

THE LANDINGS

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

December 2013

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

This month's coffee and donuts will be hosted by Jerry Coussens at the Davenport Airport, on Saturday morning, December 7th beginning around 8:30. His hangar is heated, so come enjoy the fellowship.

In last month's president's notes I gave credit for the idea to start coffee and donuts to the wrong person. Thanks to Keith Williams for reminding me that it was him who e-mailed me suggesting the idea for this program in the beginning.

Last month's event at Jim Goetsch's hangar and shop was interesting and enjoyed by all. Make it a point to attend one of these coffee and donuts events soon.

This month's meeting will be our annual Christmas Potluck. Turkey, ham and beverages will be provided by the chapter. Bring your favorite dish to share. Dave & Deb Jacobsen will be doing table decorations. Santa is scheduled to arrive around 7:00 P.M., so if you have children attending with you, be sure to bring a gift for Santa to present. REMEMBER – we start at 6:00 P.M. See you there.

Tom Shelton recently attended the Leadership Conference at headquarters. He will make a presentation to the chapter on the content of the conference after the first of the year.

Congratulations to the newly elected chapter leaders. We thank you for stepping up and taking those positions.

Also thanks to Keith Williams, chairman, Ralph Stephenson, Kent Johnson and Mike Smith for serving on the nominating committee.

As we begin the new year we will be needing programs for the months of January, February, March, April, May, September, October and November. Please think about stepping up and volunteering to take charge of the program for one of these months. You don't need to be the one doing the presenting, you can secure a presenter. If you have any ideas for programs you would like to see, please let one of the board members know. Also, we need volunteers to host coffee and donuts each month. Again, let us know if you wish to volunteer to host.

Oshkosh 2014 is heavy in the planning stages. Tom Shelton took part in the second teleconference this last week. There are new events and information in the planning stages.

There are many chapter projects in progress for the next few months, some in some heated spaces. If anyone would like to host an open house let me or a board member know. This would make a good coffee and donut event. There should possibly be some "first flights" in the spring. Keep us posted so Marty can report in the newsletter.

See you at the Christmas Party. If you are unable to attend the Christmas Party, have a wonderful Blessed Holiday. See you in 2014 for another successful Chapter 75 year.

Happy Flying, Jim

Next Meeting - December 14th - 6 PM - 75's Annual Christmas Gala
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

December 14th Chapter Meeting

The December Chapter meeting will be held on **Saturday, December 14th at 6 PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

It's our annual potluck Christmas party. It's always lots of fun; bring the whole family, children and grandchildren. The man with the white beard and red suit always makes an appearance. **Don't forget we start the December potluck at 6PM! Bring a dish to pass, and table setting.**

All are invited. **Bring a friend!!**

November 8th Board Meeting

CALL TO ORDER: The meeting was called to order by Chapter President Jim Smith at 6:07 pm.

MEMBERS PRESENT: Jim Smith, Mike Nass, Ed Leahy, Dave Jacobsen, Tom Shelton, and Marty Santic.

THOSE NOT PRESENT: George Bedeian

OTHERS PRESENT: Paul Fisher and Ron Franck.

TREASURERS REPORT: The treasurer's report was read by Ed Leahy. A motion to accept the treasurer's report was made by Mike Nass and was seconded by Tom Shelton. Approval by the board was unanimous.

OLD BUSINESS:

2014 Air Academy: The Board selected Alexander Mester, Jacob Anderson, and Brandon Gore to attend the 2014 Air Academy. Alexander will attend the Basic Camp. Jacob and Brandon will attend the Advanced Camp. A motion to send these candidates to the Air Academy was made by Tom Shelton and seconded by Mike Nass. Approval was unanimous.

Jim Smith noted the upcoming teleconference on November 19th for Airventure Chairman. He will do it as Cy will be on vacation.

Tom Shelton will work with Cy as a Repair Barn Liaison on the Repair Barn Committee, assuming some of Cy's responsibilities to the EAA and beginning the process of a smooth transition to a new Chairman in the future.

Young Eagles Coordinator: New member Andrew

Poppy was introduced and has volunteered to fill the position.

NEW BUSINESS:

New member Coordinator: Paul Fisher is assuming this position with help from Mike Nass. They will develop a process to help assimilate new members into chapter activities and steer them towards members with similar interests.

The December Meeting is our Christmas potluck beginning at 6 pm with Santa arriving at 7 pm. Jim and Beverly are bringing the turkey, Bob and June Olds are bringing the ham. Deb Jacobsen is bringing table decorations.

A motion to adjourn the meeting was made by Dave Jacobsen and was seconded by Ed Leahy. The meeting was adjourned at 7:10 pm

These minutes respectively submitted by David L. Jacobsen.

November 8th General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:17 pm by Chapter President Jim Smith.

VISITORS AND NEW MEMBERS: New member Andrew Poppy was introduced. He has volunteered to take the position of Young Eagles Coordinator.

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

TOOL LIBRARY: Ron Franck reported that tools are available. Contact him or any tool committee member to arrange to get what you need. Suggestions for new tools should also be routed directly to the tool committee.

TECH COUNSELOR REPORT: Jim Smith discussed Cy's upcoming retirement as Repair Barn Chairman and the EAA's changing policies regarding those changes. Tom Shelton will be assuming some of Cy's administrative duties with the intent to help with an eventual smooth leadership transition.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Nothing to report.

YOUNG EAGLES: Andrew Poppy has volun-

(Continued on page 3)

November 8th General Meeting Minutes (cont.)

(Continued from page 2)

teered for this position and will be planning for spring time activities.

NEXT STEPS ADVISOR: Nothing to report.

AIR ACADEMY ADVISOR: Jim Smith reported for Gina Gore that Alexander Mester, Jacob Anderson, and Brandon Gore have been selected to attend the Air Academy in 2014.

MEMBERSHIP COORDIATOR: Paul Fisher has assumed this position from Tom Shelton. He, with some assistance from Mike Nass will develop a process to work new members into chapter activities.

ACTIVITIES / FLY-IN/OUT COORDIATOR: Nothing to report.

NEWSLETTER EDITOR: Nothing to report.

WEB EDITOR: Nothing to report.

OLD BUSINESS:

Chapter Election: Nominating Chairman, Keith Williams and committee members Ralph Stephenson, Kent Johnson and Mike Smith presented the following candidates for election to the Board: Jim Smith, President; Mike Nass, Vice President; Marty Santic, Tom Shelton, Dave Jacobsen, and Ron Franck. Three calls to the floor produced no other candidates. The members present elected the candidates presented by a unanimous voice vote.

NEW BUSINESS:

Ed Leahy spoke with the North Scott School District Superintendent about the possibility of a "School-Flight" type project. There are several of this type program out there and he is at least interested in seeing more information regarding such a project before taking a stand one way or the other.

The December meeting will be the traditional Christmas potluck. Bring table service and a dish to pass. Santa has been hired and will arrive at 7 pm. This event begins at 6 pm. A few volunteers would be appreciated to help with the set up of tables and chairs at 5 pm.

A motion to adjourn the meeting was made by Jim Smith and was seconded by Dave Jacobsen. The meeting was adjourned at 8:25 pm.

THE EVENING PROGRAM: The program was

an informal brainstorming session to seek ways to improve chapter functioning and events

These minutes respectively submitted by David L. Jacobsen.

The Chapter Has a NEW Young Eagle Coordinator!!

Chapter 75 welcomes Andrew Poppy, Chapter 75's NEW Young Eagle Coordinator. Andrew stepped forward during the No-



member chapter meeting and indicated he would love to give the position a try. All at the chapter meeting indicated we would support him with extensive help in planning and conducting the Young Eagle events.

Andrew resides in Port Byron, IL and is currently flying a Piper 140.

Free AOPA AV8TR Membership for Teens

Share your excitement and passion for general aviation by referring someone you know to AOPA AV8RS, AOPA's FREE membership for teens ages 13-18! It's FREE!

Let them know he or she can enjoy all the great benefits of becoming an AOPA AV8R, including:

- Official AOPA AV8RS member card
- Free digital subscription to Flight Training magazine
- Dedicated AOPA AV8R scholarship opportunities
- Specialized content on aopa.org/av8rs including videos, and career info
- Safety quizzes, interactive courses and more
- Opportunities to connect with other AOPA AV8RS through dedicated social media communities.
- Access to online training information and materials at aopa.org

(Continued on page 7)

November's 1st Saturday at the Moline Airport - Jim Goetsch's Maintenance Hangar



LESSER KNOWN AIRCRAFT OF WW II

(By Ron Franck)

Laister – Kauffmann YCG-10A

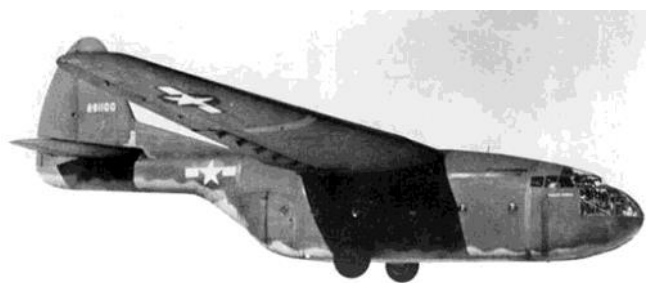
Late in 1941, Colonel Frederick R. Dent, Jr., head of the Glider Branch at the Material Command, who had just returned from a visit to England to observe Britain's glider activities, expressed the opinion that America must build gliders that could carry a substantially larger payload than the Waco CG-4A currently employed by the military. If the five U.S. airborne divisions then being formed were to be adequately supplied, they needed gliders that could transport trucks larger than the jeep, larger-caliber artillery pieces, heavy tonnages of ammunition and other bulky supplies and equipment.

With this objective in mind, the Army Air Forces awarded a contract to the Laister Kauffman Aircraft Corporation of St. Louis, Missouri, in April 1942 for the XCG-10, a thirty-place glider. Three were to be built, constructed from wood as far as was practical.

In October, the company delivered a static-test model to Wright Field. By then, Waco had made substantial progress on the large XCG-13, a glider with characteristics comparable to those specified for the XCG-10.

When the Waco XCG-13 was approved for production, the military dropped work on the XCG-10 and asked Laister Kauffman to develop a somewhat larger glider that would transport a combat load of 8,000 lb and have a gross weight not to exceed 15,980 lb. Its wingspan was to be 105 feet and the fuselage 68.5 feet. Airspeed was set at 150 miles per hour, an increase over the 120 mph speed established for the earlier model, designed to take advantage of the faster speeds of the C-46 and C-54 tow aircraft, which had become available for airborne operations. On 30 April 1944, the company delivered a flight model to Clinton County Field. It had the distinction of being the only large wooden aircraft to pass military testing successfully in many years.

The XCG-10A was a high-wing, fully cantilever, monoplane glider. Tail surfaces were supported by a boom attached to the upper portion of the fuselage. It had a tricycle landing gear, with a retractable nose wheel. Spoilers on the upper surface of the wing were operated manually by a lever in the cockpit. Slotted flaps covered one half of the wing length and were operated hydraulically. The glider had dual controls and the pilots sat side to side. To comply with the original contract, the entire aircraft, with the exception of the fittings, was of molded plywood.



The outstanding feature of the glider was its enormous cargo compartment, 30 feet long, which extended from the pilot's compartment to about four feet aft of the rear edge of the wing. The exterior of the cargo section cleared the ground by only 20 inches. It had clamshell doors and a ramp that could be lowered at the rear of the compartment to load a two-ton truck.

As large as the glider was, it was proven suitable for "snatch" pick-ups. These were accomplished by the B-17 and the C-54.

There was pressure for the production of large gliders as quickly as possible. As a result, the Army Air Forces negotiated a production contract with Laister Kauffman in August 1942 for 10 YCG-10A's – the designation for the production model – even though the XCG-10A had not been accepted as a standard piece of equipment. By 1945, the company had manufactured ten of the gliders.

In early 1945, William S. Knudsen, head of the War Production Board, summoned Jack Laister of the manufacturing firm to Washington D.C. Knudsen grilled Laister on technical details and operational characteristics of the company's glider as well as its production qualifications. Concluding the conference, Knudsen stated he was entirely satisfied with the YCG-10 program.



Laister-Kauffman CG-10A. The operational CG-10A was an impressive feat of engineering. It was high-tech for the day and produced by one vendor.

(Continued on page 6)

LESSER KNOWN AIRCRAFT OF WW II

(Cont.)

(Continued from page 5)

Passing a mature test and acceptance process, at V-J Day the CG-10A was in full-rate production for the upcoming invasion of Japan. Features that were firsts for U.S. aircraft include:

- rear doors under a high tail
- strongest, lowest floor at the time
- landing gear to the sides of the fuselage rather than under the wings
- quadruple-disc hydraulic brakes
- capacity to carry a 2½-ton truck or 155-mm howitzer
- capacity to carry 60 paratroopers
- thick wing skin
- largest proven-successful, nearly all wood aircraft (the only structural metal was located in the nose for snatch pickup).

Amateur Built (AB) Aircraft Certification

(from Ross Carbiener)

It seems that everyone prepares for their AB aircraft certification differently. The data packages I get from individuals vary considerably. My suggestion to everyone is to get the certification package from EAA. Not only does it contain a lot of valuable items such as decals and data plate, it also contains a step by step guide to filling out the necessary paperwork.

Paperwork, paperwork, paperwork

You just spent 2000hrs building your dream ship and then spent 15 minutes filling out the paperwork to get an airworthiness certificate. This just doesn't make sense. The paperwork is the first thing that the DAR/FAA sees of your project and it can set the tone for the inspection. I have to admit that the FAA's forms do not always make sense and that some forms are so "all purpose" that it is difficult to figure out exactly what they are asking for. Be consistent. Don't use "Lycoming" on one form and "Lyc" on another. This goes for capital and lower case letters too....be consistent. The EAA manual mentioned above is a good resource. You can call the FAA for help, but their time is usually limited. DAR's tend to work with the individual on proper execution of the forms. I recommend that an applicant fill out all of the forms and forward them to me a full MONTH in advance of the proposed inspection date. I can then review the forms and recommend corrections with time to spare.



Registration

The permanent registration certificate needs to be "in hand" prior to the inspection. The pink copy of the application does not suffice in this instance. The pink copy works for an aircraft that is already certified but is not acceptable for issuance of an airworthiness certificate. In rare instances I can coordinate with FSDO to contact Oklahoma City and get a letter from FAA Registration certifying that the registration has been issued, but it is best to think ahead and avoid the situation all together.

Data plate

The aircraft data plate is another common problem area. The plate has to be steel and preferably stainless. It needs to have the name of the builder, model, and serial number. This information needs to be EXACTLY as it appears on the registration. Hold the registration up to the data plate and make sure that it is EXACT.....I cannot stress this enough..... Many store bought data plates have room for a lot more data such as weight and engine information. My recommendation is to leave those areas blank. You may

(Continued on page 7)

Amateur Built (AB) Aircraft Certification (cont.)

unknowingly restrict the aircraft. (Imagine the poor soul who stamped 1325lbs gross weight on his data plate in 1999 making his aircraft ineligible for sport pilot years later) The data plate MUST be fixed to a PERMANENT part of the aircraft on the left hand side and near the tail. On fabric aircraft this may be difficult. Consult the DAR/FAA before mounting to make sure it is acceptable.

EXPERIMENTAL

Many people get creative when installing the EXPERIMENTAL placard. In my opinion it is a badge of honor to have the placard proudly displayed on the outside of the aircraft. Most people try to hide it on the inside of the aircraft so that it is less conspicuous. If it meets the requirements I will approve it, if the requirements are not met it will have to be changed. I have had people show me pictures of similar aircraft with the placard matching theirs and try to use that as justification. Just because one DAR/FAA inspector was talked into it does not make it correct....and there is a chance that the other aircraft owner changed the decal after the inspection. My suggestion here is to consult the DAR/FAA on this before applying. This applies to N-numbers as well.

Weight and Balance

Weight and balance is a very difficult subject but is so very important. The W&B concept that a typical pilot needs to know is very different from the W&B concept an A&P mechanic or aircraft builder needs to

It's a Small World - Another in the Series (from Richard Lowe)

When I bought my 1967 Citabria in December 1985, I had not flown a tail wheeled airplane in over ten years. One of the things I had to do before I flew solo was get some dual from a good CFI. I was lucky to get Bob Parmele, who was still active at the Davenport Airport. However, I had to get the plane from Boone, IA, to Davenport. I told the owner a condition of sale was delivery of the plane to Davenport. He told me he did not have time to do it himself, but he had an idea. A pilot by the name of Cliff Henry, who was a CFI for Hap's Air Service in Ames may agree to deliver the plane.

We met with Cliff, and he said he would do it if he could stop at Iowa City and visit a friend who was in

know. This could be a subject of an entire article, but for now remember that the aircraft must be level in pitch and roll when the scale readings are taken and this must be done in a NO WIND condition. The airplane gets lighter in the wind....it's called lift. The most forward and aft CG calculations can be confusing. If the aircraft can be loaded outside either of the ends of the CG range bad things can happen. Ask for help if unsure. DAR/FAA is good resource as we deal with it often.

3-view drawing

If at all possible send a 3-view drawing with the data package instead of pictures. This information gets recorded by the FAA in OK City. My opinion is that it is better to have less detail in this situation.

Ran out of time on this article this month, got to get it off to Marty. Will think of more and see if I have enough for next month!

Ross Carbiener (DAR-T)

Free AOPA AV8TR Membership for Teens (cont.)

(Continued from page 3)

Opportunity to serve on the AOPA AV8RS Teen Advisory CouncilPlus a free BONUS GIFT – an AOPA AV8RS sling bag!

AOPA AV8RS are the "Pilots of Tomorrow." Encourage someone you know to become an AOPA AV8R today. To learn more about AOPA's teen membership program, visit www.aopa.org/av8rs.

the burn unit at the U of Iowa Hospital. I agreed, and told him I would get him back to Boone after the delivery. One Saturday, the weather was right and Cliff flew the plane to Davenport as agreed. As soon as he arrived, we fueled the plane and put it in the newly rented hangar. It was a late winter day and getting dark. A friend of mine was standing by with his Baron and we flew Cliff and his passenger back to Boone. It was dark when we did this, and we had little time to visit. Anyway, I was excited about my new plane.

Fast forward about eight years. I was working at the ramp for TWA/TWE at Moline one Sunday morning. Our station was an ATR station, so the TWE flights usually operated as ATR 42 or 72 flights. However, on Sunday, the late morning flight was an EM-120. It was a thirty passenger plane which was very fast, but

(Continued on page 8)

It's a Small World - Another in the Series (cont.)

it had a history of mechanical problems on our line. This morning, the inbound flight had a mechanical, and we waited parts and a mechanic to arrive on the next flight from STL. I went over to check the ice in the galley, and found the captain sitting in the plane working on his flight logs. We got to visiting and I told him I flew a Citabria. He asked where I found it and I told him Boone, IA. I told him the story of how

I got the plane delivered to DVN. He asked if I remembered the name of the pilot who flew it down from Boone.

I told him I remembered the name; it was Cliff Henry. He stuck out his hand and said, "I'm Cliff Henry". Cliff was in uniform. He had put on a few pounds and grew a mustache. I learned his wife was a Jetstream 3200 captain for our company also. He checked his flight records for the time and found he did not even log the flight. Small world.

Had to Build a Hut in the Hangar - Installing a Dynon Skyview in the RV

(from Keith Williams)

I've attached some pictures of the "Winter Hut" I have been building. I expect to spend a lot of time in there this winter. The winter hut is 10x14 feet and 8 feet high. The walls are 2x2's, the ceiling is 1x2's, all on 24 inch centers. I am using 3.5 inch paper backed insulation. It has three doors - one for ahead of the wing and one for each side behind the wing. Heat is from a 1000W Toastmaster resistance heater that I have had around for 40+ years. It has been keeping it at 55-60 on the 15 degree nights and 25 degree days we have had recently.

This is all about upgrading the panel in the RV6 to a Dynon Skyview like the one in the RV12. This new panel will be the same as in the RV12 except I will be using a GTN650 instead of SL40 as the main radio. It will also have a Dynon com radio, Dynon intercom and Dynon D-6 for backup EFIS.

The pictures include one of the winter hut framework, two of the finished winter hut exterior and an interior picture. The interior one of the panel shows where things will go when they arrive. I am thinking that will be next week. Then I will have to start thinking again, instead of just driving screws and stapling insulation. At least I will be warm.



Internet Links from Our Readers

A real nice set of links. A MUST SEE is the first one, the Smothers Brothers - "So You Think You're a Pilot" Craig Ferguson became a pilot in 2009. **WATCH and LAUGH!! I was rolling on the floor!!**

Marty Santic - [Return of the Smothers Brothers - So You Think You're a Pilot?](#) - This YouTube video is not to be missed. You will be laughing out loud at this one!

Oliver Wilson - [The Israeli Air Force](#) - Here's a story of courage not known by many.... The only four (4) airplanes Israel had when the war of independence began were smuggled from Czech Republic. They were German "Messerschmidt 109". They were assembled overnight in Tel Aviv and were never flight tested. This is a short video about their pilots.

Marty Santic - [Cockpit Video - 49 Plane Flyover at KC Arrowhead Stadium](#)

Spence Gray - [Samuel Franklin Cody 1867-1913](#), I happened to stumble across this info on the web about a famous aviator from Davenport that maybe few people know about?

Adam Santic - [Iowa Aviation Museum and Hall of Fame](#) - Join award winning aviation author Paul Berge as he takes you on a aerial tour of Adair County, home of the Iowa Aviation Museum and Hall of Fame. Written, produced and directed by Joe Pundzak

John Bender - [FAILURE at Reno - Pilot Astronaut Hoot Gibson](#)

Larry Geiger - [Chaves 2013 \(Festival Aéreo\)](#)

John Bender - [Aviation Museums - Click on Each Photo to Go to a Different Museum](#)

Marty Santic - [A NEAT Little Airport](#)

Dennis Crispin - [American Spitfire Pilot in WW-II](#)

Ron Franck - [2013 Chino Airshow - Bernard Zee Does it Again](#)

Mike Nightingale - [An exceptional story of WW II in pix](#). Many famous names, action shots. Worth your time viewing.

Marty Santic - [What NOT to do during a Power On Stall - Panic here??](#)

Short Final

Background:

In the C-141 at the time, there was a three-position switch on the right side of the yoke. Up was interphone, neutral was off, and down was transmit on the active radio.

And in a USAF "crew-served" aircraft, you identify yourself by position when responding to a question or checklist item. (I.e., "Ready for take-off?" "Pilot ready." "Co-pilot ready." Etc. In order of precedence: pilot, co-pilot, navigator, flight engineer, load master.)

So:

Many years ago, a new co-pilot (me) on his first operational MAC trip to Hawaii out of McChord Air Force Base had just finished the after-take-off-climb checklist, and

Loadmaster: "Who wants coffee?"

Pilot: "Pilot will take Black"

Co-Pilot: "Co-pilot will take cream and sugar."

ATC: "Seattle Center will take two black and one with sugar."

Oops!

A Cheap Cleaning Idea - Get it at Harbor Freight

 (from Cy Galley)

Here is a cheap cleaning idea.

Bought the \$119 steam unit from Harbor Freight with a 25% off coupon. Useful little machine. Cleaned the new-used truck I bought. Fixed the stuck mixer paddle on my wife's breadmaker.

The Baron is next. Can't mix cleaning solution with the water like you can on the professional models (or maybe you can, just haven't tried it) but I sprayed cleaner on the fabric, let it set, hit it with steam and then immediately sucked the moisture out with a wet/dry vac.

Wish I'd had this when I detailed the wheel wells on my old Bo (30+ years on a grass strip). That project was all chopsticks and manual labor. I think this machine would have made quick work of that project - lot's of old hardened grease mixed with dirt. Decal removal? No problem, works much better than chemicals. Even tried it on a few grease spots on the hangar floor.

Neat little tool for the money.

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 THE DAVENPORT AIRPORT**

SATURDAY, DECEMBER 7, 2013
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Jerry Coussens at the
Davenport Airport



FLY IN or DRIVE IN – HOPE TO SEE ALL

This month, hope to see all at our 1st Saturday of the Month coffee hosted by Jerry Coussens at the Davenport Airport. 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. Call Jim Smith if you do not know the Harrison Street gate code. 563-340-5131.

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](#)

December 14, 2013
EAA Chapter 75 Monthly Meeting (Christmas Potluck) at the Deere-Wiman Center at 6PM.
www.eaa75.com

2014 EAA Calendars Will be Available at the December Chapter Meeting - Get a Nice Christmas Present



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, oil filter adapter. Contact Terry Crouch at 563-370-6126.

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

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

For Sale: One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The 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.

For Sale: Piper Tri-Pacer (Lower PRICE)

located at the Davenport Airport. The plane is listed for \$17,000 but I will take \$13,500. I just need to get rid of it because it's too expensive down here in Florida and cheaper for me to just rent. I do have someone up there to show it. I can e-mail additional photos. Rich Baertschi. 563-349-4886



For Sale: Uniden Bearcat scanner radio, with Aircraft, AM-FM, police, fire, and weather frequencies. Alarm clock, dual power, with owners manual and ear buds, \$25.00. Also, **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.

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

Chapter 75 Merchandise Now Available

(from Marty Santic)

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

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

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

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



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

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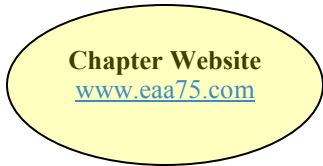
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**Always Remember.....
The Time Spent Flying is NOT Deducted
from Your Lifespan**



QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

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