

# THE LANDINGS

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

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

February 2016

### THE EXPERIMENTAL AIRCRAFT ASSOCIATION



#### From The Desk of the President

Wow, where has January gone. As the years go by, I will be glad to see January leaving so we can get to warmer weather. The older I get the faster I want this frigid weather to go.

Saturday, February 6th is coffee and doughnuts at Jim Goetsch's hanger. See the flyer in this newsletter.

Planning for the B-17 visit is in the initial planning stage. John Reidel and Ralph Stephenson have had initial contact with the media and have received a warm welcome. Appears the news people are as excited to have it back as we are. John, Ralph and Marty Santic met at the Davenport Airport and toured the Carver/ROTC hanger to plan how the new location is going to work. IS TIME to get the chapter members involved as planning this event and conducting this event will take quite a few volunteers. **Please call John Riedel and tell him YOU are willing to assist. Publicity MUST BEGIN now and John is looking for someone to help in this area NOW!** Please contact John at [johnriedel57@gmail.com](mailto:johnriedel57@gmail.com) or call him at 563-209-6005.

Our Air Academy candidate Jacob Ott, is coming to the February meeting to give us a report, it's good to hear what the candidates learned while there.

In the interest of keeping our young eagles safe, the EAA has come up with a plan to do background checks on ALL volunteer pilots. Most pilots don't mind signing up and being registered, the push back is coming from the background checks. Not because we are afraid of what they will find but the manner the EAA has chosen to implement this new program. With today's daily accounts of identity fraud, our pilots are concerned about sending in our personal info over the Web, and what happens to this information when it gets to the independent contractor conducting the checks. The beginning of the end of the Young Eagle program? We'll see what the EAA does to alleviate these fears. See the EAA Forums for more.

The EAA is also proposing that this same check will be required for anyone that participates in any event involving youth, such as our Aviation Day with the scouts.

We'll that's it for me, I'll see you at the monthly meeting. -Jerry

#### Last Months Meeting Program Richard Lowe - Ottumwa Airfield



**Next Meeting - Saturday, February 13th, 7 PM - Ron Franck - UAVs**  
**[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)**

## February 13th Chapter Meeting

The February Chapter Meeting will be held on **Saturday, February 13th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

**The program for the February meeting will be a presentation by Ron Franck on UAVs and how they may affect you as a GA pilot.**

**Bring a friend. Bring a future chapter member!!**

## January Board of Directors Meeting Minutes

**CALL TO ORDER:** The meeting was called to order by chapter President Jerry Coussens at 5:54 pm.

**MEMBERS PRESENT:** Jerry Coussens, Ron Frank, George Bedeian, Ed Leahy, George Bedeian, Paul Fisher, Wayne Sapp, Nick Anagnos and John Reidel

**THOSE NOT PRESENT:** Dave Jacobsen

**OTHERS PRESENT:** Jim Smith, Mike Nightingale and Tom Shelton

**TREASURERS REPORT:** The treasurer's report was read by Paul Fisher. A motion to accept the treasurer's report was made by Ron Franck and seconded by Wayne Sapp, Board approval was unanimous.

**APPROVAL OF MEETING MINUTES:** Motion to approve as published in the last newsletter was made by Paul Fisher; the motion was seconded by George Bedeian. Approval by the board was unanimous.

**OLD BUSINESS:** Jerry Coussens has sent in this year's chapter renewal forms to EAA headquarters.

Jim Goetsch will host this February's first Coffee & Doughnuts at his maintenance hangar.

The Flutter Bug project and its legal implications were discussed. Ron Franck offered to store it in his hangar. After the offer, the board made a decision to move it to Ron Franck's hangar at the Kewanee airport.

**NEW BUSINESS:** Ron Franck made a suggestion to only send two kids to Air Academy instead of three. This would be to help insure that we would

have more funds available in the High flight fund, for future kids to attend Air Academy. Also we talked about having the kid's pay 20 percent of the tuition and the chapter pays the other 80 percent.

Ron Franck made a motion to have our Air Academy participants pay 20 percent of their tuition. The other 80 percent would be paid by our chapter through the High Flight Fund. Ed Leahy seconded the motion. The motion was passed with the stipulation of further discussion at a later date.

Ron Franck made a motion to send only two kids to Air Academy instead of three. The reason would be to save money in the High Flight Fund for future Air Academy attendees. After a brief discussion it was decided to consult with Tim Toal, our Air Academy advisor, for further review.

Wayne Sapp suggested the possibility of chapter 111 in Muscatine to merge with our chapter. Wayne said he would bring this suggestion to the membership at their next meeting.

A dues increase was discussed. The board decided to look at this option later this year.

John Reidel told the board that the B-17 will arrive at the Davenport airport on April 27<sup>th</sup> and be here till May 2<sup>nd</sup>. We will hangar it in the Civil Air Patrol hangar, on the south side of the Carver Aero complex.

Ed Leahy made a motion for John Reidel to use up to \$1,500.00 of chapter funds for startup use for this event. The motion was seconded by Wayne Sapp and approved by the board.

**Motion to adjourn:** A motion to adjourn the meeting was made by Ron Franck, and was seconded by Ed Leahy. The meeting was adjourned at 6:59 PM.

**Submitted by Vahan George Bedeian, Secretary**

## 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!**

## January General Membership Meeting Minutes

**CALL TO ORDER:** The meeting was called to order at 7:07 PM by Chapter President Jerry Coussens

**VISITORS AND NEW MEMBERS:** Visitor, Mike Cox of Davenport

**MEMBERS & VISITORS PRESENT INCLUDING PROGRAM PRESENTER:** 28

**TREASURERS REPORT:** The report was read to the chapter by chapter treasurer Paul Fisher, and was approved at the Board of Director's meeting earlier in the evening.

**TOOL LIBRARY:** Ron Franck donated a two ton auto floor jack for chapter use at the Repair Barn during AirVenture.

**TECH COUNSELOR:** Nothing to report

**FLIGHT ADVISOR REPORT:** Nothing to report

**REPAIR BARN:** Nothing to report

**YOUNG EAGLES:** Nothing to report

**PROGRAM COODINATOR:** Ron Ehrecke told the chapter that next month's evening program will be presented by Ron Franck. The subject will be Unmanned Aerial Vehicles registration.

**AIR ACADEMY ADVISOR:** Nothing to report

**MEMBERSHIP COORDINATOR:** Nothing to report

**ACTIVITIES / FLY-IN/OUT COORDINATION:** Nothing to report

**NEWSLETTER EDITOR:** Marty Santic thanked everyone for their contributions, photos and links for the newsletter and is always looking for more input.

**WEB EDITOR:** Nothing to report

**OLD BUSINESS:** The Flutter Bug project was discussed. A motion to part it out was made by Mike Nightingale. Nick Anagnos seconded the motion. The motion was passed by the membership.

Nick Anagnos and Jim Smith will head a committee to part out the Flutter Bug and will report their results to the board.

**NEW BUSINESS:** John Reidel notified the chapter that the EAA B-17 Aluminum Overcast will arrive at the Davenport airport on April 27<sup>th</sup> and depart on May 5<sup>th</sup> 2016. Chapter president Jerry Coussens asked the chapter members for volunteers to help out in this event. We will need help in every aspect the tour stop, everything from ground support to promotions. Please contact John Reidel if you can help and when.

Tom Shelton talked about the work party that chapter members participated in last month at Oshkosh. The group worked on the Ford Tri Motor, the B-25 and the B-17 turbocharger. The next work party will possibly be February 6<sup>th</sup> or the 13<sup>th</sup> and then maybe March 12<sup>th</sup> or the 19<sup>th</sup>, 2016. Tom also mentioned that a group size of 6 to 8 people works just fine.

Chapter Vice President Ron Franck thanked outgoing chapter leaders Jim Smith, Mike Nass, Tom Shelton and Ron Ehrecke for their service to the chapter these past years.

**GENERAL DISCUSSION:** Nick Anagnos has been refurbishing a Piper Cherokee. He has been installing new sidewall insulation and has started and ran the engine.

Ed Leahy has made progress on his 1958 Tri Pacer training.

Jerry Coussens is in the process converting his Lancair to an all-electric panel. He is installing a Dynon D-100 and other electrical instruments.

**MOTION TO ADJOURN:** A motion to adjourn the meeting was made by Nick Anagnos and was seconded by Greg Klema. The meeting was adjourned at 7:59 P.M.

**THE EVENING PROGRAM:** was presented by Richard Lowe. The subject was the book Carrier on the Prairie. He gave a nice program and went into great detail on the Naval Air Station located at Ottumwa, Iowa during World War II

**These minutes respectively submitted by Vahan G. Bedeian, Recording Secretary.**

## Another Work Weekend in Oshkosh at the Weeks Hangar is Being Scheduled (from Tom Shelton)

EAA Weeks Hangar Work Weekend potential dates are as follows:

February 6-7 and February 13-14  
March 12-13 and March 19-20

On our first volunteer weekend, we left the Quad Cities at noon on Friday, worked Saturday and Sunday morning before leaving OSH at noon on Sunday. Housing is provided. Lunches are provided. Six to eight volunteers seems to be the optimum group size for the EAA. We worked hard and had a lot of fun.

Please call or email Tom Shelton if you are interested in volunteering on any of these weekends. 563-468-9039 or e-mail me at [tshelton72@gmail.com](mailto:tshelton72@gmail.com)

## Chapter Leadership Transition Meeting Minutes

**This special meeting was held on Tuesday January 5<sup>th</sup> 2016 at the Carver Aero conference room at the Davenport Airport in Davenport, Iowa.**

The meeting was called to order by outgoing chapter president Jim Smith at 6:00PM.

Those present were Jerry Coussens, Jim Smith, Mike Nass, Ron Franck, George Bedeian, Paul Fisher, David Jacobsen, Marty Santic, Nick Anagnos, Tom Shelton, John Riedel, Ed Leahy, Wayne Sapp, John Vahrenwald and Tim Toal. Those not present Cy Galley.

**At the beginning of the meeting, Jim Smith handed out to those present, each a copy of these handouts. They were as follows.**

Chapter Bylaws Article XII. Items 1 through 5, Transfer of leadership.

A transition meeting handout with files A through V to be discussed at the meeting.

Emergency Aircraft Repair Barn Guide lines and procedures draft # 8.

EAA Chapter 75 Operations Manual.  
New Member Retention and assimilation discussion handout.



Chapter 75 listing of keys for Hangars H storage room and Hangars B storage rooms and key holding members.

Chapter 75 small tools and large equipment, and their locations and other miscellaneous items.

A list of key dates, and to do items on a yearly, monthly and individual basis and other activities.

A list of insurance needs and contact person and their phone numbers at Oshkosh.

**Jim Smith explained in detail, the items in transition meeting files A through V and talked about article XII items 1 – 5 in the Bylaws and made sure that all areas were covered.**

**Below are some of the highlights of items from the above handouts and lists that were discussed.**

- From the original three ring charter binder Jim talked about charter items in detail and Key dates on chapter activities such as annual, monthly and individual events.
- Insurance needs for chapter events and recurring events and monthly meetings were discussed.
- Tool protocol and inventory of media items such as projectors, video tapes, and magazines to be inventoried was talked about.
- A discussion on what to do with the Flutter Bug, and its storage.
- Chapter keys and their locations for storage hangars and tools and which members will have them were discussed. John Bruesch will have the tool room keys.
- Jim Smith had three signed copies of the complete Bylaws. He gave a copy of each to George Bedeian, Chapter Secretary, Paul Fisher, Chapter Treasurer and Jerry Coussens Chapter President.

*(Continued on page 15)*



## Wallace Field - The FIRST Airport in the Quad Cities (by Marty Santic)

*Many are aware of the Davenport Airport and Franning's Field also known as Campbell/DeShepper Airport and later renamed Moline Airport (1922). Many are aware of Cram Field which predated the Davenport Airport. Many are aware of the Angoair Airport which was located near 18th Street and Spruce Hills Drive in Bettendorf which predated Cram Field.*

**But few are aware of the FIRST airport in the Quad Cities area which predated all.** Wallace Field was opened in 1919 just east of the Bettendorf city proper. It was located along the river where the Standard Oil fuel storage tanks currently reside. Established on a 117 acre parcel of land, their flight school was very popular and was where many Quad City citizens had their first airplane rides and later obtained their pilot's license. Wallace operated Wallace Field, a full-service airport east of downtown Bettendorf, between the Mississippi River and State Street. With seven hangars, an office, a workshop, fueling stations and aircraft parts sales, Wallace Field had all the amenities of a big city airport.

Among those learning to fly at Wallace Field was Don Luscombe, who conceived the idea for the Monocoupe. Joining forces with Clayton Folkerts, he built the enclosed cockpit plane in a building that still stands in downtown Bettendorf. Production later was moved to the Velie Motor Co.

The brothers also provided aircraft sales and repair services for several makes and models.

Air strips in the Quad Cities have included: Wallace Flying Field, operated by Frank Wallace in Bettendorf; Cram Field near Division Street in Davenport, named for Ralph Cram, a newspaper editor who learned how to fly at age 62; Franning's Field in Moline, also known as Campbell/DeShepper Airport and later renamed Moline Airport; and the Davenport Airport at Mt. Joy.

**So I decided to do a bit of research on Wallace Field and the Wallace brothers and share.**

**The BRIERLY SCHOOL of FLIGHT**  
**Wallace Field Bettendorf, Iowa**  
 Ten hours Gosport training, primary acrobatics included, a license guaranteed. Classes start May 1st. Write now for particulars.



From 1919 to 1936, Wallace Field was home to many aircraft, both recreational and commercial. Airshows were popular in the 1920s, and pilots in need of repairs on their aircraft kept the Wallace mechanics busy. After the field closed, these hangars were converted to storage facilities for boats, until the 1950s when a wind-storm literally blew them away. Frank Wallace still living on the field at that time, commented wryly, "There go a lot of memories."

**WALLACE FIELD BETTENDORF, IA.**

**THE IOWA FLYING SCHOOL**  
 ESTABLISHED MAY, 1919

OFFERS

**THE BEST FLYING COURSE MONEY WILL BUY**

Lowest prices on new and rebuilt Canucks, JN4D's, JN4H's, New Hammondsport OX5 motors in original crates. Write for information.



1919 - Freddie Carlson standing next to 2-passenger biplane with number "6" on side. His arm is resting on the cockpit. Ralph Cram, wearing suit and flying cap and goggles, standing nearby. A tree and a building in the background. Photograph probably taken at Wallace Field, Bettendorf, Iowa. From the Putnam.

## Wallace Field - As Shown on a 1924 Aeronautical Strip Chart



Location of Wallace Field - Just East of the City of Bettendorf on the Mississippi River - **From the Library of Congress** - Aeronautical Strip Map No. 9, dated 1924, that shows the area from Chicago, Illinois to Iowa City, Iowa. Note another airport just north of Maysville near Plainview. The same strip map also shows an airport near the city of Clinton. The wagon wheel mark... indicates an Army Airstrip - Most likely due to Wallace Field being an Army/US Mail airstrip.



Current Image of the Area East of Bettendorf Showing the Oil Storage Tanks Where Wallace Field was Located



## Fred M. Wallace & Frank C. Wallace

*From the Iowa Aviation Museum – Greenfield Municipal Airport*

Fred M. Wallace was born Jul 4th, 1900 in Davenport, Iowa.

In 1919, he and brother Frank formed the Wallace Brothers Aero Company and established Wallace Field, the first airport in Bettendorf. The brothers provided flight instruction, including aerobatics, and gave rides. Fred traveled around eastern Iowa promoting aviation. The brothers also provided sales and service of several aircraft models.

Built on Wallace Field, the monocoupe was the first single-wing, enclosed cockpit airplane. Fred was instrumental in the design of its wing.

In 1922, Fred was commissioned a Second Lieutenant in the Air Service of the United States Army Officers Reserve Corps.

After WWII Frank and Fred purchased the rights to a biplane called the Blackhawk, from the Davenport Manufacturing company; built, flew and sold several before discontinuing operations.

Fred Wallace passed away in 1974.



Fred M. Wallace

PAGE 1 UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE REGULATED BRANCH RN		POINT AB-54 LICENSE NO. 705	PAGE 2								
PRIVATE PILOT'S LICENSE Issued to: FRANK C WALLACE Date issued: OCTOBER 1 1930		This Private Pilot's License expires <b>OCTOBER 15 1931</b> Unless extended below by proper endorsement of a duly authorized inspector of the Department of Commerce.									
	Age	42	<table border="1"> <thead> <tr> <th colspan="2">LICENSE RENEWALS</th> </tr> <tr> <th>INSPECTOR'S ENDORSEMENT</th> <th>EXPIRATION DATE</th> </tr> </thead> <tbody> <tr> <td><i>R. S. Stephens</i></td> <td><i>Oct. 15-31</i></td> </tr> <tr> <td><i>R. S. Stephens</i></td> <td><i>10-15-33</i></td> </tr> </tbody> </table>	LICENSE RENEWALS		INSPECTOR'S ENDORSEMENT	EXPIRATION DATE	<i>R. S. Stephens</i>	<i>Oct. 15-31</i>	<i>R. S. Stephens</i>	<i>10-15-33</i>
	LICENSE RENEWALS										
	INSPECTOR'S ENDORSEMENT	EXPIRATION DATE									
	<i>R. S. Stephens</i>	<i>Oct. 15-31</i>									
	<i>R. S. Stephens</i>	<i>10-15-33</i>									
Weight	176										
Height	6'										
Color hair	BLACK										
Color eyes	BROWN										
PILOT'S SIGNATURE											
<p>This Certifies, That the pilot whose photograph and signature appear hereon is a Private Pilot of "Aircraft of the United States". The holder may pilot all types of licensed aircraft, but may not for hire, transport persons or property, nor give piloting instruction to students. Unless sooner assented, this license expires as indicated on page 2.</p>											
<p><i>Lawrence A. Young</i></p>		<p>NOTE: All provisions of the Air Commerce Regulations are made a part of the terms hereof as though written herein.</p>									
REGULATORY SECRETARY OF COMMERCE FOR AERONAUTICS											



From the Putnam Museum Collection - WWI spud, [ ca. 1930 ]

View of bi-plane (WWI spud ) on a grass field. Plane labeled "Cit" on side and tail. Tree line in background. Photo is captioned "Cit, F.M. Wallace, Lt. US Air Service, traveling exclusively by air"



Putnam Museum of History and Natural Science

Wallace's Plane on Wallace Field

## Lighting the Way for Modern Aviation at Wallace Field

(from the Quad City Times, May 23, 1999 by Mary Louise Speer)

*Editor's Note: Seven years before Charles A. Lindbergh made his New York-to-Paris flight, aviation was taking off at Bettendorf's Wallace Field. Here is a look at a long gone cornerstone of aviation.*

Nearly 80 years ago, a dark-haired young pilot named Frank Wallace found a spot where he and other Quad City aviators could take off and land safely in their bi-winged Curtiss JN "Jennies" and other "aeroplanes."

The flat grassy tract between the Mississippi River and State Street east of downtown Bettendorf, he reasoned was superior to the dirt strip surrounded by hazardous trees at Davenport's Suburban Island, now Credit Island where the early birdmen first tested their wings.

Others agreed. On December 22, 1919, the Davenport Democrat and Leader announced Bettendorf was getting a big airfield and flying school.

It was named Wallace Field.

Today, the spot where Frank Wallace and other fliers showed courage, skill and ingenuity is not recognizable as an airport. Petroleum tank farms, businesses and a few homes stand at what is the birthplace of modern aviation in eastern Iowa.

Wallace Field was a full service general aviation facility. It offered fuel, maintenance, airplane rides and flying lessons. Mail was flown to Wallace Field, which was part of the U.S. Army Airways System for many years.

Other attractions were airshows, the first of which was held in late spring of 1920.

At the first show, people lined the field to watch Frank and his younger brother, Fred - wearing goggles, fur lined helmets participating in aerial derring-do. Also entertaining the crowd were parachutist Joe Smith and Al Lilley, who climbed from one plane into another while in mid-air.

Aviation in the years before Charles A. Lindbergh's New York-to-Pairs flight wasn't the safest occupation. Planes using Wallace Field often conked out, forcing pilots to ditch in the river.

Frank Wallace was seriously injured while giving flying lessons to Edwin Bettendorf in late 1920. The

plane, flying at 4,500 feet went into a spin and crashed.

Suffering a broken leg and other injuries, Wallace told a reporter: "The accident simply shows you can fall from a long way up in the air and live to try it again.

By 1924, Wallace Field sported seven hangars, an office, a workshop, aircraft parts sales and two fueling stations. Newspaper headlines that year blared the news of an eloping couple taking off from the field and Glen Romkey landing a seaplane on the river.

In 1926, Frank Wallace gave flying lessons to a young Davenport named Don Luscombe, who didn't like wind in his face but loved flying.

After losing his first airplane in the Mississippi River, Luscombe envisioned the "perfect" small airplane. It would have an enclosed cockpit, where pilot and passenger could



chat without fighting the roar of the wind. They also could smoke cigarettes and wore straw hats.

His sketch of such the airplane excited Frank Wallace, who provided space to set up a mock-up. Central States Aero Co. was organized in Oct. 1928, and Clayton Folkerts, a Dubuque, Iowa mechanic, was hired to build what became known as the Monocoupe. (A monocoupe hangs in the passenger terminal of the Quad City International Airport.)

The original Monocoupe was a small apple-green plane featuring a single overhead wing designed by Fred Wallace. After it passes its initial test flight at the Quad City International airport, orders poured in. Production was moved from Wallace Field to a tabernacle building formerly used by the Bettendorf Presbyterian Church.

Wallace Field closed in 1936, the victim of financial problems and lack of room for expansion. The hangars, used in later years by the Bettendorf Boating Club were blown away by a gale in the late 1950s.

Living on Pointe Mississippi, at the time, Frank Wallace watched them go. "There go a lot of memories," he commented wryly.



## Air of History

(from the Quad City Times, June 19, 2001 by Mary Louise Speer)

This weekend's Quad-City Air Show will fill the sky with precision aerobatic teams such as the Blue Angels, the West Coast A-10 Demo Team, the Silent Wings glider act and more.

And enthralled spectators will watch in wide-eyed wonder just as their parents and grandparents did at local air shows of the past.

Imagine yourself back in the early 1900's, a time when airplanes were little more than stick structures powered by an engine. Flash back to a time in the early 1920's when folks headed out to east Bettendorf to watch aerial shows at Wallace Airfield. Imagine the thrill of having the shadow of the Graf Zeppelin touch you as the great dirigible drifted over Davenport in 1929. Brave the winter's chill with the determined folks awaiting the landing of the first mail plane at Davenport's Cram Field in 1934.

Most folks living in Davenport, Rock Island, Moline or Bettendorf in 1910 only knew about aviation through garish descriptions in the local newspapers or images on a flickering movie screen.

Eugene R. Ely, a Davenport native, became part of the aviation craze. He taught himself how to fly and was later hired by aviation manufacturer, Glenn Curtiss, as part of the Curtiss aerial flying team. Ely brought his "aeroplane," as the early aircraft were called, to the Rock Island Exposition in September, 1910. His first attempt to take off was a failure. The second ended in a crash.

A crowd of people waited tense and expectant as Ely and his crew worked frantically to repair the craft. At 5 p.m., there were sighs of relief as Ely announced he was ready to try again.

His crew towed the plane out of the tent and readied it for take-off. Those watching must have wondered if the aeroplane would fly this time.

A few seconds later, their musings were answered. One newspaper account described the scene as the "machine rose gracefully" in the air. The crowd cheered and Ely acknowledged their cheers with a wave of his cap.

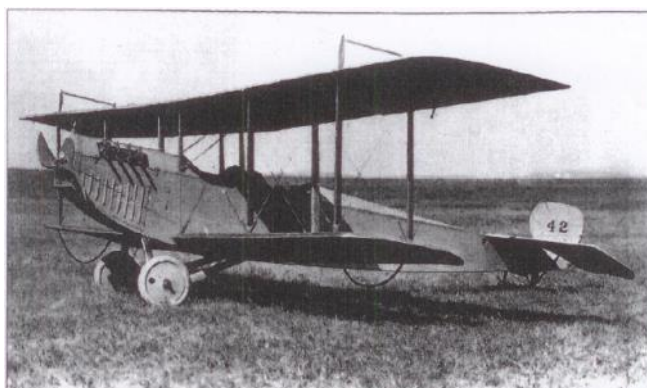
The machine landed in the same spot where it had started, and the appreciative crowds swamped the pilot.

Two months later Ely became the first flier to successfully land on the plank decking of a warship. Tragically, his life ended a year later when he failed to pull out of a dive.

Aviation had become part of the Quad-Cities and despite Ely's death, it would continue.

### Come to Wallace Field

Included in the crowd who watched Ely's Rock Island flight were two brothers named Frank and Fred Wallace. Later during the Exposition, they paid a dime for the privilege of getting their photographs taken in Ely's craft. No doubt, both young men imagined themselves in Ely's place, soaring through the clouds. Years later, their dream came true. Late in 1919, Davenport Democrat headlines proclaimed Bettendorf would soon get a flying field operated by the Wallace brothers.



Many of the Wallace's aircraft like this Curtiss Jenny were powered by the Curtiss V-style OX-5 and similar engines. The Wallace's installed new factory engines for their customers, promising either to sell the old engine for the aircraft owner or purchase and rebuild it for their own training aircraft. Frank Wallace later helped design and build the Monocoupe with Clayton Folkerts and Don Luscombe eventually moving that operation across the river to Moline. Photo from the Antique Aircraft Association.

Frank held a number of Sunday afternoon air shows during the first year of the field's operation. He and his brother wearing leather jackets, fur-lined helmets and goggles cut a dramatic appearance as they strode across the field and climbed into their aeroplanes. The show included a number of aerial high jinks. Parachutist Joe Smith from West Davenport made people gasp when they saw him deliberately step off Fred Wallace's plane.

Al Lilley, a Bettendorf resident, scared the crowd

*(Continued on page 10)*

## Air of History (from the Quad City Times)

*(Continued from page 9)*

when he changed planes in mid-air. Frank and Fred maneuvered their aircraft wing-to-wing so Lilley could make the transfer. Lilley was also a wing-walker who climaxed his act by dropping a baseball onto the Bettendorf ball diamond.

The field was also visited by a number of barnstormers, including Frenchy LePettit, who might be persuaded to put on their own impromptu shows.

### Graf Zeppelin comes to town

In Aug. 1929, Davenporters watched an aerial show with a German touch when the Graf Zeppelin dirigible flew over Davenport.

The appearance in Davenport was part of a world wide tour for the great air ship and its commander, Dr. Hugo Eckner. Bells, whistles and shouts heralded the appearance at 2 p.m. A story in the Davenport Democrat described the Graf as "a great silver cigar against the greyish sky."

## Book Review - Bettendorf, Iowa The First Century (John Willard - QC Times)

*The book contains an entire chapter devoted to the Wallace brothers and Wallace airport. The book is available in the Bettendorf and Davenport library.*

When the city of Bettendorf began planning its centennial celebration, mayor Ann Hutchinson suggested that a "coffee table" book about the city might be a good project.

Three years later, such a book is out, although "buffet table" is a better adjective to describe what is a veritable feast of photos, illustrations, maps and text chronicling the first 100 years of the fast-growing Scott County community.

Entitled "Bettendorf: The First Century, 1903-2003," the indexed, 258-page book covers the grand sweep of the city's development from the native Americans and early settlers who roamed the region in the 19th century to the people who are making headlines today.

Readers meet Elias Gilbert, who first platted a town on the site of present day Bettendorf in 1856.

They learn of the city's links to Dred Scott, the fa-

Quad-City Times columnist Bill Wundram watched the dirigible pass overhead from the backyard of his home at 2041 W. 5th St. He was 5 then and remembers being lifted up on his father's shoulders to better view the event.

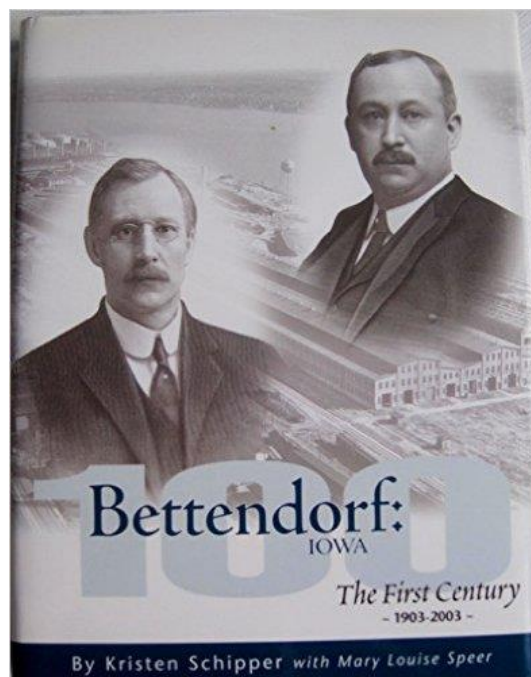
"I was so excited, I wet my pants," Bill said.

### Neither snow nor cold

Air-mail delivery swooped into Davenport's Cram Field with a chilly flourish on Feb. 19, 1934. A Davenport Democrat account said over 2,000 people watched Lt. Herman A. Schmid land the first mail plane, an open-cockpit Curtis-Shrike A-12 attack plane.

Schmid's landing was highlighted by a "blue-white light" measuring 800 million candle-power. The welcoming party included then-Postmaster Charles S. Lewis who handed over a well-filled sack of mail.

Time has not dulled people's interest in aviation. This weekend, people will continue to show their interest with applause, gasps and awe.



mous slave who figured in a celebrated court case that helped precipitate the Civil War. They get to know the brothers William and Joseph Bettendorf, visit their mansions and check out their sprawling factory that made railroad car parts and provided the foundation for the modern city that bears their name.

The book is rich in its coverage of people. Biograph-

*(Continued on page 11)*

## Jets (by Richard Lowe)

I am by no means a very experienced airline employee, but as a retirement job, I did spend over five years as a ramp service agent. I worked for a company which operated as an express carrier for TWA. We were called Trans World Express or TWE. You had to look close to see that we were not TWA employees as our uniforms were the same as the trunk carrier used for their employees.

In addition to doing ramp service for our airplanes, all turbo props at the time, we did ramp service for the TWA flights and we refueled all of the airliners that served Quad Cities International (MLI) at Moline. Ramp service included parking, power up, unloading and reloading bags, mail and air freight. We serviced the lavs and did the cabin cleaning also. We also did the de-icing in the winter months. We directed the planes out of the gate when they were ready to fly. Several of us were also qualified to refuel airliners, so we spent some time on a fuel truck doing our planes and those of the other carriers. I was probably qualified to do about ten different airliners.

One of the best planes I think that was ever put into service was the Douglas DC-9 family. The planes came shortly after the Boeing 707 and Douglas DC-8's were put into service. About the mid 1960's, Boeing came out with the B-727 and Douglas followed with the DC-9. The DC-9 had a lot of thought put into it when it was designed. Used for smaller stations to feed the bigger ones (the hub system was not implemented yet), the plane had features which made it able to respond to situations which allowed the operator to keep going where earlier, certain problems would have resulted in flights being cancelled.

The plane had built in air stairs which allowed loading and unloading of passengers without the use of a jet way or rolling air stair. The plane sat close to the ramp, so you did not need a belt loader to work the cargo. The forward cargo door was large enough to load a casket. The plane had an APU so no ground power was needed to start the engines. If the APU was down, you could use ground power and then feed a large volume of low pressure air into the plane from a bottle to turn the turbines for a start. If the ground air bottle was not available, you could hook a hose to the plane from another DC-9 and use its air to start the engines on the dead plane. If a generator was down on one of the engines, you could run the APU in flight and still be able to fly the plane to a larger station where maintenance was available.

If the fuel gauges did not work, you could use built in dip sticks to determine quantity in the tank and then



compute the upload in gallons to get the plane out of the gate on time. If the whole system was down, you could fuel over the wing. By turning the nose wheel tiller, you could lift one of the nose wheel tires off the ramp and change it without having to use a jack. The plane seemed to go on forever. In 1969, I took a photo of Ozark 169 at Sioux Falls when my brother came home from the Army.

Little did I realize that I would be pumping fuel into it twenty-five years later when it was in the colors of TWA, still earning its keep on the line. The DC-9 evolved into the larger MD-80 series and the B-717 was a later generation also. The Air Force used them as the C-9 Nightingale for medium range medical evacuation flights. In the earlier planes, about 100 folks could get a comfortable ride, lots of leg room and a full meal. Those days are gone also.

## Book Review - Bettendorf, Iowa The First Century (cont.)

*(Continued from page 10)*

ical sketches and photos of all 17 Bettendorf mayors, a section on the old "Holy City" Mexican ghetto, a spread on onion farmers and close-ups of such personalities as professional golfer Jack Fleck, aviator **Frank Wallace**, restaurateur Harold Ross and political candidate Joseph Haber all make history come alive.

Organized into easy-to-read sections, the book invites both casual browsing and serious study. All Quad-Citians should take delight in what they find.

The book contains many photos of local landmarks in and around the city of Bettendorf.

The book was published by the heritage subcommittee of the Bettendorf Centennial Committee and written by Kristen Schipper, with Mary Louise Speer.

**If you like local history, this book is for YOU!**



## Front Gear Repair on the Lancair

(from Jerry Coussens)

Here are my pictures of front gear repair.

Last summer while doing a preflight, I noticed the bracket was pulling through fiberglass on my nose gear, I installed washers on them and headed to Oshkosh. My thoughts were, over the years the fiberglass has become fatigued.

Two weeks ago I was inspecting my plane and noticed the nose gear door bracket had pulled through again. So I cut out the bad area and reinforced the layers of fiberglass both sides. Painted finish coat ready to install. Before installing I went back to the manual to check on the retract system. I had forgotten there is a tube that fits over the cylinder and stops the retract at the right time so it is not pulling up on the fiberglass door all the time.

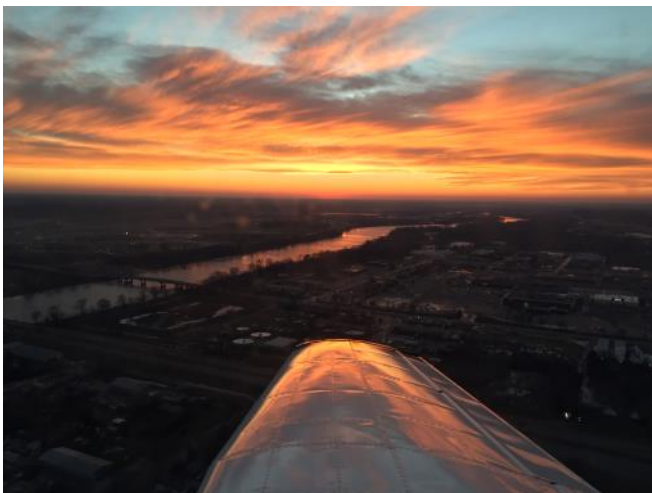
OK, over the years I have let the adjustment get out of wack and now it has damaged the door. Armed with this information I installed the door, adjusted it so it would bottom out the same time the door bottomed out. All good and ready to go, but to be on the safe side I jacked up the plane and cycled the gear. My door remained open a half inch. I removed the tire from fork and the door closed correctly.

Knowing it was the tire I got out the hole saw and drilled holes so I could see the problem. Once the door cleared the tire I hot glued foam in the opening and shaped another blister. I laid three layers of fiberglass over foam. After it hardened I dug out the foam and smoothed area with micoballoons (tiny glass bubbles used for lite weigh filler in resin). Laid two layers on inside, when hard I used micro to fill and smooth for paint.

Installed on plane and everything seems to be working great, ready for another 1000 hrs. of flying.



## Member Photos



Send your photos for ALL to enjoy!!



## **New Rules for Student Pilots** (from Tim Leinbach)

Under a new rule released by the FAA, student pilots will no longer get their student pilot certificate from an aviation medical examiner. Instead, they can apply in person at a FSDO, through a designated pilot examiner, with a Part 141 flight school, or a CFI. The TSA will vet the application, and then a plastic certificate will be sent to the student by the Civil Aviation Registry. Earlier proposals to charge a \$22 fee and require a photo have been withdrawn. Student pilots still will have to visit an AME to acquire a separate medical certificate. The new rule takes effect April 1.

The FAA says it has another NPRM in the works that would require all pilot certificates to be resistant to tampering, alteration, and counterfeiting, and to include a photograph and "biometric information."

## **RC Flying, Drones and UAVs New Rules** (from Ron Franck)

*Editors Note: Ron Franck will have much more on this subject at the February chapter meeting.*

A lot of homebuilders are also involved with RC flying. Thought this might go into the next newsletter.

If you own a drone, you must register it with the Federal Aviation Administration's Unmanned Aircraft System (UAS) registry. A federal law effective December 21, 2015 requires unmanned aircraft registration, and you are subject to civil and criminal penalties if you do not register.

### **Do I need to register my hobby RC airplanes or "toy" quadcopters?**

Yes. "Registration is a statutory requirement that applies to all aircraft. Under this rule, any owner of a small UAS who has previously operated an unmanned aircraft exclusively as a model aircraft prior to December 21, 2015, must register no later than February 19, 2016."

Any aircraft over 0.55 pounds and under 55 pounds qualifies and must be registered.

### **Do I have to register each of my RC aircraft separately?**

No. For those of you who have dozen's of aircraft, you register once as a pilot you will receive a registration number that must be displayed on all of your aircraft. As a pilot you will need to give your name, home address and email address.



### **Does it cost?**

Yes and no. There will be a \$5 fee for registering that is good for 3 years. However as a big 30 day push from (from Dec. 21, 2015 to Jan 20, 2016) to get as many people as possible registered they will be "refunding" the \$5 to anyone who registers in this time frame.

### **Well what if I don't?**

"Failure to register an aircraft may result in regulatory and criminal sanctions. The FAA may assess civil penalties up to \$27,500. Criminal penalties include fines of up to \$250,000 and/or imprisonment for up to three years."

### **Why is the FAA doing this now?**

"We expect hundreds of thousands of model unmanned aircraft will be purchased this holiday season," said FAA Administrator Huerta. "Registration gives us the opportunity to educate these new airspace users before they fly so they know the airspace rules and understand they are accountable to the public for flying responsibly."

### **My Thoughts**

There is obviously going to be some chaos with supposedly a million drones being sold this holiday season. However something that drone registration doesn't prevent is people doing really dumb things with their RC aircraft. All it does is mildly increases the chance of identifying and prosecuting someone who isn't aware of or doesn't care about the rules that keeps everyone safe. I personally will be registering my aircraft when the registration site becomes available but like most other people who will be quick to register, I am one of the least likely offenders of established rules.

Though registration is one way to increase accountability, education is a better way to increase pilot competency. We hope to continue to educate the ever growing number of RC enthusiasts and hope we can keep counting on you guys to share the information.

See more at: <http://flitetest.com/articles/faa-rc-registration-faq#sthash.xsSBzWgt.dpuf>



## Chapter Leadership Transition Meeting Minutes (cont.)

(Continued from page 4)

- Jim Smith gave George Bedeian, Chapter Secretary, a copy of the original Chapter 75 Charter Certificate dated October first, 1959.
- Jim Smith gave George Bedeian, Chapter Secretary, copies of the written agreement for the free use of Airport hangars from the city of Davenport for chapter use such as storage for chapter tools.
- Paul Fisher clarified our tax status for meeting attendees, on our federal nonprofit status.
- Jim Smith and Marty Santic will send out three printed copies of the Chapter monthly newsletter. The rest will be sent out electronically to all members with current e-mail addresses.
- Jim Smith has kept back newsletters for historical reasons and are available for chapter member's use.
- Repair Barn tools and guidelines were discussed.
- Tim Toal reported that all three air academy attendee's payments and applications have been sent to Oshkosh. All that's left is for them to complete their physicals and final paperwork.
- Young Eagle credits and amounts due were discussed.
- Tom Shelton will be organizing more work parties for our chapter at Oshkosh this year.
- Paul Fisher will go to First Central State Bank in Eldridge with Jerry Coussens to familiarize him with our accounts. At that time they will take Jim Smith's name off of our Chapter accounts, and add Jerry Coussens name to the chapter accounts.
- Chapter board meetings for the summer months may be scheduled, on a needed basis if the board decides it's necessary.

## 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

A motion to adjourn the meeting was made by Paul Fisher and was seconded by Jim Smith.

These Minutes respectively submitted by Vahan G. Bedeian, Recording Secretary, EAA Chapter 75

## Upcoming Events - Next AOPA Safety Seminar and the Quad City Airshow

Fellow Pilots, Save the date. Our next AOPA Safety Event will be **Wednesday, April 13th**, at 6:00 pm, at the John Deere Aviation hanger. The topic will be..... **"EMERGENCY, Getting it right when things go wrong."**

Stay tuned for more information as I get it. Tim Leinbach CFII

And Ken Hopper wants all to know and save the new dates for the Quad City Airshow.



## Tips from the Tool Room

From Ron Franck

### Handy Fold-Down Worktable

Every shop can use an extra work surface. And when that bonus work area can fold up and out of the way while not in use, it's even better.

This was the inspiration behind the drop-down worktable shown below. As you can see, there isn't much to it. The work surface itself is a hollow-core door. It has two

folding table legs (see Sources, page 51) that are attached to its underside. Before adding the legs, I glued and screwed plywood support blocks to the door to help reinforce the leg hardware.

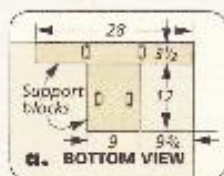
The door is attached with 3' butt hinges to a 2x4 lower rail that in turn is fastened to wall studs. Then, a second 2x4 upper

rail is mounted in the same fashion above the door. This rail has a wood catch that swings down to lock the worktable in place in its stored position (inset photo).

To create the worktable, I attached the lower rail, hinges, blocks, and legs to the door first. After marking my stud locations, I had a helper assist me in moving the assembly into position on the wall and getting it level. Next, I drove screws through the rail and into wall studs to mount the worktable.

To install the upper rail and catch, simply fold the table up against the wall, and mark the position for mounting the upper rail. Secure it with screws driven into wall studs, and add the catch with a single pivot screw.

*Submitted by Ron Franck*

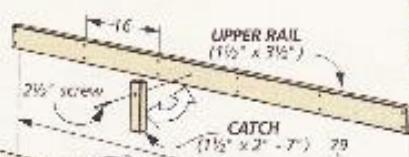


Glue and screw 1/2" plywood support blocks to door to reinforce leg hardware

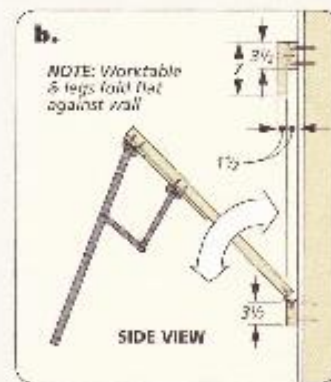
1 1/4" screw

folding banquet table legs

NOTE: Work surface is a 1 3/4" x 31 3/8" x 79" hollow core door



NOTE: To install lower rail, have a helper assist in getting table level. Then drive screws into wall studs



***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, DONUTS, BISCUITS, GRAVY!**  
**GOOD HANGAR TALK AT JIM GOETSCH'S HANGAR**

**SATURDAY, FEBRUARY 6, 2016**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Jim Goetsch**  
**Quad Cities Intl Airport**



***DRIVE IN – HOPE TO SEE ALL***

This month, hope to see all at our 1<sup>st</sup> Saturday of the Month coffee hosted by Jim Goetsch. Come for some good hangar talk and see all of Jim's projects. Jim has a very large hangar and there will be room for all.

**FLY IN:** Moline Airport (MLI). Flying in, just tell ground you want parking at the T hangars. Once in the area, turn left (east) and you will see us.

**DRIVE IN:** Come to the South side of the airport. Coming off the end of I74, turn left (east) on Highway 6, then right (south) on Highway 150 then right (west) on 78th Ave. along the south side of the airport. Turn right at the airport sign, take the 4th left to the security gate area. We will have someone at the gate to let you in. Call Jim Goetsch's cell at 309-314-0002 if you have a problem.



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

**February 3 - 8 p.m. CST**  
[The \(Lost\) Art of Repair](#)  
Presenter: Mike Busch  
**February 10 - 7 p.m. CST**  
[The Sky Is the Limit: Job Opportunities in Aviation](#)  
Presenter: Kyle Ludwick  
**February 17 - 7 p.m. CST**  
[Powered Parachutes, the Ultimate Low and Slow Ride](#)  
Presenter: Roy Beisswenger  
**February 23 - 7 p.m. CST**  
[Chapter Chat: Pilot Proficiency Program for EAA Chapters](#)  
Presenter: Radek Wyrzykowski  
**February 24 - 7 p.m. CST**  
[When Prop Balancing Isn't Enough](#)  
Presenter: Matthew Dock

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 by BID by Chapter 75's High Flight Education Fund (NEW)**  
**Stits SA-6B Flutter Bug Project** (a Ray Stits design from 1950s), Had airworthiness certificate but no longer airworthy, and no longer registered. C-65 en-

gine and prop, some instruments. Sold as is and may be seen at DVN. To bid, Email or call Nick Anagnos [nickflvs2@yahoo.com](mailto:nickflvs2@yahoo.com) 563-650-5592

**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/eachapter75](http://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**  
 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 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 (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

**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@sbeglobal.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

We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 75, regardless of the form, format, and/or media used, which includes, but is not limited to, "The Landings" and audio/ video recordings is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. Therefore, no responsibility or liability is expressed, or implied, and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.





**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:  
 Paul Fisher - EAA Chapter 75  
 8428 114th Av West  
 Taylor Ridge, IL 61284

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  
<http://www.eaa.org/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? \_\_\_\_\_  
 \_\_\_\_\_