

THE LANDINGS

www.eaa75.com

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

March 2014

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

As I pen these notes, a light rain is falling thus helping the many blossoms that are appearing on the citrus trees open with a beautiful fragrance. This is a sure sign spring is near.

The Chapter has numerous activities beginning to appear on the calendar, and more plans for activities without a final date. We will be setting some Young Eagle event dates very soon.

There is a Young Eagle Awareness event scheduled with the Girl Scouts during the day on March 8th, which is also our next meeting date. Our Young Eagle Coordinator, Andrew Poppy has set this up with Chapter members volunteering to assist in this event.

See the Activities Section of this and each newsletter for all scheduled chapter activities. Call the person in charge of the activity and volunteer to help. It's a great way to get to know the different chapter members and have a good time as well.

The March program will be presented by Chapter member Paul Kirik. He will be discussing aircraft

maintenance and necessary qualifications when involved with work being done on Part 23, experimental, exhibition, war birds, including the various light sport aircraft types.

We will try to videotape the presentation and the video of the presentation will be made available to those volunteers loaning tools and assisting at the repair barn in Oshkosh.

With spring coming, there are some aircraft completions very near. Please send pictures and articles to Marty for the newsletter.

After last month's program, you can clean out your work areas, hangars and storage areas and sell some of those items no longer needed on e-bay. Turn these items into instant cash. Thanks to Mike Mass for the program. Also, thanks Mike for presiding at the January and February meetings.

Happy Flying – Jim

Mike Nass - Selling Your Aircraft Parts on E-Bay at the Feb Meeting



Next Meeting - March 8th - Paul Kirik - Maintenance at Oshkosh
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

March 8th Chapter Meeting

The March Chapter meeting will be held on **Saturday, March 8th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

This month's meeting will feature a presentation by Paul Kirik. Paul will be discussing aircraft maintenance and necessary qualifications when involved with work being done on Part 23, experimental, exhibition, war birds, including the various light sport aircraft types.

Come and see Paul, your fellow chapter members and don't forget, you can pay your 2014 EAA Chapter 75 dues at the meeting. Still a bargain at \$10. All are invited. **Bring a friend!!**

February Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter Vice President Mike Nass at 6:08 pm.

MEMBERS PRESENT: Dave Jacobsen, George Bedeian, Ed Leahy, Tom Shelton, Mike Nass, Ron Ehrecke, Marty Santic & Ron Franck

THOSE NOT PRESENT: Jim Smith

OTHERS PRESENT: Gina Gore, Adam Santic, Cy Galley & Andrew Poppy

TREASURERS REPORT: The treasurer's report was read by Ed Leahy. A motion to accept the treasurer's report was made by Ron Ehrecke and was seconded by Dave Jacobsen, Board approval was unanimous.

A motion was made by Marty Santic to reimburse Jim Smith for Air Academy deposits he sent to Oshkosh. Dave Jacobsen seconded the motion; the motion was approved by the board.

OLD BUSINESS: Deposits for Air academy has been sent to Oshkosh by Jim Smith.

Name tags for members to wear at general membership meetings were discussed. After a long discussion it was decided we would use the solid engraved badges with magnetic fasteners on the backs. We will order enough for the membership and with 10 extra blank nametags and some extra magnets.

Your 2014 EAA Chapter 75 Dues ARE NOW DUE - Send your \$10 to Ed Leahy or See Ed at the March Meeting

SUPPORT Your Chapter!

The Newsletter e-Mail Will Tell You if You Have NOT Paid the 2014 Dues

(Ed's Address is on the Last Page of Newsletter)

Marty Santic made a motion to order enough name tags for members that are current in paid up dues for 2014, as of the April meeting. Dave Jacobsen seconded the motion. Approval was unanimous by the board.

Our chapter will have a booth at this years Girl Scout event at the River Center in Davenport, Iowa. It will be held March 8th Noon till 4:00 PM. We will need to be there between 9:30 to 11:30 AM to set up and ready to go. The type of setup and members to volunteer at our booth was discussed. Andrew Poppy volunteered to be in charge of the booth setup and other arrangements.

Please contact Andrew if you can help out on the 8th of March.

Mike Nass led a discussion on the chapter surveys taken in 2011. The results were discussed by the board.

Tom Shelton made a motion to have a chapter brochure printed. The Motion was seconded by Marty Santic. After some discussion and looking at a brochure from another chapter, it was decided to have one printed and brought to the next board meeting for review. Marty Santic volunteered to design a brochure for the board to look at.

NEW BUSINESS: None to report.

A motion to adjourn the meeting was made by David Jacobsen and was seconded by Tom Shelton. The meeting was adjourned at 7:01 PM

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

February General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:08 PM by chapter Vice President Mike Nass with 26 members plus one visitor.

VISITORS AND NEW MEMBERS: David John, new member from Taylor Ridge, IL

TREASURERS REPORT: The treasurer's report was read to the membership by Ed Leahy. The report was approved at the Board of Director's meeting earlier in the evening.

A motion was made by Ed Leahy to approve last months meeting minutes, as published in this month's news letter. Dave Jacobsen seconded the motion, and it was approved by the membership.

TOOL LIBRARY: Nothing to report

TECH COUNSELOR: Nothing to report

FLIGHT ADVISOR REPORT: Nothing to report

REPAIR BARN: Cy Galley reported that he took part in a teleconference from the human resource department at Oshkosh. Some of the subject matter was the upcoming changes for AirVenture procedures and visitor amenities such as relocating / new drinking fountains. Gone are the multiple style drinking fountains.

YOUNG EAGLES: Andrew Poppy will set up a chapter 75 booth at this years Girl Scout event at the River Center in Davenport, Iowa on March 8th. There will be a display with young eagle and EAA and chapter 75 information. We will be needing volunteers.

PROGRAM COODINATOR: Ron Ehrecke announced the evening program presenters for March and April. The March program will be presented by chapter member Paul Kirik. Paul will discuss the do's and don'ts, and limitations of repair barn personal, as it applies to assisting owners on repairs to their aircraft. April's program will be presented by Dave Lammers from EAA Chapter 33 in Cedar Rapids, Iowa. The subject will be his trip to Alaska in his RV-10.

AIR ACADEMY ADVISOR: Gina Gore confirmed that we have selected the attendees for this years air Academy.

MEMBERSHIP COORDINATOR: Nothing to report

ACTIVITIES / FLY-IN/OUT COORDINATON: A possible drive out to the Aurora, IL airport was discussed. The tour would consist of the actual use of the full motion red bird simulator. Also we talked about the cost and maybe a group trip in March.

NEWSLETTER EDITOR: Marty Santic thanked everyone for their contributions, photos and links for the news letter.

WEB EDITOR: Nothing to report

OLD BUSINESS: Name tags for members to wear at general membership meetings were discussed. We will use solid engraved badges with magnetic fasteners on the backs. We will order enough name tags for all paid members, plus 10 extra with no names, for new members. Also we will order ten extra magnets.

The Girl Scout event was discussed they expect 1,000 to 2,000 girls to be there.

The chapter survey was discussed.

NEW BUSINESS: Nothing to report

MOTION TO ADJOURN: Nick Anagnos made a motion to adjourn the meeting. The motion was seconded by Marty Santic. The meeting ended at 7:46 PM

THE EVENING PROGRAM: The evening program was presented by Mike Nass. The subject was a thorough review on how to sell airplane parts on E-Bay. And also how to ship them economically.

These minutes respectively submitted by Vahan G. Bedeian, Recording Secretary, EAA Chapter 75 of the Quad Cities

Just Planning a Little Trip on the Appalachian Trail - Plan to Trek about 2200 MILES!! (from Mark Ohlinger)

I have one item that may be of interest. I am leaving on March 15th to go to Springer Mountain GA. and plan the hike the Appalachian Trail. I hope to finish mid August, traveling through 9 states and finishing at Mt. Katahdin Maine walking through 14 states for a total hike of 2180 miles.

1st Saturday Coffee at the Quad Cities Airport in Moline w/ Jim Goetsch

(Photos from George Bedeian)



Lesser Known Aircraft of WWII

(from Ron Franck)

HEINKEL He-162

The overwhelming Allied air power and devastating air raids carried out over Germany after 1943 had made it clear to the Luftwaffe leadership that large numbers of advanced piston-engine fighters, such as the Fw 190D, Ta 152H or Bf 109K, in conjunction with the new jet fighters, must be manufactured.

Since the development of the Me 262 jet fighter was more time-consuming than originally anticipated, there was a pressing need for a light, fast, single-jet fighter capable of being built in large numbers, using non-strategic materials.

On September 8, 1944, the Technische Amt announced a competition for a so-called Volksjager. To appreciate the almost impossible nature of the program, Germany was being pounded to rubble by fleets of Allied bombers that darkened the sky, and the aircraft industry and the Luftwaffe's fuel supplies were inexorably running down. Experienced aircrew had nearly all been killed. Materials were in critically short supply and time had to be measured not in months but in days.

Since Heinkel had already been involved in a similar project some months earlier, a design proposal was quickly drafted and within a matter of days submitted to the Technical Office. After a short assessment, the Heinkel design was accepted and a contract awarded on September 29, 1944, without any prototype having been completed or tested.

One of the first proposals to meet this requirement was the Heinkel He 162w. After a short assessment, the Heinkel design was accepted and a contract awarded on September 29, 1944, without any prototype having been completed. Dubbed, for propaganda purposes, the Volksjager or People's Fighter, the He 162 was of attractive if unorthodox appearance and was built largely of wood and other non-strategic materials. Its looks, however, belied a dangerous instability and some vicious handling characteristics. Additionally, troubles were also encountered (as in the Focke Wulf Ta 154) with the wood-bonding adhesive used.

Objectively, the aircraft was an unusual one. It was a high wing monoplane with inclined twin tail planes. It had a small metal and wood fuselage in which the retractable forward tricycle landing gear, and the pilot's position (provided with ejectable seat and canopy) were installed, as well as the armament consisting



of two 30 mm caliber cannons (later replaced by two 20 mm weapons for structural reasons) and the engine, the latter being housed in fairing on the aircraft's back. As for the wings, their frame and covering were entirely made of wood.

However, the initial series of tests was not successful. When the first prototype took to the air from Heinkel's field at Vienna-Schwechat, a structural failure was revealed (due to the breakage of one of the covers of the landing gear housing) probably caused by a welding error. On December 10 during a demonstration before the military authorities, a wing gave away and the aircraft fell while flying at high speed at low altitude, crashing to the ground. Once again, the cause of the failure was attributed to a welding error, and the program went ahead all the same, encouraged by the excellent overall performance demonstrated

(Continued on page 6)

Lesser Known Aircraft of WWII

(cont.)

(Continued from page 5)

prior to the accident: good overall flying characteristics and high speed, in the region of 521 mph at 19,736 ft.

The series of tests was completed by another two prototypes and 31 pre-series aircraft, which were evaluated between January and February, 1945. These were followed by the first production series aircraft, designated He.162 A-2, which were fitted with a more powerful engine and standardized armament consisting of two 20 mm cannons.

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Under the high priority given to fighter programs in 1944-45, manufacture of the He 162, under the code name Salamander, was assigned to numerous factories. It was planned to produce 2,000 a month by May 1945 and 4,000 a month ultimately. About 800 were in various stages of assembly when the war in Europe ended.

The first Luftwaffe unit to fly the He 162A was Erprobungskommando 162, which began to receive these aircraft in January 1945; but the first operational units, I. and II. / JG I, were still working up at the beginning of May. Consequently, very few He 162s

were actually encountered in combat.

Despite having many bad characteristics, the 162 was a fighter of a futuristic kind, created in quantity far quicker than modern aircraft are even drawn on paper. All this haste was caused by the simple need to send into combat an interceptor which had a performance equal to that of the Messerschmitt Me.262, but which cost less, and which could be constructed using the same engine and non-strategic materials. Moreover, its construction needed to be simple enough overall to mean that it could be entrusted to a not particularly skilled workforce. The difficult terms of this complex equation were entirely solved by Heinkel, although the disastrous conditions that existed in Germany during the final months of the war actually prevented the ambitious production program from being carried out.

Details

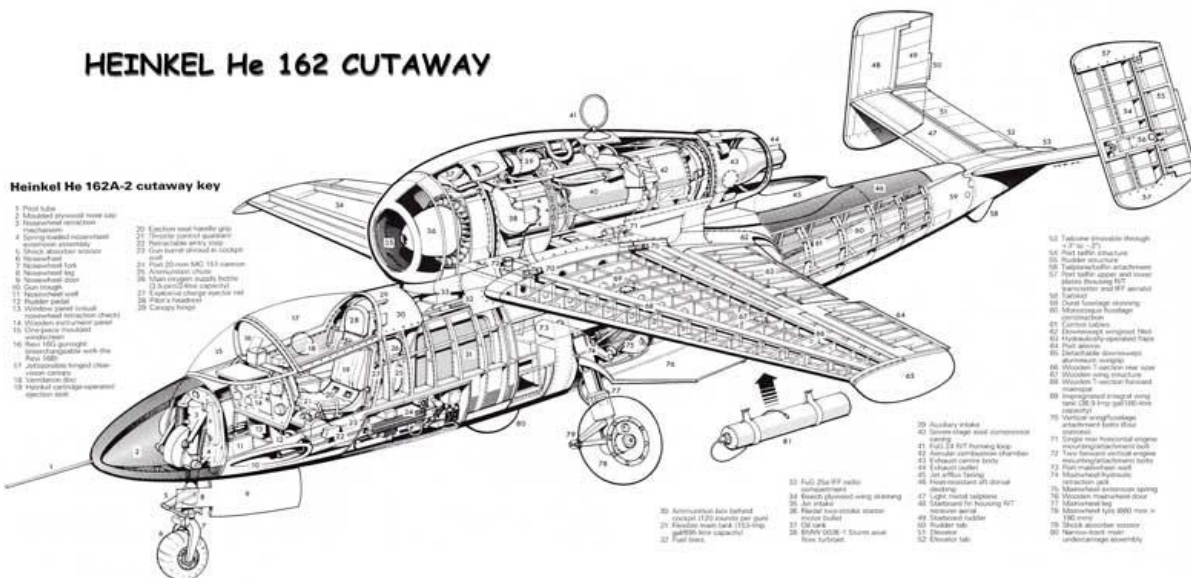
- Length: 29 ft 8 in
- Wingspan: 23 ft 7 in
- Height: 8 ft 6 in
- Wing area: 156 ft²
- Empty weight: 3,660 lb
- Max takeoff weight: 6,180 lb
- Powerplant: 1× BMW 003E-1 or E-2

Performance

- Maximum speed: 562 mph
- Range: 606 mi
- Service ceiling: 39,400 ft
- Rate of climb: 4,615 ft/min

Armament

- Guns: 2 × 20 mm MG 151 cannons with 120 rpg or 2 × 30 mm, MK 108 cannons with 50 rpg



Being Stationed at the Presidio of San Francisco

(from Richard Lowe)

When I was stationed at the Presidio of San Francisco in the late 90's, I used to meet with my staff at the snack bar at 1000 hours when ever workload permitted. We could sit with coffee and talk without the ringing phones and walk ins that interrupted so many meetings.

At that time, the PSF had a lot of the local kooks from San Francisco wandering around as it was an open post. You would often see characters, dressed in who knows what, come into the snack bar. The 45 line of the SF city bus ended across from the snack bar, and when the driver took a coffee break, many of his left over passengers followed him into the place.

One day, I saw sitting at a table by himself, an older man, I mean in his 60s or older. He was of slight build and balding on the top. He was dressed in the uniform of a USMC Master Sergeant. His shoes were mirror shined, his dress wool uniform was immaculate, with knife edge creases in the pants. His brass

was fully shined and he had several rows of ribbons carefully placed over the left pocket of his blouse. Above the ribbons were the gold wings of a naval aviator.

I had to ask. I found he was a high school ROTC instructor from Fresno. He brought his cadets up to the PSF each year to tour the post and visit the post museum. He had seen it all, so he would hang at the snack bar while they enjoyed the exhibits. I asked about the wings on his uniform. He told me he was one of the few remaining enlisted pilots from the WWII VMF 214.

He was one of Pappy Boyington's pilots. The Black Sheep. He said his record before joining the unit was so bad, that they were never able to get him a commission. He retired as a Master Sergeant after the war, and that is why he was in the uniform I saw that day. I realized I was sitting with history. I chatted with him for a few minutes and thanked him for his service. You never know a vet's story until you ask.

Clearly he was not one of the local Kooks.

There is a Reason to Stay on the Taxiway Centerline

(from Tom Shelton)



Did You Know and Do You Care?

(from Greg Stauder)

Connecting rod journals are generally designed as the last bearings on the oil circulation path in a typical aircraft engine. Usually, for that reason, any obstruction anywhere along the oil circulation path will cause a rod bearing to be the first point of failure.

Mechanics have found small pieces of oil filter element media blocking oil passages that resulted in engine stoppages. The problem has frequently been traced back to a screwdriver being used to remove the old filter. When the screwdriver pierces the filter canister, pieces of filter element are torn loose and subsequently fall into the engine.

New FAA Testing Supplements Now Available

(from Gina Gore)

Instrument Rating Addendum A

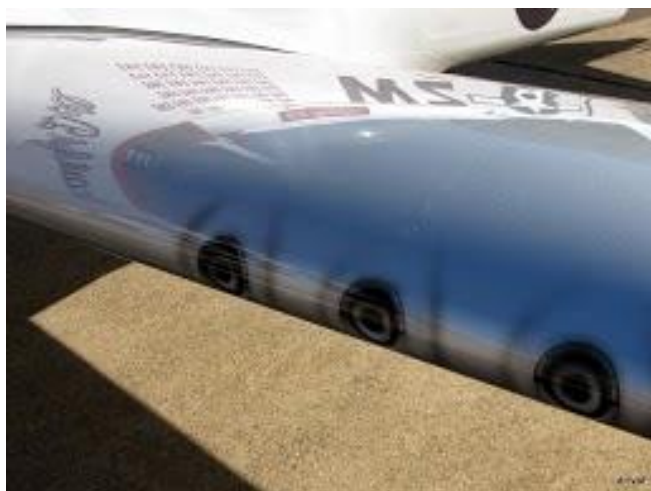
URL: http://www.faa.gov/training_testing/testing/test_questions/media/ir_akts_addendum.pdf

Sport, Recreational, and Private Pilot

URL: http://www.faa.gov/training_testing/testing/test_questions/media/sport_rec_private_akts.pdf

Charlie Hammes' Newly Painted RV-8 - VERY NICE!!!!

[Click on this Link for some Additional Photos](#)



A Bit of Humor-Not the Union Pacific

(from Richard Lowe)

Some years ago, so the story goes, a late evening flight departed Denver for Omaha. After take off, the flight attendant noticed an older gentleman get up from his seat and go to the rear lav. She continued her duties serving the passengers, but started to worry as he did not come out for some time.

Soon the change in the engine noise alerted her that they were starting down for the approach into Omaha. She was about to use her key to the lav to see if the old man was OK when the door opened and out he came.

He was dressed in his pajamas, bath robe, slippers and

was carrying his teeth in a dish. She asked him what he was doing. They were about to land in Omaha in a few minutes.

The old man looked surprised and said the last time I went to Omaha it took all night,.....but then, I guess that was on the Union Pacific.

DuPage FSDO FAASTeam / Tim Leinbach

1ST SATURDAY EVENT

"Planning and Flying with the iPad and iPhone"

Topic: Planning and Flying with the iPad and iPhone

On Saturday, March 1, 2014 at 1:00 PM

Social Hour/Chili Lunch Beginning at NOON

Quad City International Airport / Airline Terminal Building
2200 69th Avenue Moline, IL 61265

You'll see how to use Foreflight and Weathermeister to get weather and check Notams both at your departure and destination, and 25 miles along your planned route. Weathermeister now includes graphical information showing where the 3 mile rings for sports TFRs may be (nobody knows which ones are actually active, so this is a real help to steer clear of / above them).

Checking the weather is so fast and easy on the iPad and iPhone that you'll have time to do it the night before your flight, several times before heading out to the airport, and just before you get in the plane. Weather and Notams are as dynamic as you can get. It used to be a pain constantly checking weather and Notams to have a safe and legal flight. Now it's cheap and easy - so you should never get caught not knowing.

If you use DUATS you'll see how to file and get the DUATS information for your trip sent right to you by email, but being an expert at abbreviations and geography isn't needed when you have the decoded information and the G-Airmet (graphical Airmet) in front of you.

We'll use a simulator to take the trip after we plan it. Once we're in the air we'll see the easy ways to keep track of where we are, airspaces, how well we're doing staying on route, and the weather along the way using cellular (3G) or an ADS-B receiver. We'll take a look the 10 minute average delay between what you see out the windscreen and on the iPad / XM display.

We'll pick an approach at the destination and see how Foreflight can improve your situational awareness. An EFB is allowed on an IFR checkride by most DEs as supplemental information and for plates, which is where the iPhone really comes in handy as a backup for charts (iPad and iPhone use is included with both Foreflight and WingX for no extra charge). We'll also take a look at WingX.

You'll see how stress-free it is to divert when you have all the information you need to fly into any unfamiliar airport safely, at your fingertips. You'll see extended runway lines with the number of the runway at the end of each line, and Foreflight will show you suggested VFR pattern entries for each route to the airport.

After the seminar there will be plenty of time for questions.

To view further details and registration information for this seminar, [click here](#). Register at the seminar if the on-line registration form indicates the seminar is full.

Civil Air Patrol Benefit at Playcrafters

Playcrafters Barn Theater Presents

The Secret Garden

By Frances Hodgson Burnett

Directed by Donna Weeks

A beautiful and timeless story about friendships, secrets, and the human spirit.

The Secret Garden tells the tale of orphaned Mary Lennox, who is sent to live in her uncle's house on the Yorkshire moors. Miserable and lonely, Mary starts to explore the house's gardens. There she discovers a secret so important, so enchanting, that it will change her life forever.

Thursday, March 13th, 2014

The reception begins at 6:30 p.m. and the

Performance starts at 7:30 p.m.

Tax deductible tickets are \$10.00 and are available at the door.

Proceeds go to support Quad City Cadets of

CIVIL AIR PATROL

For more information call: 309-797-1588

Internet Links from Our Readers

Charlie Hammes - [PHOTOS OF HIS RECENTLY PAINTED RV-8 - Just Beautiful - Don't MISS this look!](#)

Marty Santic – [EAA Museum Lecture Series – Jeff Skiles Miracle on the Hudson](#) - Jeff Skiles, Vice President, Experimental Aircraft Association, shares his story as the co-pilot of the US Airways plane that landed in the Hudson River on January 15, 2009. Skiles presents a moment by moment account of what has become known as the “Miracle on the Hudson.” This lecture was recorded at the EAA Museum in Oshkosh.

Cy Galley – [Helicopter Rotor Catches Steel Rope](#)

John Smith – [Russian SU-30's at Play](#)

Marty Santic – [GoPro: Red Bull Stratos – The Full Story](#) – The 24 Mile Jump from a new perspective. Some amazing photography. Felix Baumgartner jumped from more than 24 miles above the earth's surface back in October 2012. Millions watched it live via YouTube. On Friday, January 31, GoPro uploaded a first person view of the jump. To see Felix exit the Red Bull Stratos capsule is toe curling. To see his suit barely move in the first minute of his free fall shows exactly how little atmosphere he's falling through. Enjoy this 8+ minute perspective.

Bob Kuhns - [War Bird Wind Tunnel Test Pictures from 1930 -1942](#)

Larry Geiger – [Paragliding](#) – Amazing Scenery and Video

Tom Shelton - [Silent Wings: The American Glider Pilots of World War II](#) - From the early race to build gliders to the D-Day invasion at Normandy and Nazi Germany's final surrender, "Silent Wings - The American Glider Pilots of WWII" as narrated by Hal Holbrook

Marty Santic – [An Interview – Commander Chris Hadfield and Richard Branson – Life is All About Plan B](#)

Mike Nightingale - [HOT NEW ON-BOARD CAMERA OF THE Blues'](#) - The F-18 started out with their original designer/manufacturer in 1974 as the *Northrop* YF-17 Cobra and became *McDonnell-Douglas* F/A-18 Hornets when MacAir took over production in 1977. Since all production was absorbed by Boeing in 1997 when MDC went defunct, they are now *Boeing* F/A-18 Super Hornets. I spent some time manufacturing the centerline drop tanks and

wing weapons pylons for the F-18 during my 12 years at McDonnell-Douglas in Tulsa. Today the F-18 final assembly is still at the original McDonnell-Douglas facility in St. Louis and can be purchased for a paltry \$67M.

Dennis Crispin - [A Kamikaze Attack in 1945 - USS Laffey](#)

John Bender – [The Landing Gear is Hammered on Touchdown](#) – A 1 minute video clip.

Dennis Crispin – [How Do You Move the SR-71 From Assembly to Area 51 and KEEP it SECRET](#)

Marty Santic – [Neat Little Pocket Tool - \\$10](#)

Marty Santic - [2014 EAA Skiplane Photos](#)

Marty Santic - [IF These Planes Could TALK - The CAF B-29 and B-24 Squadron](#)

Cy Galley - [Van's Air Force - The Minnesota Wind December Newsletter](#) - A very nice newsletter and a good read.

Marty Santic - [A Year Round LUNCH Destination in Wisconsin](#) - Is a Wisconsin Supper Club and there is a \$10 lifetime membership.

Marty Santic - [How HARD is It to Learn to Fly and Airplane](#) - [AND the Truth About Learning to Fly](#). TWO nice articles that appeared in the Air Facts Journal. “So how hard is it to fly an airplane?” my good friend Mike asked as he settled into the right seat. It was the first time he had been in a plane smaller than a regional jet and I sensed he was apprehensive. “It’s simple, like riding a bike.”

2014 EAA Calendars Will be Available at the March Chapter Meeting!



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](#)

March 1, 2013
FAAST Team Event at the Quad Cities Airport.
See Page 9 of the newsletter for the details. **Chili Lunch at NOON.**

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

Classified Ads

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

For Sale: Overhauled Std bare cylinders 320 wide deck 150 hp. I have all the other old cylinder parts as removed. Starter, flywheel, alternator, alternator brackets, vac pump, fuel pump & air shroud. The engine is from a 1965 Piper Cherokee 140. Contact Terry Crouch at 563-370-6126.

Partners WANTED: Looking for other pilots to buy an LSA. Bob Nash. 309-944-2212

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 follow-

March 8, 2013
EAA Chapter 75 Monthly Meeting at the Deere-Wiman Center at 7PM. www.eaa75.com

March 8, 2013
Young Eagle Awareness event with the Girl Scouts. ONLY an hour or two of your time. Call Jim Smith if you can assist. 563-322-5485

March 13, 2013
Moline Civil Air Patrol Fundraiser - Playcrafters Barn Theater - The Secret Garden - A play by Frances Burnett - All proceeds go to the Moline CAP cadets - 6:30pm. See Page 10 of the newsletter for the details.

Upcoming EAA Webinars

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

ing 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 309-762-3210, or Ralph Stephenson 309-737-6902.

For Sale: Flying Country Club shares for sale. Will sell any amount you need at \$35.00 per share, buyer pays transfer/activation fees, call Ray Holland at 563-359-0450.

Yes!! The Warm Weather WILL Return..... (It's a Definite?)



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 last meeting, baseball caps are now available with the new Chapter 75 logo. The caps are of nice quality and the logo is embroidered, not printed. The caps are available for \$10 and will be available at our future monthly meetings. I will ship in a Priority Mail package for an additional \$5.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$16. I ordered 30 and received a discount. If you would like a cap, please send me an e-mail. marty.santic@gmail.com If you would like me to ship, send a check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807

Also available via CafePress are men's clothing items such as T-shirts, sweatshirts and jackets, women's clothing items, child's clothing items, accessories and holiday items with the logo. The logo is printed and not embroidered on all of the items from CafePress.

I displayed one of the T-shirts at the last meeting. Nice quality, the printing is not raised on the fabric surface. So the fabric remains nice and soft.

You can visit the Chapter 75 store by going to www.cafepress.com/eachapter75. All items are



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

shipped directly to the buyer. All you need is a credit card. Many items are available from CafePress (www.cafepress.com) If you see an item that you would like added to our webstore, let me know.

EAA CHAPTER 75 OFFICERS

(Effective January 2014)

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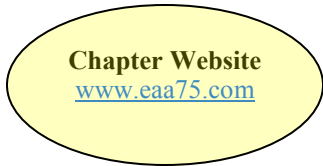
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**Always Remember.....
The Time Spent Flying is NOT Deducted
from Your Lifetime!**



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