

# THE LANDINGS

[chapters.eaa.org/EAA75/](http://chapters.eaa.org/EAA75/)  
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## Newsletter of Chapter 75 Quad-Cities of Illinois and Iowa, USA

October 2020

### THE EXPERIMENTAL AIRCRAFT ASSOCIATION

#### From the Desk of the President



Hello, here we are at the beginning of Fall, transitioning from Summer into cooler weather. We have had some good events but with just average attendance throughout September, due to the Covid-19 pandemic.

We finally got back into the Deere-Wiman Carriage House for our normal chapter meeting. We were successful and had a small attendance following COVID-19 distancing rules to which Deere-Wiman strictly adhered. I hope to see you guys there again next month.

I would like to report that I had the privilege of being the guest speaker at The Shriners meeting over in Milan this September courtesy of an invitation from Jim Goetsch, who is a member of both EAA 75 and the Shriners organization. By the way, if you need any assistance in the Aviation Arena, Jim is a source of help with his aviation business - he is hiring new young people and is energizing it with new blood and new education.

I got to speak to the Shriners about EAA chapter 75 and shared some of our history and present information about our membership and how we are an organization helping our members and people in the community. I also, shared a little about myself and how I got involved in aviation. You know, that really is the bottom line of what community activities and nonprofit organizations are all about, HELPING PEOPLE.....

Getting back to this Fall's activities... Now is the time to prepare for Fall. As the crops are being harvested, four-legged critters are on the move. Prep your aircraft and prep the hangar because this happens to be the time of year when all those four-legged critters with teeth like to chew on things they're trying to find a home for winter. Prepare with glue strips, mice traps and metal shields around the tires and tailwheel and any other preventive precautions you can think of that will help keep those critters. Some other hints and tricks I've tried over the years: Bounty dryer sheets stuffed in all the different locations around the cockpit, Irish Spring soap is another suggested deterrent, and there is a product you can buy that is a small bag of herbs that helps deter mice from the cockpit and smells good also. I've also tried these remedies in my camper and fishing boat, and they seem to help.

Prepare your snow blowers and lawn mowers, change the gas, and add additives that you prefer to use. Check the antifreeze in all your different vehicles and the tire pressure on all the tires of your vehicles - especially your aircraft! Check the engine aircraft preheaters and hangar heaters. Make sure they're functioning so you don't get caught unprepared. I'm sure there are other items I haven't thought of, but you know your own checklist for prepping for the colder weather

*(Continued on page 2)*

**Next Meeting - October 10th, 7PM - John Riedel - Engine Overhaul**  
**[Deere Wiman Carriage House - 817 11th Avenue Moline Illinois \(Click for a Map\)](#)**

## September October 10th Chapter Meeting

The October Chapter Meeting will be held on **Saturday, October 10h at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

The October meeting program will be presented by chapter member John Riedel. A few years ago, he and his wife Beth found their dream airplane, a beautiful Cessna 177B Cardinal. Like all aircraft owners know, there is always things you want to do to improve the airplane, and eventually they faced the dreaded engine overhaul.

Come to the meeting and learn from John how they did their overhaul, the choices they faced and selections they made during the process. Like all things aviation, it was a learning experience for them and you may benefit from what John has to say during his program.

## From The Desk of the President

*(Continued from page 1)*  
that's coming.

October is Fire Prevention Month so let's be as diligent, safe and prepared as we can. Check the fire extinguishers in your house, garage and your hangar. Another good idea is to change the batteries in your smoke detectors, handheld radios, and other electronic devices.

It's also the time of year when you need to remember to be aware of deer and migrating ducks and geese. Farmers are also trying to get their harvest completed, so when on the road keep an eye out for slow-moving vehicles.

Keep your eyes and ears open for an extension of the Young Eagles program. We are hoping to involve more young people in the chapter. We may also be looking for some help as we're still in the need of someone to be chapter Secretary - please volunteer if you are able to assist.

Take care until the next monthly meeting, I hope to see you there.

## Deere-Wiman Carriage House COVID-19 Guidelines & Procedures

Following are the guidelines we have for meetings, including the limitations to allow for social distancing:

- The maximum number of people we are able to accommodate in the Deere-Wiman Carriage House is 33 people with a panel style setup (this is rows of chairs with a panel table up front). If you would like tables, the classroom setup is able to accommodate 26 people. The setups are all socially distanced.
- NEW: We will have a staff member on site for the Carriage House. A member of your group will need to check in at the office in the Deere-Wiman House (off the south porch entrance - there will be a sign). The staff member will then unlock the door to the Carriage House and provide a clipboard with sheets for all attending to sign-in (this will be used if we have a need for contact tracing).
- We ask that everyone wear face coverings when moving through buildings and when social distancing is not possible. This includes when you arrive, in the building and leave.
- We ask that everyone wash hands frequently or use hand sanitizer.
- We ask that everyone self-screen and not come on site if experiencing COVID symptoms.
- Food is allowed. You will need to bring disposable dishes etc. And we ask that we avoid buffets and that 1 or 2 people serve the food and beverages to limit the amount of touching of serving pieces.
- A member of our staff will call Jim two weeks prior to each reservation to confirm.

*Thank you,  
Ann, Community Relations - William Butterworth Foundation*

## Last Month's Program Presenter - Richard Lowe



## Air Freight (Article by Richard Lowe)

When I was with the airlines thirty years ago, we had a term called Load Factor. It was the percent of seats available that were actually filled on a given flight. The bean counters knew what the load factor had to be for a certain airplane in order to break even on a flight. As I recall the load factor on a Boeing 727 was something like 30%, but that only covered the cost to operate the airplane. It did not cover all the other company costs to get the plane in the air such as advertising, reservations and ticketing, gate rent, wages for the management and ground employees, training, the operation and maintenance of the ground equipment, etc. And, Load factor only involved butts in the seats. A better measurement of efficiency was Yield. That is the total revenue generated by the flight. Usually it involved air freight which was carried on the passenger planes and the big one was the U.S. Mail. The airlines got started with their mail contracts and it still was an important revenue item for the companies.

Some of the bean counters did not fully understand the term Yield. If the load factor was down on a particular flight, they may choose to remove that flight from the system and use the equipment on another route. One TWA captain told me a story of an MD-80 that left Seattle every night for Alaska. The bean counters noticed that the load factor on Saturday night was much lower than the other six nights a week. They took the Saturday night flight off the schedule. . What they did not realize, until it was too late, the belly of the Douglas was stuffed with U. S. mail every night. The mail payment alone covered the cost of the flight and then some. When they cut out the Saturday night flight, the post office canceled the mail contract for that route. Not smart on the part of the airline. The pilots and flight engineers always knew when a flight was making money. It may not make it on every leg, but it was worth keeping it on maybe just for one segment of the route.

Before the days of FED EX and UPS, a lot of freight moved on the passenger planes, especially to and from the smaller airports. Usually the shipments contained items which were perishable or high priority items such as repair parts for plant machinery. I recall handling fresh sea food, cut flowers, live gold fish, live lab animals (the old Ozark agents said a box of lab mice for the U of Illinois broke open on an F-227 one time and they had mice show up in the cabin for days after that happened). The U.S mail, in the spring, often had boxes of baby chickens. They said they would survive for up to three

days in the box, but we kept those shipments moving just to get rid of the stink in the baggage room.

One shipment we always took special care with was the human remains. Some came in shipping containers and others included the casket on a wooden tray covered with a cardboard top to protect it. They were always heavy and took a belt loader and several ramp agents to wrestle it into the forward bin on and narrow body jets. An inbound was always handled with care and removed to the airfreight building where the funeral home was usually standing by to take it. The tough ones were when a military member showed up on the ramp in a class A uniform. You knew then it was someone who died on active duty. I recall one day a young Air Force NCO showed up on the ramp. He said the remains was that of a young person who was killed in a Military Flying Club accident overseas. Having flown in five military clubs over the years I could really relate to that one.

## Lancair 4 Build Progress - Late Aug. Update (Article by Jerry Coussens)

I'm back! Last month just got away from me, so I missed the newsletter. I've been busy at work so I can afford to buy an aircraft engine if a deal comes along. It's been a weird year as we partially shut down for two months - now we are trying to make up for it.

The Lancair 4 project has been dominating my airplane thinking. Since my last letter I have finished the interior panels, installed the door (still needs latches) and have started working on the tail. It no longer looks like a canoe and now looks like an airplane - A BIG AIRPLANE. I thought I would finish the tail in a hurry, but that's inexperience talking. There is a lot going on in that tail. My fresh air comes from the tail by a NACA scoop, then forward thru a 3" hose to my duct in the ceiling, then to the pilot and passengers. There is a drain tube in the plenum where the air changes direction which dumps rain water that enters the scoop.

In July I wired the hydraulic pump and ran wires to the control panel. I have been using jumper cables to run the pump and cycle gear. The pump is powered all the time and is shut off by a pressure switch when the system hits 900#. It was working before I changed the wiring, but now that I changed the wiring, the pump is not shutting down. I'll have to deal with it when I get the plane to the shop. To run the gear in my garage I need to lift the plane approx 4'

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off the ground. Now that I have installed my tail, the fuselage is only 16" off the ground, so no gear cycling until I get it out of the garage.

I also need to install a way to shut off the fresh air as it will be cold in winter. I was going to build a 3" butterfly valve out of fiberglass, but if I do that, I still need to come up with a way to operate it from the front. I put the question out for advice... The idea I went with is a valve called 'the slicer', made for Lancairs. Although it is twice what I wanted to pay for my problem, I liked the machining of it. In addition, it also had the variable switch and the wiring comes with it.

I have installed two antennae in the tail. As the tail is fiberglass I can install the antenna in the vertical tail, but there is a problem as the trailing edge of the vertical tail has a reinforcement strip made of carbon fiber. When I glued in the antenna I didn't think about that. Luckily, I slanted it away from the carbon [parallel is bad] so it might be OK. Either way it is now *Permanente*, and I would destroy it if I move it. I also installed a whip antenna 2' forward of the other antenna, which should be fine. I also installed a large aluminum base plate for a ground plane, which will double as a mount to the slicer.

Where am I now on closing the tail? The ribs are in and sanded, but are not ready to cover, the antennae are installed, and cable has been run to the panel location. I plan to install BNC connectors on the panel so I can test the antennae before covering. My friend Gary (MAC Servos) the previous owner of a kit, is sending me a rudder and elevator servos so I can run wires to the front before I cover it all. I also need to run power for tail light. When the slicer comes next week I will install that and test it. If everything works I'll seal up the vertical tail once and for all. Once that is done I can build the rudder.

My goal is to get this all done before I move the plane to the shop for the September coffee and donuts. Taking the plane out of the garage will be a job. I plan to use furniture dollies to roll it out, then raise it and drop the gear. Once that is done we can push it two blocks back to the shop. I would like to have the wings on the plane when you come for coffee and donuts, but it depends on if I have time.

What about flying? I'm starting to get back in the air and am getting proficient with the new auto pilot. I'm also starting to practice IFR approaches again.

I'm hoping to fly out to Colorado this month to hike up a mountain (on my bucket list). On the way I plan

to stop at Leadville to land at the highest public airport in the US. If I don't make it in August I'll do it in September. While I'm out there I plan to stop at Conair Parts to talk with them about my options buying a used engine. Of course I need to get in shape physically first.

## EAA Chapter 75 Member Shad Myers Passes Away

Shad Myers, aged 48, recently passed away on the Friday evening, September 25, 2020, from injuries sustained in a motorcycle accident. His full obituary may be found [here](#).



*Image courtesy of Mrs. Jamie Myers*

## New Tool in the Crib for Chapter Members

In response to several requests this past year, we've added this 5/8" - 24 tapping die and stock to the tool crib. The die is used to dress (chase) spark plug threads, and the 1.5" stock (handle) expands the versatility of our kit, which presently accommodates only 1" dies. The new die and handle will travel to OSH each summer to support the Emergency Aircraft Repair at EAA AirVenture Oshkosh, but will also be available in the Davenport tool room storage area for members use between conventions.





# Lancair 4 Build Progress Photos

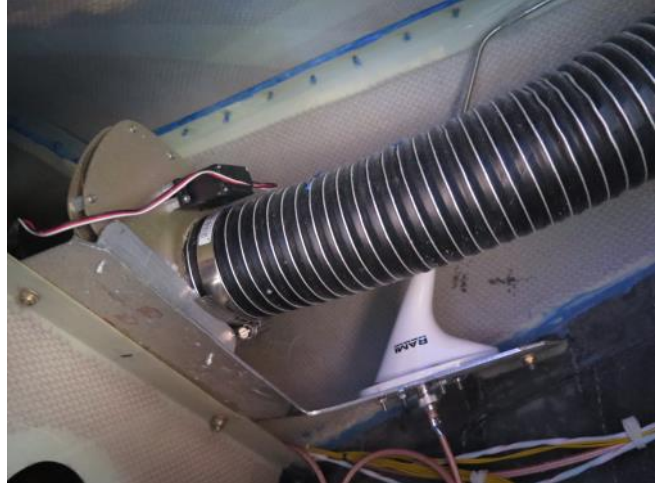
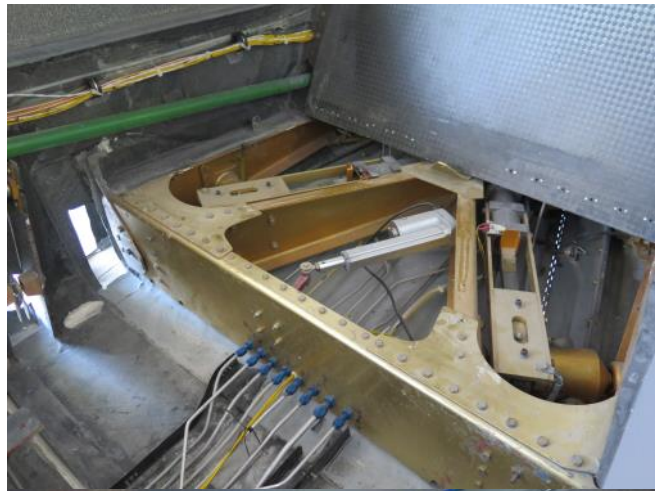
(Photos from Jerry Coussens)





# September Coffee and Donuts Photos at Jerry Coussens' Build Shop

(Photos from John Riedel)



## This Month's Question

You're doing your run-up, about to make your 50 mile trip back home from a pancake breakfast. CI-GAR check goes well until the run-up. Engine ran fine all the way here, and it's not making any unusual noises, but when you switched from BOTH-RIGHT-BOTH-LEFT-back to BOTH the rpm drops were definitely unequal. The right mag rpm drop wasn't nearly as much the left one. In fact, there was no perceptible difference in rpm between changing the switch between BOTH and RIGHT.

*What's up? Should you risk flying home?*

## Mr. Sweetie's Advice

You should be okay to fly home. The engine doesn't quit when the switch is turned to the RIGHT mag, turning the switch has no affect whatsoever on rpm. Somehow, the p-lead circuit from the LEFT magneto is open to ground. When the ignition switch is being cycled and the right magneto's operation is being tested exclusively, both the left and the right magnetos are still fully in operation in this situation.

If the engine is running, idle it down then turn the mag switch to OFF and plan to leave it there until it the engine stops. (You'll likely be buying a muffler if you turn it back on while the engine is still turning.) If one p-lead circuit isn't grounded, the engine may slow slightly but will continue to run. Be extra careful around the plane, the prop will likely be "hot" even with the ignition switch in the "OFF" position because the left magneto is probably still live. Use care and do not move the plane by gripping the prop.

Can you fly it home this way? You have two good magnetos and it's probably easier to fix it at your home shop (experimental) or get it to your favorite A&P (certified). FYI, p-lead wire is shielded and should be grounded to the airframe on only one, not both, ends. Shielded wire is not available at NAPA.

This is not in any way the same situation should the engine STOP COMPLETELY during selection of one or the other magneto positions during a run-up. In that case, you stay on the ground until it's fixed.

## EAA's B-17 Flying Fortress "Aluminum Overcast" to Visit Cedar Rapids, IA Oct. 23rd to Oct. 25th

(Article by: Adam Santic)

EAA Chapter 33 out of Cedar Rapids, Iowa will be hosting a restored Boeing B-17G Flying Fortress when it'll be coming to the area for public display from Friday, October 23, through Sunday, October 25 as part of its 2020 tour schedule with a visit to the The Eastern Iowa Airport (KCID), 2121 Arthur Collins Parkway Southwest, Cedar Rapids, IA 52404. Contact Justin Cook, Tour Chairman at [jbcook89@gmail.com](mailto:jbcook89@gmail.com).

EAA's *Aluminum Overcast* was built in 1945 but was delivered too late to see active service during World War II. This B-17 was donated to the EAA in 1981. This airplane made its national tour debut in the spring of 1994 and is still going strong today. Out of the 12,371 B-17s built, only 10 are still airworthy today.

Flights are available for \$435.00 for EAA members and \$475.00 for nonmembers.

To schedule a flight you can book online by visiting (<https://www.eaa.org/shop/Flights/B17.aspx>) or by calling 1-800- FLY-NB17 (1-800-359-6217). You can also purchase tickets in person at the event.

EAA Chapter 33 encourages our members to attend as it is only a short drive from the Quad Cities area. This is a perfect opportunity to see up close or even have the privilege to go for a ride on the legendary heavy bomber that helped our nation achieve victory in World War II.

**Note:** Ground tours (walk-throughs) of the aircraft will not be available for the remaining 2020 tour. The aircraft will be on static display for exterior public viewing. The only way to gain access to go inside is by purchasing a flight.

## Classified Ad - Engine Heater

**For Sale:** Mark has an engine heater that has been fitted for a Piper PA -28. He's asking \$25 (OBO).

Call Mark Brault at 309-269-0421 or e-mail at [markwbrault@gmail.com](mailto:markwbrault@gmail.com)





***EAA CHAPTER 75 – QUAD CITIES***  
**1<sup>ST</sup> SATURDAY COFFEE AND DONUTS**  
**MEMBER OR NON-MEMBER**  
**ALL ARE INVITED – BRING THE FAMILY**

**FREE COFFEE AND DONUTS AND SOME  
GOOD HANGAR TALK AT John Bruesch's Build Shop**

**SATURDAY, October 3, 2020**  
**8:30 AM – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**John Bruesch at His**  
**Build Shop**



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

This month we hope to see all at our 1<sup>st</sup> Saturday of the month coffee and donuts hosted by John Bruesch at his build shop. Come and see his Warner Revolution II/Space Walker II project build and come for some good hangar talk. Plenty of room for all.

**FLY IN:** You cannot fly into this event as you can only drive to this event.

**DRIVE IN:** Just drive to 101 East Sapphire Lane, Long Grove, IA 52756. His house is on the corner. It is a pale green color, it is the first house on the right, and it is just north of the beanfield. Parking can be in his driveway or on either side of Sapphire Lane. Call John Bruesch at 708-341-7083 if you get lost.

**ADDITIONAL INFORMATION:** John Bruesch asks that when we are not munching, everyone must properly wear their facemasks for the sake of his wife who works with school children during the week. See you all there!!!



# JOIN THE FLIGHT!



Climb aboard EAA's B-17G *Aluminum Overcast* for a once-in-a-lifetime opportunity to fly in one of World War II's most vital aircraft.

## Cedar Rapids, IA The Eastern Iowa Airport October 23-25, 2020

**B-17 FLIGHT EXPERIENCES** – Flights available 10 a.m. to 1 p.m.

<b>EAA MEMBERS</b> \$435	<b>NONMEMBERS</b> \$475
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Includes a FREE one-year EAA membership

**BOOK in advance and SAVE!**  
B17.org

**STATIC DISPLAY & PUBLIC VIEWING**  
2 to 5 p.m.

Visit **B17.org** or call **800-359-6217**.



*"Keep 'Em Flying"* – Revenue from the B-17 tour helps cover maintenance and operations costs for *Aluminum Overcast*.

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## Classified Ad

### For Sale: Lowrance Air Map 600c GPS, ICOM IC-A23 VHF Wide Band Transceiver, & 2 Headsets

I have some great stuff for sale in case any of the club members are interested. The two principal items are (1) A Lowrance Air Map 600c, hand held GPS and (2) An ICOM IC-A23 VHF Wide Band Transceiver. I also have 2 headsets I used for passengers.

The Lowrance GPS is WAAS enabled and comes with an antenna, mounting bracket and cigarette lighter plug in to augment the 2AA batteries in the hand held unit. I have the original 2006 owner's manual. It's a really amazing piece of gear I used as a backup to the Garmin's. It also provided entertainment for passengers. One of the cooler features is the HSI function. Looks and works just like one in your instrument panel. Upon landing you can remove the unit from the yolk and use it for land and water navigation. It's got a decent size color display and is easy/intuitive to use. I'm asking \$250.

The Transceiver is a great commo backup. The radio in the Sundowner used to cut in and out which is a real problem when maneuvering in Class C airspace. It comes with a headset attachment so you can plug in and communicate. It's in like-new condition. I'm asking \$150.

The headsets are nothing fancy and I'm asking \$25 apiece.

Call Larry Johnsen 563-271-5904 or email [lwjohnsen@mchsi.com](mailto:lwjohnsen@mchsi.com)



### EAA Chapter 75 IMC Club

"To promote instrument flying, proficiency, and safety"

<http://eaa.org/imclub>

Meets First Tuesday of each month at 18:00  
Lindquist Ford, 3950 Middle Rd., Bettendorf, IA

For more information contact:

Paul A. Fisher - [rv7a.n18pf@gmail.com](mailto:rv7a.n18pf@gmail.com)

Bernie Nitz - [bernien@visioncrest.com](mailto:bernien@visioncrest.com)

Ron Franck - [ronaldfranck1@gmail.com](mailto:ronaldfranck1@gmail.com)

## 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
Travis Baldwin	309-781-8896	Yes		Yes		DVN, MLI	Owners, FBO
Tim Leinbach	309-781-9585	Yes	Yes	Yes	Yes	DVN MLI	Owners, FBO, Club Plane
Tim Toal	309-235-0087	Yes	Yes	Yes	Yes	DVN MLI	Owners
Barry Logan	309-303-0211	Yes		Yes		C75	Owners, Club Plane
e-mail - <a href="mailto:Adam.Santic">Adam Santic</a> to add your Name to the list							

## Local Calendar of Events

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

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

### Upcoming EAA Webinars

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

**The Looming Mechanic Shortage?** Oct. 7 at 7 p.m. CDT

Presenter: Mike Busch

**Strategies for Limiting, and Protecting Yourself from Liability as an Aircraft Owner or Renter** Oct 149 at 7 p.m. CDT

Presenters: Jack Harrington, Paul Herbers, Alan Farakas and Jim Anderson

**Emergency Bailout Procedures for Pilots and Survival Equipment** Oct. 20 at 7 p.m. CDT

Presenter: Allen Silver

**Flying Clubs - Growing Participation in Aviation**

Oct. 27 at 7 p.m. CDT. Presenter: David Leiting

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. Email your information to [adam.santic@gmail.com](mailto:adam.santic@gmail.com)

## Classified Ads

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

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

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

**Hangar Space at Erie:** Need hangar space? I have some ready to rent. \$100.00 a month 24 x 36 x 8 ft tall. These are private enclosed hangars. Electric.

Hangar door and rear pass door. Call Jim Robinson, at Erie Airpark. 309 230 0944.

**Hangar Space at Whiteside County Airport.**

Prices range from \$92 - \$140/month depending on the hangar unit. Call Darin Heffelfinger at 815-626-3750 for availability.

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



**For Sale: Garmin Aera 550.** We're asking \$400.00 (OBO).

Call Mike Nightingale  
Cell 309-798-0028  
[mvnight@icloud.com](mailto:mvnight@icloud.com)  
or Roger Nightingale  
Cell 309-207-0266  
[r.nightingale@mchsi.com](mailto:r.nightingale@mchsi.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 are available now! Let me know and I can bring a cap to the chapter meeting or coffee.

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

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



Baseball Cap in Light Khaki

Chapter Website: <https://chapters.eaa.org/ea75>  
 Facebook: <https://www.facebook.com/EAA75/>

### EAA CHAPTER 75 OFFICERS

(Effective January 2020)

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**Carl Brown**  
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**Jim Skadal - President**  
**Ron Franck - Vice President**  
**Don Fey - Secretary**  
**Ron Ehrecke - Treasurer**

#### Flight Advisors

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**Paul Kirik**  
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**Jim Smith**  
 387js@mchsi.com 563-340-5131

**Bernie Nitz (See Below)**  
**Dion Carr**  
 7bcmilot@gmail.com 815-535-3501

#### Repair Barn Chairman

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 bernien@visioncrest.com 309-787-0813

#### Tool Librarian

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

#### Tool Committee

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

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

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

**Paul Fisher (See Below)**  
**Ron Franck (Contact Info Above)**

**Jim Smith (Contact Info Above)**  
**Bernie Nitz (Contact Info Above)**

#### Tool Loan Officers

**John Bruesch (Contact Info Above)**

**Roger Nightingale (See Above)**

**Jim Smith (See Above)**

**Paul Fisher (See Below)**

**Marty Santic (See Above)**

**Jim Skadal (See Above)**

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**Fly-Out Coordinator - ??**

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

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

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[chapters.eaa.org/ea75](http://chapters.eaa.org/ea75)  
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**QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM**

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Membership dues for EAA Quad Cities Chapter 75 are \$10/year.  
 Make checks payable to EAA Chapter 75  
 Mail application/renewal to:  
 Ron Ehrecke - EAA Chapter 75  
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 Bettendorf, IA 52722

National EAA offices:  
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 EAA Aviation Center  
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 Oshkosh, WI 54903-3086  
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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? \_\_\_\_\_  
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