

THE LANDINGS

www.eaa75.com

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

January 2015

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

The December Christmas dinner gathering at the Deere Wiman Carriage House was well attended. We had some members present from many years ago. As usual, there was a bounty of great food.

The usual turkey and ham was complimented with several tasty dishes. Deb Jacobsen did a good job in making the tables look festive. Thanks once again to all who made this the traditional success that it is.

Santa made his usual stop to the enjoyment of the younger ones attending. He even had a package for Henry Rahlf. Santa has been with us for a very long time, however he informed me that he is retiring from this activity. The Board of Directors will need to make a decision on that portion of the Christmas dinner.

The December First Saturday coffee and donuts was held at the Carver Aero meeting room at the Davenport Airport. The members began arriving at 8:30 and the flow continued until around 11:00. Great conversation was had during the entire time. A big thanks to the Carver Aero and staff for providing this facility.

Vice President Mike Nass will be presiding for the next two months.

It is time to develop a list of things for the Chapter to accomplish during 2015. Most of which we have been doing all along, and some items that have not been actively worked on.

We are needing to update our Chapter By-laws to EAA recommendations, set dates and locations for Young Eagle events, verify June, July and August hangar meetings. We need to continue working on Air Academy participation, EAA Convention Emergency Aircraft Repair, membership participation in Chapter Leaders Conference at Oshkosh. And perhaps others.

It is also time to look into scheduling a Ford Tri-Motor or the B-17 stop in Davenport during 2015.

That was the consensus of the membership the last time scheduling of one of these events was discussed. It is always exciting to look forward to the Chapter events and activities as we head into a new year.

Each year we have some members accepting new responsibilities and others handing over activities they have been successful at doing for many years. Then we have those members who continue in their same role year after year.

I want to express my thanks and appreciation to those who have served in the past, those who continue to support and those who are taking on leadership roles for the first time. And thanks to the entire membership for their great support of the Chapter in general. That's what makes Chapter 75 the great chapter that it is, one we can all be proud to hold membership in.

Happy Flying, Jim

Next Meeting - January 10th - Program - Bob Kuhns - Ballooning in Africa
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

January 10th Chapter Meeting

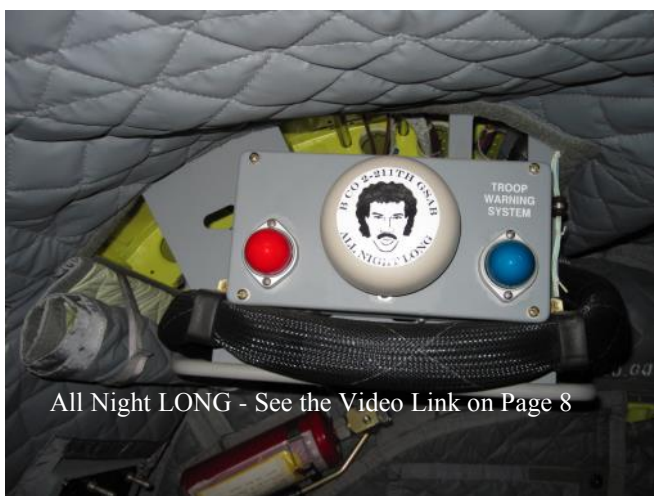
The January Chapter meeting will be held on **Saturday, January 10th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

This month Bob Kuhns has a very nice presentation planned on Ballooning in Tanzania, East Africa. A recent trip with his wife.

The feeling is indescribable, crispness of the African air, chill in the wind that hits your face as your hot air balloon gradually rises, smoothness in the exhale of your breath, and the excitement to see and learn more.

All are invited. **Bring a friend!!** What a way to introduce someone to the chapter.

November and December Saturday Coffee at the Iowa Army National Guard and Carver Aero



All Night LONG - See the Video Link on Page 8

It is That Time to Pay Your 2015 Chapter Dues

**Still the Best \$10 You Can Spend
Please Submit Them at the Next Coffee or
the Next Meeting or via the US Mail**

**SEE the LAST Page of This Newsletter for
the Renewal Form and Paul Fisher's
Mailing Address**



November and December First Saturday of the Month Coffee



November and December First Saturday of the Month Coffee



Know Someone That Might be Interested in the Iowa Army Guard?



Recruiting and Retention NCO
9650 N Harrison Street
Davenport, IA 52806
Fax: (563) 445-8395
RSID: IAFI



IOWA
NATIONAL GUARD
NATIONALGUARD.com



Young Eagles Rally - November 15th Davenport Airport



Young Eagles Rally - November 15th Davenport Airport



From Tim Leinbach - Flying Country Club CFI & Chapter Member



Mike Trahan Refueling at Canton, IL



Refueling at KCWI



Mike Kass 1st Solo



Final Runway 31 at KMLI



Recent IFR Training Flight Above a 2000' Undercast



Close-Up of Aspen Glass Panel in the Trinidad



Fall Flying Country Club Plane Wash



Training Flight, Hey That's Tim!!

Chapter 75 2015 EAA Air Academy Scholarship Recipients and Please Welcome Tim Toal Our New Air Academy Advisor

The Chapter 75 scholarship recipients for 2015 are:

Adam Heyden, Davenport - Air Academy Basic Camp, June 21 - 25

Vincent Klauer, Coal Valley - Advanced Air Academy, July 24 - August 1

Scott Summers, Bettendorf - Advanced Air Academy, July 14 - 21

Jacob Alt, Davenport - Advanced Air Academy, July 14 - 21

We have sent in deposits for these individuals, and will make final payment for their registration when EAA calculates Chapter 75's Young Eagle credits.

Tim Toal has agreed to become the Air Academy Coordinator and will take over the responsibilities from Gina Gore. Thank him when you see him. And bring to him potential candidates for the 2016 season. It is not too early to plan for the next camp season.

Young Eagles Rally In the Local Media

A very nice article appeared in the local press. [Click on this link](#). John Vahrenwald did a fantastic job. Was also a nice segment on the Channel 8 WQAD newscast.

More VERY GOOD Internet Links from the Members

Mike Nightingale – [NASA – Orion's 1st Flight](#) – Coming soon.

Marty Santic – [The One WEEK Wonder in 45 Seconds](#) – OSH 2014

Mike Tea – [VERY Cool Website that Depicts the Current Wind and More](#)

Marty Santic – [Bob Hoover Receiving ANOTHER Award – Still Going Strong](#)

ALL Night Long - Lionel Richie and The Iowa Army National Guard at the Davenport Airport

Watch the following video link. This is something that was a surprise to many of us. Every 1st Saturday of the month our EAA Chapter has a coffee and donuts gathering. We gather and talk airplanes! In November it was at the Iowa Army National Guard facility on the Davenport Airport. They fly some mighty copters. If you missed this coffee, you missed one of the best!

Did know that they were in Iraq, and, did not know that usually flew the Chinook's at night. Thus, the song. The guy in the Lionel Richie blog photo was our tour guide at the November coffee.

<https://www.youtube.com/watch?v=qkJOaJeZbiE>

<http://lionelrichie.com/national-guard-unit-flies-all-night-long-with-lionel-richie/>

Larry Geiger – [TALL Tale – WARBIRDS Found in Texas](#)

Marty Santic – [Patty Wagstaff Aerobatic School](#)

Casey Jones – [A Pilot's Journey Back to Proficiency – A New Movie and a New Book](#)

Mike Nightingale – [ONE B-24 Every 55 Minutes](#) – This is a neat piece of history.

Marty Santic – [THIS IS a BIG Engine](#)

Brendan Hansen – [Landing in the Idaho Back Country](#) – WOW!

Marty Santic – [Man Builds an Airplane in the Bedroom](#)

Ron Erheke – [The IOWA ARMY National Guard and Lionel Richie](#)

Mike Nightingale – [CLOSE Encounters of the Cool Kind](#) - When passengers boarded this plane bound for San Francisco, they never could've guessed what they would encounter near the tail-end of their flight. During the approach to San Francisco, just off the left wing — as visible in the video — there emerges a totally futuristic aircraft. What was it? Virgin Galactic's brand new SpaceShipTwo and its mothership plane, the White Knight II.! Landing with the commercial airliner on the parallel.

December Chapter Christmas Potluck Dinner at Deere-Wiman



December Chapter Christmas Potluck Dinner at Deere-Wiman



The Tool Committee is Looking for Your Suggestions for New Purchases

Looking for your requests for new tools that we might want to add to the tool library. I will then bring those requests to the committee for consideration.

Please e-mail me at franck@geneseo.net

--Ron Franck

River Fog Near Prairie DuChien

(from John Bender)



Estimating the Cloud Base Height

(from www.pilotworkshops.com)

"Many pilots that know me are well aware that I am not a fan of rules of thumb with respect to weather. Largely this is because they don't work in many circumstances. However, one of the rules of thumb that tends to work pretty well for estimating the base of the lowest cloud deck is derived from the temperature and dewpoint temperature at the surface.

Here's what you do. First, find the dewpoint depression in degrees Fahrenheit – that's the temperature-dewpoint spread. Next, double it. Finally, add two zeros to the result.

For example, assume the temperature at the surface is 59°F and the dewpoint is 57°F. The dewpoint depression (temperature - dewpoint) is 2 degrees. Doubling this leads to a 4 and adding two zeros results in an estimate for the cloud bases of 400 feet AGL.

This rule of thumb works pretty well for cumuliform

and stratiform clouds as long as it isn't raining or snowing. Snow and especially rain tends to raise the dewpoint temperature quite a bit which will provide an artificially lower cloud base when using this rule of thumb."

You can subscribe on their webpage for another tip each week.

Additional Pilot Now Allowed on Homebuilt First Flights

The FAA recently released AC 90-116, the Additional Pilot Program (APP) for Phase I flight testing, of homebuilt aircraft, which allows homebuilders to have a qualified additional pilot on board during Phase I flights.

Before this program, builders were only permitted to have "required crew" aboard for initial flights, which usually meant that every Phase I experimental-amateur built (E-AB) aircraft was legally required to be flown solo, according to officials with the Experimental Aircraft Association.

EAA advocacy and safety staff worked closely with members of EAA's Homebuilt Aircraft Council, Safety Committee, and the FAA to craft the program, EAA official said,

EAA officials also noted that this policy change comes after years of data suggesting that the most accidents in the E-AB fleet occur in aircraft during their first eight hours of operation, and that the majority of those accidents were related to pilot loss of control and were preventable

With the new policy, officials with both the EAA and FAA hope to reduce the rate of these accidents by having a qualified and experienced additional pilot on board the aircraft with the builder who can fly the aircraft safely, even in the face of unexpected rigging problems or engine stoppages.

"This is the first time that builders can get the best of both worlds: Going airborne on the plane's first flights and having an experienced test pilot on board to add an additional layer of safety," said Tom Charpentier, EAA government advocacy specialist. "The APP is a great example of a program that is a constructive response to safety data, and it has significant potential to reduce the number of Phase I accidents for our community. We hope this will set the stage for additional positive reforms in the future."

Wright Brothers Day December 17th

Wright Brothers Day is celebrated in the United States on December 17 each year. The date commemorates the Wright brothers' first successful flight in heavier-than-air, mechanically propelled craft, accomplished on December 17, 1903, near Kitty Hawk, North Carolina.

Wright Brothers Day falls on the same day as Pan American Aviation Day.

AME Sequel - From AOPA Pilot Protection Services (by Gary Crump)

In October, I attended one of the two major aeromedical meetings that I go to each year. This meeting brought together the FAA physician staff, aviation medical examiners, and other aeromedical specialists for three days of scientific meetings. This meeting, held in Reno, Nevada, again was chock full of great information about recent and upcoming policy changes, medication approvals, and FAA certification performance metrics. In my role at AOPA, I'm of course interested in all those things, but the performance metric has been of particular interest since about March 28 of last year, when the FAA's Document Imaging and Workflow System (DIWS)-Web (a key part of the computerized medical records processing system) came crashing down following the migration of that system from a server-based to a Web-based application.

What happened after that was a disaster for the FAA as the backlog skyrocketed so much that the average processing time for the Aerospace Medical Certification Division climbed to more than 120 days. Needless to say, 2013 and the first quarter of 2014 was a trying time for all of us—pilots, AMEs, advocacy groups, and the FAA. It truly was a bureaucratic nightmare.

Fortunately, the second half of 2014 saw significant improvement in the FAA scorecard, and we are now seeing some special issuance cases turning around in less than 30 days! I'm not going to dance on my desk just yet, but life is better in that respect, for now.

I want to follow up to my comments in a previous

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170

176 G KA GS 33 Paid. Via Norfolk Va

Kitty Hawk N C Dec 17

Bishop M Wright

7 Hawthorne St

Success four flights thursday morning all against twenty one mile

wind started from Level with engine power alone average speed

through air thirty one miles longest 57 seconds inform Press

home ~~176~~ Christmas .

Orevelle Wright 525P

column about choosing an AME. And yes, there is a connection to all this. One of the noteworthy comments I heard at the meeting is that of the 3,200 or so AMEs currently designated by the FAA, about 25 percent of them are still not familiar with the CACI (conditions AMEs can issue) program that the FAA implemented over a year ago. This program is part of the evolutionary process of regulatory medical certification that identified some medical conditions that previously required special issuance but that have now been “downgraded” to routine office issuances. This procedure is a win/win for pilots and for the FAA, but it is disconcerting that this high a number of AMEs still don't know what it is.

Another fact that was disturbing to me is that of the 400,000 applications for medical certificates processed by the FAA, 17,800 of them were deferred for FAA review by AMEs. That's a lot of pilots who were not issued a medical certificate at the time of the exam. Now, in all fairness to the majority of AMEs who are doing good work out there, we weren't told how many of those deferrals were “appropriate,” but it is probably fair to say that a significant percentage of those deferrals could have been handled with a phone call from the AME to the FAA, and the certificate could have been issued to the airman at that time.

The FAA is really trying to make the sometimes-onerous process of getting a medical certificate as efficient as possible, but when the AME doesn't make the effort to work with the FAA to get the pilot certified in the office, the whole process gets bogged down. The FAA's overall inefficiency in timely processing of medical certificate applications is perhaps the main catalyst that led to the AOPA/Experimental Aircraft Association exemption request in March

(Continued on page 13)

AME Sequel - From AOPA Pilot Protection Services (by Gary Crump)

(Continued from page 12)

2013 that would provide relief from the certification bureaucracy for many pilots who fly recreationally, and would also give backlog relief for the FAA. We are continuing to put pressure on the FAA, and we are expecting to see the notice of proposed rulemaking (NPRM) sometime in early 2015.

In the meantime, though, we pilots still need to be educated about the process, and familiar with our AMEs to keep them accountable in order to avoid the backlog hell that can occur if you run aground with the FAA.

The Day Minie Flew the Coupe (from Robert Johnson)

My logbook entry for 3-30-55 simply says “Tri-Pacer 8973C check-out, 1.0, B.A. Freed #59892.” But when Bas Freed got in, he didn’t fasten his seat belt. I reminded him before I started the engine, but he replied that he didn’t use them. I wanted to ask why not but since it was his airplane and I was anxious to fly, we did the check out without his belt fastened. And now, “The Rest of the Story”.

Bas was a member of an Ercoupe club hangared at Moline, IL (MLI) and decided to take his wife, Minnie, to Galesburg for a pancake breakfast or spaghetti dinner, depending on who tells the story. The Ercoupe had no electrical system so had to be hand propped. When they were ready to go back to Moline, Bas pulled it through a few blades and switched the mags on. He told Minnie to pull the throttle out when it started and he would get in. He pulled it through again and it started right away, but Minnie pushed the throttle in, knocking Bas head over heels and the ‘Coupe took off. Bas got up and yelled for bystanders to call an ambulance, fire department and emergency equipment.

Minnie grabbed the “steering wheel” and drove the coupe around, closing the throttle and making a perfect landing – but- her hat blew off and as she reached for it, she opened the throttle and became airborne again. Everyone thought she wouldn’t have a problem since she did such a beautiful job before. She made a nice, big circle, approaching the grass as before, but something went wrong when the nose wheel broke off and the Ercoupe went end-over-end. Minnie hadn’t fastened her seat belt and was thrown out. Bas ran over, expecting the worst, but Minnie got up and

I’ll close with one tip that might save you some time if you have to provide any supplemental medical information to the FAA. We suggest you have that information with you when you show up for the physical exam with your AME. That way, the AME can at least review what you have, and can maybe get the FAA to OK an office issuance based on the favorable reports.

However, we also encourage members not to rely on the AME to send those records on to the FAA. Instead, do that yourself. That way, you know what records are going in, the day they were mailed, and the method used to get them to the FAA. (We suggest overnighting them FedEx, UPS, or USPS. That can get them into the review cycle several days sooner than first class or certified mail.)

shook herself off, proclaiming that everything was all right.

So that’s why Bas didn’t fasten a seat belt. Incidentally, Ercoupes got such favorable publicity that Erco (Engineering Research Company) furnished the parts to repair the bird at no cost.

Moving? - Don’t Forget to Update the FAA

This is a friendly reminder for all you airman certificate holders of the world. Please note that in accordance with 14 CFR 61.60, 63.21, and 65.21, the FAA requires you to update your mailing address within 30 days of obtaining that new address.

Click the following link for more information on how to update your address http://www.faa.gov/licenses_certificates/airmen_certification/update_address/

Best Aircraft Registration Ever!



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

**FREE COFFEE AND DONUTS AND SOME
GOOD HANGAR TALK AT JIM GOETSCH'S HANGAR**

SATURDAY, JANUARY 3, 2015
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 1st 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.

FOR SALE: 1969 CESSNA 150J "IFR" • \$26,000 • STUDENT PILOT/IFR Student SPECIAL •

This is a GREAT!!! Airplane with TTAf (Total Time Airframe) =2950 TSMOH (Time Since Major Overhaul)= ~650 and still flying, so time will change. It runs strong and starts the first time every time. Map is showing a ground speed of 130kts (150 mph) It is equipped with Narco MK 12D Nav/Com with Glideslope, Narco 120 Com, #2 Nav with a Narco VOR/LOC, King KR 86 ADF, Narco AT 150 Mode C Transponder, and a 3 light marker beacon. Panel lights were installed August 2014 and look fantastic. Alternate Static port installed August 2015 for IFR (Instrument Flight Rules) flying. This plane had an extensive annual inspection in January 2014. It has a newer altitude encoding altimeter, newer heading indicator, and a rebuilt nose strut. Has Auto-Fuel STC which is amazing for overall money savings. About 5 gallons an hour (\$17.50 an hour to operate). I personally think it runs better on car gas than 100LL. Glass is in great condition. Has wheel fairings. Interior and Exterior 8/10. • Located Moline, IL KMLI/Chamblee GA KPDK • Telephone: 563-508-6275. Check out my blog at www.continuousstouch.com

Why are you selling it? N60612 is a great plane. I wanted something to start with, to build hours and it was an airplane I could be afford. The plane was fantastic to get my cross country time for my IFR training along with doing my IFR training. At \$19 an hour, it is cheaper than using a flight simulator and it's real. The 50 hours of cross country is a must for IFR Certification and it is the one item every ex-examiner and CFII say is the hardest to get.

Last Annual January 2014
 Hours on Engine ~650
 How are engine mounts – Rebuild was done 2004
 What year was the SMOH - 2004
 How long has the engine sat – The plane has been regularly used.
 Does Primer work - Yes
 Engine Heater - Yes
 When was the last oil change – 10.14.2014
 Prop – Prop was statically balanced and the engine dynamically balanced
 When was the vacuum pump last changed – July 2014
 Hours on Airframe - ~2950
 Is Pitot tube heated - Yes
 How are the brakes - Good
 Are there tie down hooks - Yes
 Do you have the wheel pants – yes, installed on plane
 Any damage history – Wing damage from a hangar incident - repaired
 Does the heater/defroster work - yes
 How old and loose are the cables – cables look very good. Not loose
 How is the nose gear -rebuilt nose strut in 2013
 How old are tires – the left tire is a bit wore yet no belts are showing
 Is there a shoulder harness - yes
 How are the windshields- Glass is in great condition
 Any corrosion – no corrosion
 What is the history treatment of the plane – Plane has always been hangar
 Lights: Landing/Taxi - 3 light marker beacon. No strobes
 How is the interior - good interior, no rips
 How is the paint – paint is decent
 Flight Rules - IFR
 The communications radios:
 Narco MK 12D Nav/Com with Glideslope
 Narco 120 Com
 #2 Nav with Narco VOR/LOC (self-contained unit, unsure of make but it works)
 King KR 86 ADF
 Narco AT 150 Mode C Transponder
 new altitude encoding altimeter in 2013
 new heading indicator in 2013
 Transponder: Mode C - yes
 Instrument Lamination: new panel lights installed 2013 and look fantastic
 Other gauges: fuel, temp, pressure, standard gauges
 Does it have a two place intercom - yes



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](#)

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.

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

Upcoming EAA Webinars

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

January 3, 2015

EAA Chapter 75 1st Saturday Coffee and Donuts at the Moline Airport. Jim Goetsch is hosting at his hangar. Invite EVERYONE!!

January 10, 2015

EAA Chapter 75 Monthly Meeting at the Deere Wiman Center at 7PM. See Page 2 for the details. ALL are welcome! Bring a prospective member. www.eaa75.com

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.

For Sale: Quad City Flying Eagles Share For Sale. I have a share in the Quad City Flying Eagles Club out of the MLI airport for sale. I am asking \$1000/obo. Please contact Amanda Gray at [563-340-9937](tel:563-340-9937) or amanda@avsafetyolutions.com

For Sale: My share in the Quad Cities Flying Eagles. \$1000.00 or best offer. Dave Leners. 563-357-5104

Flight Instruction: Flight Instructor, Dean Jones (dnjones_acro@hotmail.com) (309-752-3841) ATP-MEL, CFI-I (SEL/MEL), is accepting new students for Flight training. Has over 1,600 hours, and experienced in a variety of aircraft from Cessna, Piper, Beechcraft, along with some L-39 and Boeing 737 sim time! For your spouse or family members, he has also taught the AOPA Pinch Hitter class with the Ninety-Nine's organization. With a 100% pass rate he can help you attain your aviation goals.

Send me your ads. Send to 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 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. Visit our store at www.cafepress.com/eaachapter75



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

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(Effective January 2015)

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Roger Nightingale (See Above)
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**Always Remember.....
The Time Spent Flying is NOT Deducted
from Your Lifetime!**

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