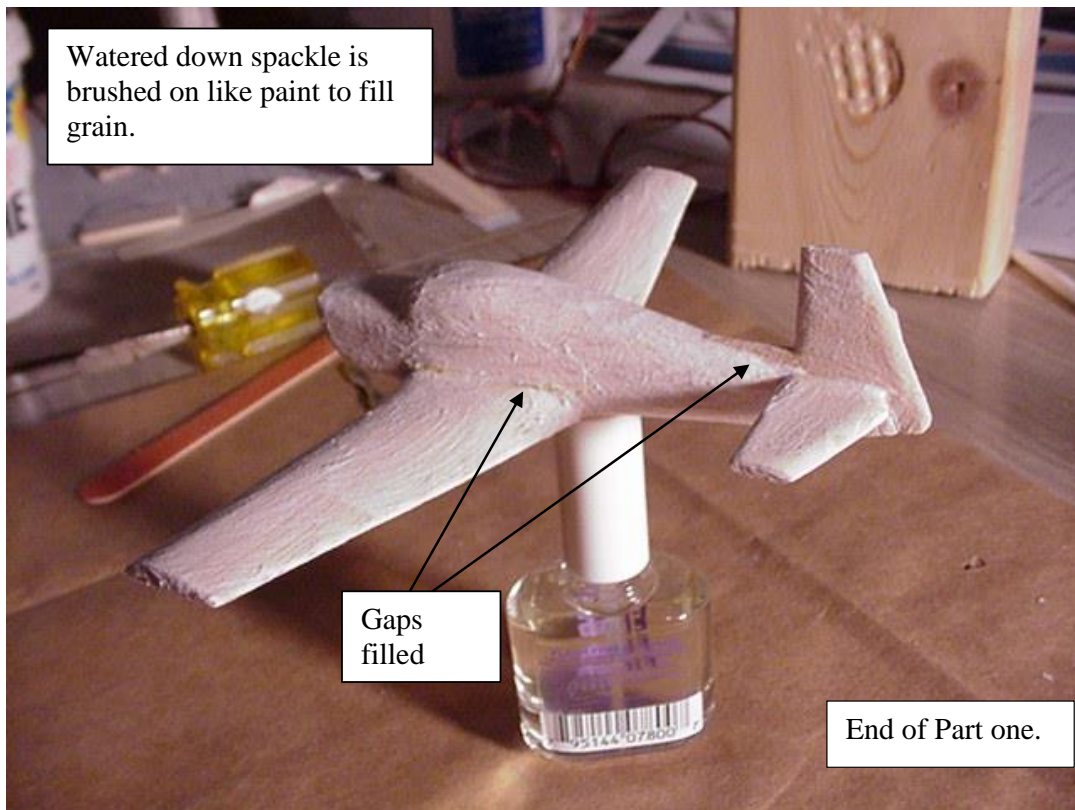


Starting to take shape!









Part two will continued in a future EAA Ch.75 The Landings 2016.

John Riedel. Davenport Iowa



## Oshkosh 2016 is a Few Weeks Away!!

(Continued from page 3)

- Pearl Harbor 75th anniversary commemoration
- 2 Millionth Young Eagle celebration
- WomenVenture Day with keynote speakers, Lt. Cmdr. Megan Flannigan, USN, and Vanessa Christie
- Expanded Aviation Gateway Park featuring the Drone Center/Drone Cage, Innovation Center, and Education and Career Center
- EAA Pilot Proficiency Center with Redbird simulators
- EAA Member Center: **New! Member Pro Shop**
- NASA Self-Flying Aircraft and Electric Propulsion Technology forum
- Valdez STOL demonstrations return
- More than 10,000 airplanes and 2,500 showplanes
- 1,000 forums and hands-on workshops
- Camping – Join 40,000 of your closest friends
- World-class daily air shows, presented by Rockwell Collins
- Concerts, movies, and informative programs



### 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
Mike Nass	563-357-6068	No, Booked	Yes	Yes	Yes	CWI	Owners Plane
Dean Jones	309-752-3841	Yes	Yes	Yes	Yes	DVN MLI	Owners, QC Flying Eagles
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

## For Sale: 1969 Piper 140

**Fellow members:** As you know **John Vahrenwald** recently passed away. Many of you know he owned and flew an excellent Piper Cherokee 140 which he kept up with superb maintenance. It is now FOR SALE. Here are some of the details on the airplane:..

### 1969 PA 28-140

**Total Time: 5647. SMOH 268** by Popular Grove in 2003. **Lycoming 0-320-E2A. MOGAS STC.**

### IFR equipped

- King KX-155
- KN-64 DME
- KT-76A Transponder
- ADF
- Intercom
- New E-04 ELT installed in 2013 and more!

Last annual was May 2013. Compression was 77/78 on all cylinders. The interior is very clean. Paint is excellent with some new sheet metal work. New wing tips. Always hangared. Complete airframe and engine records. Most maintenance was done by the Carver Shop or Straley Aviation prior to that time.

**Serious inquiries may contact Richard Lowe to discuss further details. 563 355-3424.**





## For Sale: 1959 Piper Comanche 180

**BEAUTIFUL IFR COMANCHE 180** • \$39,900 • [www.sustainedflight.com](http://www.sustainedflight.com) for logs and additional pictures Engine 400 hrs Complete overhaul in 2008: PROP 200+ hours new bolts installed 1/2016: Airframe ~6000 Hangered at KDVN Tied Down at KPDK. Constant speed prop, retractable gear: Great handling aircraft very easy to move from high wing to this plane: Easy access to engine compartment: 9.5gph cruise: Annual 5-2015: IFR Cert 8-2015: AVIONICS Rebuilt/Recalibrated 5/2015 Narco MK12D TSO-TKM MX12 King KX78 Transp: ADs Current: Great cross country aircraft: Pilot seat rebuilt 5-2015: 50 gal fuel: Room for negotiations Lets Go for a ride! • Contact [Mark Clark](mailto:Mark.Clark@Continuoustouch.com), Owner - located Atlanta, GA USA • Telephone: 5635086275 . 8772771940 . • [Mark.Clark@Continuoustouch.com](mailto:Mark.Clark@Continuoustouch.com)



**FOR Sale: Waix Kit** partially finished including all control surfaces, tail and main spars. The Waix is the Y tail version of the Sonex. The kit is configured with dual controls, Aerovee engine mount, and conventional, tail dragger gear. The optional configurations could still be changed as these parts are not yet installed. I will include most tools and a 4x12 work bench if so desired. Kit is available for inspection/pick-up in Clinton, IA Asking \$10,000

Contact David Leners at 563-357-5104.



# 1974 C-23 IFR Beechcraft Sundowner **For Sale**



This is an outstanding aircraft, needs nothing, nicest Sundowner you will find. Excellent IFR platform. Exterior is a 9 and interior is a 7. Autopilot with altitude hold. All logs since new all AD's complied with, all equipment manuals included. Last annual and IFR certification completed Dec 2016. Hangered at KMLI.



- 4,200 Hours Total Time
- 500 Hours Since Major Overhaul
- Paint looks great
- ~\$20,000 in electronics above most Sundowners
- UPS SL70 Digital Transponder w/P.A. Display
- UPS SL15 Audio Panel with copilot isolate-music input – 4 place intercom
- UPS SL30 NAV/COM Digital Flip Flop
- TKM 170B NAV/COM Digital Flip Flop
- UPS GX50 IFR GPS – Enroute, Terminal and Approach certified
- UPS Attenuator Panel
- UPS MD-200-306 Localizer / Glideslope / VOR
- TKM Digital Localizer / Glideslope / GPS / VOR
- S-TEC System 30 Autopilot with altitude hold – slaved to everything
- S-TEC DG with heading bug

Sale price \$ 54,900

Contact Nathan 563-940-7293 anytime.

[Skjerseeth@icloud.com](mailto:Skjerseeth@icloud.com)

- AK360 Altitude Encoder
- Electronics International Digital Fuel Functions
- Electronics International Digital EGT / Cylinder Temp
- Electronics International Digital Volts / Amps
- Recent New Sensinich Prop – Balanced
- Electric Trim
- Electric Flaps
- Dual Landing Lights
- Rosen Visors
- Vertical Card Compass
- Tanis Engine Heater
- Custom Cockpit Cover and Engine Blanket included





## 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](http://www.eaa.org/webinars) to view the schedule



Will be at Airventure!!

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. Asking \$4000. Dan Murphy 309-230-2679, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

**For Sale: Lycoming A1A O-360 Narrow Body**  
 I took it out of my Comanche. A/P took it apart, yet he said everything is there. Rear left cylinder failed on me. There was no compression so I took it to an A/P. The A/P took off the front left and rear left cylinders and showed me some cam wear. The A/P

showed me the rear left cylinder had the valve seat coming away from the head. The log book has 1184 hours since complete overhaul on 2-1-93. You can go to <http://www.sustainedflight.com> to pull the logs and pictures. \$4000. I can load it into the Comanche and deliver it to you.

Mark Clark **563-508-6275**  
[Mark.Clark@ContinuousTouch.com](mailto:Mark.Clark@ContinuousTouch.com)

### **For Sale: Wampus Cats Flying Club Share**

Here is your opportunity for very economical flying! Wampus Cats Flying Club has been in existence since the 1950's. We have a well kept 1978 Cessna 152 which was purchased new and has always been hangared at Davenport. It has 5000 airframe hours and 500 SMOH. Monthly dues are \$39.00 and hourly rate is \$50.00 wet. For more information on joining our Club please contact Bernie or Chris Nitz. (309) 798-2011. [bernien@visioncrest.com](mailto:bernien@visioncrest.com) or [cnitz@visioncrest.com](mailto:cnitz@visioncrest.com)



**WANTED:** Looking for a used Sensenich W70DK40, or substitute. It's for an A75 on an Aerona Chief, Champ, Cub, etc.. Thanks, Don Fey [309-781-8397](tel:309-781-8397)

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

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

# Chapter 75 Merchandise Now Available

(from Marty Santic)

As mentioned at the 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](mailto: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/eaachapter75](http://www.cafepress.com/eaachapter75)



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**  
 johnriedel57@gmail.com 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 Advisors**  
**Bernie Nitz**  
 bernien@visioncrest.com 309-787-0813

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

**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 (Chair)**  
 bruesch@mchsi.com 708-341-7083

**Mike Nightingale**  
 csnight@icloud.com 309-798-0028

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

**Cy Galley (Contact Info Above)**  
**Terry Crouch (Contact Info Above)**

**Paul Fisher (Contact Info Above)**  
**Ron Franck (Contact Info Above)**  
**Jim Smith (Contact Info Above)**  
**Bernie Nitz (Contact Info Above)**

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

**Coordinators**  
**OPEN POSITION (Young Eagles Coord.)**  
**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@sbcglocal.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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**Always Remember.....  
The Time Spent Flying is NOT Deducted  
from Your Lifetime!**

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