

# THE LANDINGS

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

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

March 2016

### THE EXPERIMENTAL AIRCRAFT ASSOCIATION



#### From The Desk of the President

Last night I returned home from a week skiing on Copper Mountain. It's no secret I rebuilt my instrument panel. This trip was a good shake down trip for the new panel. I'm happy to say it was a success, with exception my Dynon HSI is not receiving info from my Garmin 300 XL. I had turbulence at 9,500' but that improved as I left the mountains behind and smoothed out nicely when I climbed to 11,500'. With a 15 knot tail wind it took 3.5 hrs to travel from Boulder, CO to Davenport.

I ended the flight in the dark, the night time lighting in the panel worked great. I also had my new Stratus ADS-B to receive traffic info through out my trip. I didn't see any low flying traffic like me but lots of Airlines 25,000' above me. Although this is not useful it gave me piece of mind that it was working.

Speaking of things working right, the EAA is a great organization that understands their power is in the members. It's true the youth protection plan has its problems. The EAA is a proactive organization that is making certain we don't have any problems with people that other plans then sharing aviation. Although

we may not be happy with the first rendition of the plan, we are all on the same side. This plan is a good idea, it just needs to be tweaked so we know each member and our chapter is protected. Given time I'm confident the EAA will put it together.

At this time we have more pressing things to work on. The B-17 is coming in 6 weeks. I asked John to give a report to the chapter in the March meeting. John can give us a glimpse on what he has planned and what he still needs help on. I look forward to hearing the plan.

A big thank you to Ron Franck for his presentation at the February meeting. The subject was drones and their history. How they affect the pilots of manned aircraft and their usefulness in commercial applications. Ron had a very interesting video showing how intelligent the drones have become. If you missed the video, take the time to view it. Click here. [The ASTONDISG Athletic Ability of Quadcopters.](#)

I look forward to seeing you all at the next coffee and doughnuts.

#### Last Month's Meeting - Jacob Ott - His Presentation - EAA Air Academy



**Next Meeting - Saturday, March 12th, 7 PM - John Riedel - B-17 Visit**  
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

## March 12th Chapter Meeting

The March Chapter Meeting will be held on **Saturday, March 12th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

**The program for the March meeting will be a presentation by John Riedel on the upcoming Chapter 75 B-17 visit. John will discuss the massive amount of planning that has taken place so far. Bring a friend. Bring a future chapter member!!**

## February Board of Directors Meeting Minutes

**CALL TO ORDER:** The meeting was called to order by chapter President Jerry Coussens at 5:59 pm.

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

**THOSE NOT PRESENT:** All board members were present.

**OTHERS PRESENT:** Tim Toal

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

**A MOTION TO APPROVE** last month's board meeting as published in the last newsletter was made by Paul Fisher; the motion was seconded by Ed Leahy. Approval by the board was unanimous.

**OLD BUSINESS:** Having Air academy attendees pay for part of their tuition to Air Academy was discussed. After a discussion led by Tim Toal, the board talked about sending only two kids to Air Academy and the chapter pay for 100% of the tuition starting in 2017. Paul Fisher made a motion that beginning 2017 to send two kids to Air Academy and pay 100% of the cost. The motion was seconded by Ed Leahy and board approval was unanimous. This would be to help insure that we would have more funds available in the High flight fund, for future kids to attend Air Academy.

The Flutter Bug parts project was discussed. A \$2,250.00 donation was accepted by the board, and

will be deposited to the High Flight Fund, in exchange for the remaining Flutter Bug air frame parts.

**NEW BUSINESS:** Kyle Voltz is a new flight adviser in our chapter along with Bernie Nitz.

Young Eagle rallies were discussed, and how the new EAA child protection program will affect the chapter's future participation in the program. We will wait to hear more from EAA headquarters on this new policy before making any decisions as a chapter. After more discussion Ed Leahy made a motion to suspend all further Young Eagle rallies until we hear more from EAA headquarters as discussed earlier. Wayne Sapp seconded the motion, and the motion was passed by the board.

John Reidel told the board about the upcoming expenses associated with the B-17 event this spring. The expenses will be for printed handouts, advertising, banners and other costs. Also John said that the insurance will be in place. Wayne Sapp made a motion to allow John to spend up to \$3,500.00 of chapter funds for this event. The motion was seconded by Dave Jacobsen. The motion was passed by the board.

Chapter 111 of Muscatine, Iowa will not be merging with our chapter.

**Motion to adjourn:** A motion to adjourn the meeting was made by Paul Fisher, and was seconded by Ed Leahy. The meeting was adjourned at 6:57 PM.

**These minutes respectfully submitted by: Vahan George Bedeian, Recording Secretary, EAA Chapter 75**

## It is That Time of the Year!! Submit Your 2016 Chapter Dues

**Sure wish I could stop publishing this reminder. It is that time of the year once again.**

The Chapter 75 dues remain a BARGAIN. The dues are still \$10 per year.

Many submit multiple years to make it even easier in future years. Paul Fisher's address is on the last page of this newsletter. **Send it TODAY!**

**PLEASE people!! A number of our members still have not submitted their 2016 \$10 dues to Paul Fisher. Please do so by snail mail or in person at the coffee or chapter meeting.**

## February General Membership Meeting Minutes

**CALL TO ORDER:** The meeting was called to order at 7:10 PM by Chapter President Jerry Coussens

**VISITORS AND NEW MEMBERS:** Visitor, Tom Fulton of Davenport, Iowa and Jacob Ott and his parents from Davenport, Iowa

**MEMBERS & VISITORS PRESENT INCLUDING PROGRAM PRESENTER:** 29

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

**TOOL LIBRARY:** A battery load bank for the repair barn was discussed. It was noted that we already have one at Oshkosh and will not to get one. John Bruesh said he was finished with the tool inventory and that's left is to make up a master list.

**TECH COUNSELOR:** Jim Smith talked about a wooden Aircraft project in DesMoines, Iowa, a Fisher flying products model. The builder has had to modify it in order to fit in the plane.

**FLIGHT ADVISOR REPORT:** Kyle Voltz is now a Flight Adviser along with Bernie Nitz for our chapter.

**REPAIR BARN:** Nothing to report

**YOUNG EAGLES:** EAA'S youth protection program was discussed. We will not have another Young Eagle event until we have more clarification on this new policy from EAA headquarters.

**PROGRAM COODINATOR:** Nothing to report

**AIR ACADEMY ADVISOR:** Tim Toal told the chapter that we will be sending only two kids to Air Academy in 2017, and will pay 100% of the cost. This year we will be sending three kids.

**MEMBERSHIP COORDINATOR:** Nothing to report

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

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

**WEB EDITOR:** Nothing to report

**OLD BUSINESS:** John Riedel Showed the chapter the advertising banner proofs and gave other information on the upcoming B-17 tour stop at the Davenport airport. The cost of a ride in the B-17 Bomber is \$435 for EAA members and \$475 for nonmembers. The nonmember price includes a one year membership in EAA. Veterans and their family member will receive free ground tours.

**NEW BUSINESS:** Our chapter is looking for a volunteer to pick up the doughnuts for the monthly meetings. If interested please contact either Jerry Coussens or George Bedeian.

**GENERAL DISCUSSION:** Jacob Ott gave a presentation on his experience at Air Academy at last year's AirVenture. He brought some of the projects he worked on and passed them around the meeting.

**MOTION TO ADJOURN:** A motion to adjourn the meeting was made by Nick Anagnos and was seconded by Dave Jacobsen. The meeting was adjourned at 7:35 P.M.

**THE EVENING PROGRAM:** was presented by Ron Franck, the subject was Drones and their history. And also they affect the pilots of maned aircraft and their usefulness in commercial applications.

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

**Embry-Riddle Seminars** (from Christine Visco)

Human Factors in Aviation -Mar 21 - Apr 17, 2016

<http://worldwide.erau.edu/degrees-programs/free-online-courses/index.html>  
<https://www.canvas.net/browse/erau/courses/human-factor-in-aviation>

## Member Spotlight - Ron Franck

I suggested to our newly elected Chapter 75 president that I'd like to see each chapter member eventually submit a short biography to the newsletter, thinking it might be a good way for our more distant members to connect with everyone on a more personal level. Jerry embraced the idea and I'm following up with my own biography. Compliance is voluntary but I hope over the next several months each and every one will participate.

I've been fascinated with airplanes for as long as I can remember. As a youngster growing up on the farm in rural Henry County, IL my earliest recollections about airplanes include a reoccurring dream of small plastic airplanes dropping down from the sky and littering the lawn.

I also remember hearing an unexplained "boom" that, in my young, imaginative mind was attributed to an unseen military aircraft breaking the sound barrier. One day I was thrilled to witness an air-to-air refueling high overhead, at least that's what I remember seeing. I also recall my father and I driving out to a distant farm field near Geneseo to view the sobering aftermath of a crashed military aircraft. It was pretty well cleared away when we arrived.

I attended government schools (a.k.a. public schools) in Geneseo and Cambridge, graduating from Cambridge High School in 1967. I immediately enrolled in United Electronic Institute in West Des Moines, Ia., graduating two years later. During that time I married my wife, Pamela. We moved to Evanston, Il., and I started working for Zenith Radio Corporation. We later relocated back to Cambridge, not caring at all for big city life.

Not long after the move home we got busy starting a family and I started thinking seriously about airplanes. My next door neighbor, a Mr. Boyd Wheatly had a 1600 foot RLA on his property and over the years hangard a couple of Breezy's, an Ercoupe and a Q.C. Challenger that he flew out of his airstrip. It was those early flights in a Breezy that really set the hook and cemented my involvement in aviation. I guess you could say Boyd was conducting Young Eagle flights before the term Young Eagle had been coined.

In 1972 Pam and I made the trek to Hales Corner, Wis., visiting EAA's Headquarters and their small museum. What a fascinating place for an eager, young enthusiast. Even more fascinating was our next aviation trek, the EAA Convention in Oshkosh. What a head-turner! Those homebuilders were really on to something. I soon became a member of Chapter 75



and a regular at the meetings and the Conventions.

You may recall the Arab oil embargo of 1974. The price of an airplane at that time was so low that I was enticed to purchase a blue over silver 1961 Cessna 150, based in Galesburg, from a private party.

I flew that little fastback, straight tailed Cessna for the next three years and 200 hours, getting into the air as much as I possibly could find time and money to do so. It was also a time of taking lessons, but it never resulted in acquiring a private ticket. I just couldn't keep from getting airsick whenever I went up with the instructor and so, I fell into being simply satisfied with flying around as long as I kept that student ticket current. The pressures of raising a young family soon found my little bird posted for sale on one of the many bulletin boards scattered on the field at Oshkosh. The Cessna quickly moved on to another owner. That little Cessna taught me a lot and I will always have fond memories of N7260X.

Fast forward to 1998. Nine builders meet weekly in Jim Smith's basement to hammer out and equal number of airframes for a sprightly little airplane aptly named "Airbike", so named because it's a single seat, legs-on the-outside flying machine.



By the Fall of 2000 I had my individual edition of the Airbike in the air for its maiden flight. Aside from the transition to a taildragger, those hours flying my Cessna made bouncing around the sky in the Airbike a non-event. One deviation that I did incorporate to my Airbike was opting to create my own tailwheel, a spring and chain setup rather than the designer's solid steering rod. It is a bit more forgiving and less twitchy in my estimation, and in 15 years of flying

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## Member Spotlight - Ron Franck

the Airbike I have yet to suffer a ground loop. Between the time I sold the Cessna and built the Airbike we purchased our current homestead, 38 acres just outside Cambridge. There we raised our three daughters, kept a few horses, dogs and chickens and scratched the dirt like so many farmers around us. That airstrip that Boyd Wheatly once flew from is gone now but it was just past the timber ground that separates his farm from ours. Along with working our farm I worked nine years at John Deere Harvester, suffering a lay-off in 1982 when the farm economy turned turtle. I eventually found employment with the Sheriff's Department as a correctional officer, an experience that led to my next career move as a Trooper for the Illinois State Police. I retired at the end of 2002. A most interesting career, to be sure and though I spent the first two years fighting traffic in Chicago, the same Chicago I once escaped from so many years earlier, I never had to fire my weapon in the line of duty. Like they say in aviation circles, any landing you can walk away from is a good landing and likewise, any law enforcement career you can walk away from without shooting or being shot at is a good career. I enjoyed being a public servant to the people of the State of Illinois.

Today, I spend my time working on the house, tending to the livestock and looking after the farm. In my spare time I have started another project. This time it's a Panther from designer Dan Wesman. I don't have a time frame for completion. If I get the urge to fly there is always the Airbike sitting there, ready to take to the skies.

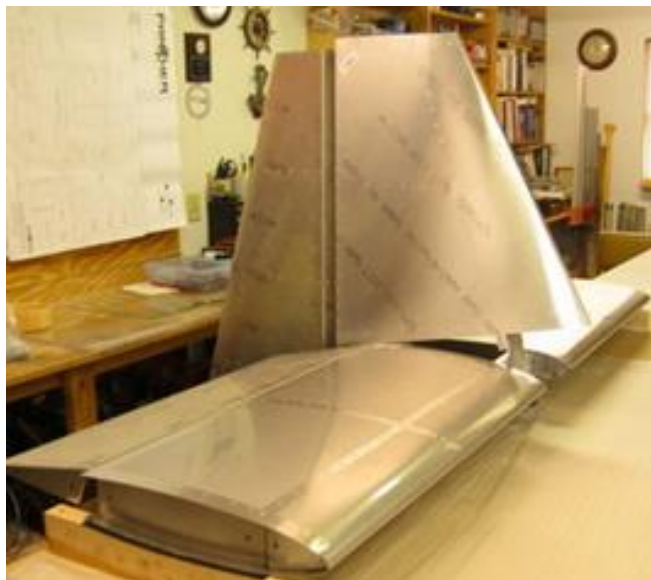
I look forward to serving the chapter in my newly elected position as VP and appreciate your trust bestowed on me as the Chapter's Tool Librarian, a position that has now been passed on to our new Librarian, John Bruesch of Long Grove, IA.

One last note.....some of my favorite airplanes: Cubs, Ryan STA, B-58 Hustler, F-16's and A-10's.  
Ron Franck

## EAA: ATC Privatization Brings Few Savings, Threatens General Aviation Services

Association Opposes AIRR Act Heading To House Floor, Urges Members To Contact Congress

The Experimental Aircraft Association is urging its members to contact their



congressional representatives and express opposition to provisions in the Aviation Innovation, Reform and Reauthorization (AIRR) Act that separate the nation's air traffic control system from the Federal Aviation Administration to be managed and operated by a not-for-profit, non-government entity. The legislation (H.R. 4441) passed the House Transportation and Infrastructure Committee on Feb. 11 and may be headed to the full House floor for a vote by the end of next week.

"Let's lay out the facts on this: moving to a privatized ATC system would not increase efficiency or safety, nor would it save any significant money," said Jack J. Pelton, EAA CEO/chairman (pictured). "What it would do is create an additional aviation bureaucracy, since FAA would still remain, and also create a government-approved monopoly on air traffic services that is dominated by airlines and commercial aviation interests. This will hurt the safest and most complex aviation system in the world, which is why EAA is unequivocally opposed."

Among the foreseen negative consequences of privatized ATC services for general aviation:

- Few promised savings or efficiency improvements: All existing labor contracts, equipment, and overhead costs are fully transferred to the ATC corporation.
- Likely increase in costs: Two bureaucracies will become necessary: The FAA remains and retains rulemaking and safety oversight. Meanwhile, the ATC corporation will have its own structure, while also being open to unlimited liability that will increase costs through insurance premiums, legal defense, judgments and settlements.
- Airline dominance of ATC governance: Airlines

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## EAA: ATC Privatization Brings Few Savings, Threatens General Aviation Services

will have overwhelming political and financial influence, and have no incentive or desire to underwrite GA needs. The airspace is a national asset, similar to interstate highways, which must be operated for the interests of all users.

- GA will lose services over time: With few cost savings and continual pressure for airlines to increase profits, the place to reduce costs is to cut services that do not contribute to airline profits. Thus, GA loses airspace access, ATC services, and funding for rural airports, charting, and flight services, among others.
- Loss of government oversight: Congress and FAA have been the arbiters of fair access to use the national airspace system. In this plan, those decisions would rest in the hands of private interests dominated by airlines' self-interest and profit motive.

"It's noteworthy that the only two general aviation pilots on the House transportation committee - both Republicans - voted against this bill because they understand the ramifications," Pelton said. "Those in the GA community who think this is only about user fees should stop and think again. There will be no turning back. This will permanently change the access and freedom of the nation's airspace for general aviation.

That's why all general aviation pilots and supporters should contact their elected representatives on this immediately." EAA members can find contact information and send correspondence to their House and Senate representatives through EAA's Rally Congress online portal <<http://govt.eaa.org/>> .

## Member Photos

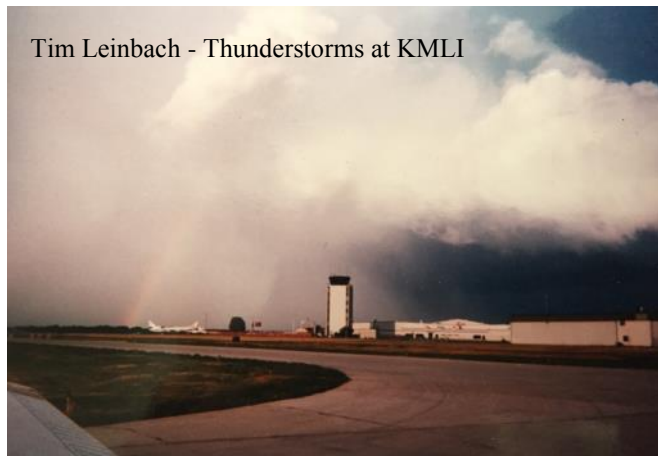
Tim Leinbach-Max Cremer Learning to Fuel



Tim Leinbach - IFR to VFR on Top Flight Review



Tim Leinbach - Thunderstorms at KMLI



Tim Leinbach - Meigs Field - Chicago Approach



Tim Leinbach -  
Sunset



# February Coffee Photos at Jim Goetsch's Hangar - KMLI



## Bernie Nitz's Cozy Project

This is almost ancient history now but in 1998 Chris and I started to build a Cozy MKIV (Chris' airplane). Progress was slow but consistent until 2008 when all progress ceased. I will not bore anyone going through the list of excuses one can use to justify "no progress" but it is amazing how many things can block progress. Finally though there is some signs of progress evidenced by these few pictures working on the left wing.

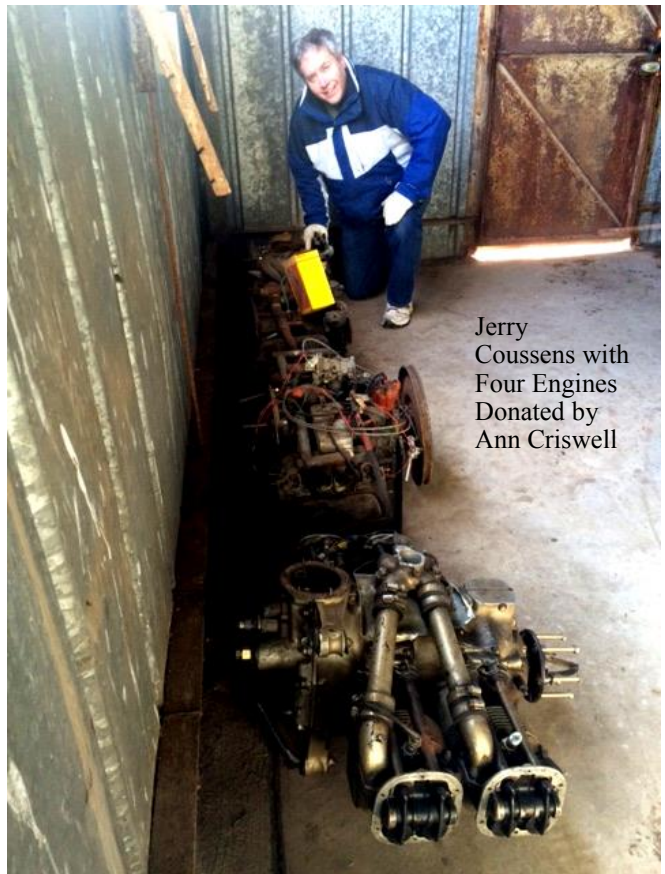
## More Member Photos



Ed Leahy's Tri Pacer



Ed Returning From a Flight



Jerry  
Coussens with  
Four Engines  
Donated by  
Ann Criswell



# Jerry Coussen's Lancair Panel Upgrade

Old Panel



## Mark Howell - Working on the RV-8 Tail Kit

From John Riedel....

I stopped by Mark Howell's on Saturday to see what it is like to start building an RV8.

Attached is a photo of Mark Howell, standing next to his RV8 tail kit in his basement.

Note: the bench is from his grandfather who was a woodworker. Nice legacy piece being used by his grandson!



## Tom Shelton Working on Interior Panels on His New Plane

From Jerry Coussens...

Tom sold the Super Cub and is now removing the interior from the new acquisition and putting in new.

A fun pic. Tom looks like he is in "The Stocks."



## Young Eagle Success Story - (from Richard Lowe)



A picture of my nieces' son Jake Metherall and his brother Luke in the cockpit of a Sun Country B-737 which Jake flies.

They are on the way to Phoenix to visit their father on Christmas eve. Luke is a student at the U of Alaska. Jake started his aviation career with a YE ride at Jackson, WY and that chapter gave him a scholarship for private pilot training.

He continued at UND and then flew for Northwest Airlink before going to Sun Country a year ago. I am enjoying my trip so far. Looks like the wx is still holding at the QC. See all soon.

Richard Lowe

## Carver Aero Seeking a Chief Pilot

Carver Aero is seeking an individual for the position of Chief Pilot – Paul Hetzler will be retiring from this position.

### Responsibilities

The Chief Pilot is responsible for and has authority to ensure the following:

- In the absence of the Director of Operations, exercising his duties, including operation control of all flights conducted under FAR135
- The supervision of pilots as to their qualifications and compliance with the rules and regulations of both the FAA and the Company
- The general supervision of pilots and their scheduled assignments
- The training and development of pilots under this supervision to the end that they meet Company and FAA standards of competency
- The recommending of new approved flight operations policies, practices and procedures
- Overseeing the Check Airmen
- Pilot Schedule oversight
- Pilot Performance & Disciplinary Reviews
- Interview and Evaluate new crewmembers
- Maintain records

### Education And Experience Requirements

- High School diploma or equivalent
- Possess Airline Transport Pilot Certificate with appropriate ratings
- Qualified to serve as Pilot-in-Command in at least one aircraft used in the company's operation
- In the case of a person becoming Chief Pilot-
- For the first time ever, have at least 3 years experience, within the past 6 years, as pilot in command of an aircraft operated under part 121 or part 135.
- In the case of a person with previous experience as a Chief Pilot, have at least 3 years experience as pilot in command of an aircraft operated under part 121 or part 135 of this chapter

### Required Experience

Hold an ATP certificate with appropriate ratings, and be 14CFR135 qualified on at least one of the aircraft operated on the Sterling Air Operators Certificate. In the case of a person becoming a Chief Pilot for the first time ever, have at least three years' experience, within the past six years, as Pilot-in-Command of a large airplane operated under Part 121 or Part 135

In the case of a person with previous experience as a Chief Pilot, have at least three years' experience, as Pilot-in-Command of a large airplane operated under Part 121 or Part 135

Send resume to Sandra Barrett at:

[Sandra.barrett@carveraero.com](mailto:Sandra.barrett@carveraero.com)

## Internet Links Sent by Our Members

[Tom Henry – The Magic of Flight - Pollination](#)

[Don Fey – How to Stop a Seaplane in a Hurry – NOT!!](#)

[Larry Geiger – This is Why We Fly!! – A nice video montage.](#)

[Don Fey – The Last Fighter Pilot of WWII That Flew the Last Mission](#)

[Tom Shelton – Foxtrot Six Aviation](#)

[John Riedel – 2017 FAA Budget](#) – Good info on the current and future of GPS and in particular Aviation

[John Riedel – WAAS Status](#)

[Marty Santic – Boeing 767 Severe Crosswind Landing](#) - What happens when 120 tons of landing Boeing 767 encounters severe turbulence just above the runway? You get to see the incredible strength of modern engineering. Watch the wings flex and the landing gear absorb the shock.

[Pete Anderson - First Viewing: Weird Valkyrie Single Takes Off](#)

[Don Fey – Boeing Phantom Eye](#) - This all new unmanned drone has incredible capability. It currently can stay aloft for 4 days but soon will soon stay up 10 days. While designed as a surveillance platform, it carries a 1 ton payload that can include Hellfire missiles. Flying at 65,000 feet - the very edge of space, it is just about out of range of missiles. [https://en.wikipedia.org/wiki/Boeing\\_Phantom\\_Eye](https://en.wikipedia.org/wiki/Boeing_Phantom_Eye)

[Ron Ehreke – P-40 Pilots at Pearl Harbor](#)

[Cy Galley – Unusual / Oddball Aircraft](#)

[Cy Galley – ARE Glass Cockpits Unsafe??](#)

[Don Fey – How to Land a Plane in an Emergency](#) – A 10 Minute Lesson

[Cy Galley – The Chemistry of VALVE STICKING – A very good article!!](#) – Ed Kollin on oil.

[Dennis Crispin – Pearl Harbor – What Happens When the Tourists Leave For the Day](#)

*(Continued on page 12)*

## Internet Links Sent by Our Members

Keith Williams – [AIR FACTS – How Flying Saved My Life](#)

Cy Galley – [Lockheed Constellation Leaves Valle Airport](#) - Lockheed Constellation C121A Bataan, after sitting at the Valle Airport south of Grand Canyon National Park, flew to California on January 14, 2016, for a major retrofit. Congratulations to the ground crew and all involved for getting this amazing piece of history back in the air.

Don Fey – [Radial Engine Demo](#) – A short video.

Don Fey – [The Red Baron](#) - The following is a rare piece of film, 100 years old. It shows Baron Von Richthofen aka: The Red Baron, doing an external inspection.. If you look close you will also see Hermann Goering.

Dennis Crispin – [Vietnam](#) – 50 Years Later

Marty Santic – [Propping LESSON](#) - As this close call shows, every propeller can potentially bite. Treat every prop as if it's live and stay well away whenever possible.

Cy Galley - [100 DRONE SYNCHRONIZED AIR SHOW MUST SEE](#)

Cy Galley – [Ground Vehicle Operation on Airport Property](#)

Don Fey – [Blue Angels from the Cockpit](#) - This footage is of the "slot man" in the Diamond formation. It's the toughest flying due to wingtip vortices etc. when he "smiles", he's pulling some serious positive/negative "g" forces.

Cy Galley – [Many Museum Photos](#) – This will keep you busy for hours!!

Cy Galley – [Calculating TakeOff Distance for High Density Altitudes](#) - **An interactive calculator to save.**

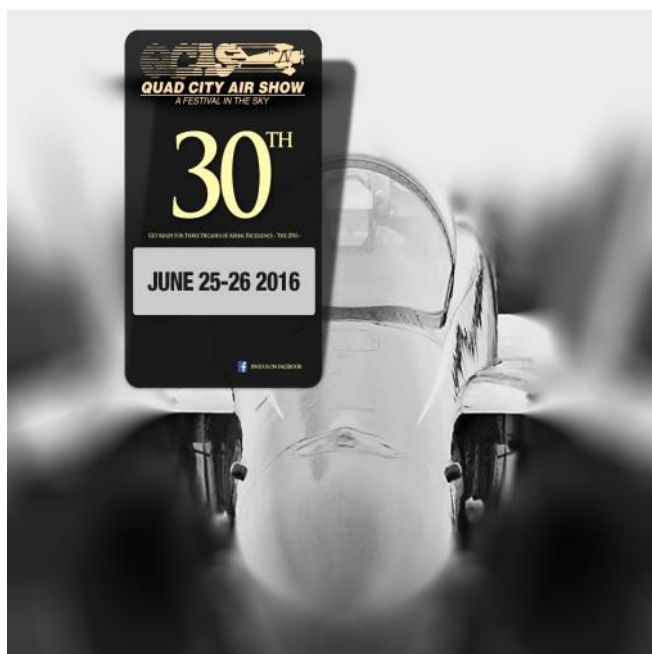
## Upcoming Events - Next AOPA Safety Seminar and the Quad City Airshow

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

**Tim would also like your suggestions for future seminars. E-Mail him at: [tleinbach@gmail.com](mailto:tleinbach@gmail.com)**

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

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



## Chapter 75 Flight Instructors

Per a member request, am including a listing of Chapter 75 members that are flight instructors and would be willing to help with primary flight instruction, your next BFR or other. *If you are a Chapter member and a flight instructor please let me know and will include your name in the listing. Additions/Corrections are welcome!*

CFI / CFII	Phone	New Students	CFII	BFR	IFP	Airports	Plane
Mike Nass	563-357-6068	No, Booked	Yes	Yes	Yes	CWI	Owners Plane
Dean Jones	309-752-3841	Yes	Yes	Yes	Yes	DVN MLI	Owners, QC Flying Eagles
Tim Leinbach	309-781-9585	Yes	Yes	Yes	Yes	DVN MLI	Owners, FBO, Club Plane
Tim Toal	309-235-0087	Yes	Yes	Yes	Yes	DVN MLI	Owners
Barry Logan	309-303-0211	Yes		Yes		C75	Owners, Club Plane

**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 THE DAVENPORT AIRPORT**

**SATURDAY, MARCH 5, 2016**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Don Grundstrom, Dean**  
**Maupin and John Biondo at**  
**the Davenport Airport**



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

This month, hope to see all at our 1<sup>st</sup> Saturday of the Month coffee hosted by Don Grundstrom, Dean Maupin and John Biondo at the Davenport Airport. Hangar I6. Come for some good hangar talk and meet your fellow chapter members.

**FLY IN:** Davenport Airport (DVN). Flying in, just taxi to the NEW T-Hangars at the north end of the airport. You will see us.

**DRIVE IN:** Come to the North side of the airport near the NEW T-Hangars. The gate should be open on Harrison Street. Call Marty Santic if you do not know the Harrison Street gate code. 563-340-9919.

## Local Calendar of Events

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

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

## Upcoming EAA Webinars

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

**March 2 - 8 p.m. CST**

Fix It Now...Or Fix It Later Presenter: Mike Busch

**March 9 - 7 p.m. CST**

Fly Your Own Plane to Cuba Presenter: Jim Parker

**March 16 - 7 p.m. CST**

Are You Fit to Fly? Understanding Aeromedical Self-Certification Presenter: Dr. Greg Pinnell

**March 23 - 7 p.m. CDT**

Reviewing the Flight Review Presenter: Prof. H. Paul Shuch

**March 30 - 7 p.m. CDT**

Basics-Tailwheel Airplanes Presenter: John Valade

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

## Classified Ads

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

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

**For Sale: One share in the Four Seven Jays Flying Club.** The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496 GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. Asking \$4000. Dan Murphy 309-230-2679, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

### For Sale: Flying Country Club Shares

Flying Country Club shares for sale, \$30 per share. Call Ray Holland at [563-359-0450](tel:563-359-0450).

### For Sale: Wampus Cats Flying Club Share

Here is your opportunity for very economical flying! Wampus Cats Flying Club has been in existence since the 1950's.

We have a well kept 1978

Cessna 152 which was purchased new and has always been hangared at Davenport. It has 5000 airframe hours and 500 SMOH. Monthly dues are \$39.00 and hourly rate is \$50.00 wet. For more information on joining our Club please contact Bernie or Chris Nitz. (309) 798-2011. [bernien@visioncrest.com](mailto:bernien@visioncrest.com) or [cnitz@visioncrest.com](mailto:cnitz@visioncrest.com)



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

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

## Chapter 75 Merchandise Now Available

(from Marty Santic)

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

Also available via CafePress are men's clothing items such as T-shirts, sweatshirts and jackets, women's clothing items, child's clothing items, accessories and holiday items with the logo. The logo is printed and not embroidered on all of the items from CafePress. Visit our store at [www.cafepress.com/eachapter75](http://www.cafepress.com/eachapter75)



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

### EAA CHAPTER 75 OFFICERS

(Effective January 2016)

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

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

**QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM**

New Member   
 Renewal   
 Info Change

Membership dues for EAA Quad Cities Chapter 75 are \$10/year.  
 Make checks payable to EAA Chapter 75

Mail application/renewal to:  
 Paul Fisher - EAA Chapter 75  
 8428 114th Av West  
 Taylor Ridge, IL 61284

National EAA offices:  
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 EAA Aviation Center  
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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: \_\_\_\_\_  
 \_\_\_\_\_  
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What are You Building? \_\_\_\_\_  
 \_\_\_\_\_

What are You Flying? \_\_\_\_\_  
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