

THE LANDINGS

www.eaa75.com

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

February 2011

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Wow, what a gift to have Amanda Gray arrange the Deere Hangar tour. We were all impressed with the quality presentation she performed. Thank you Amanda. There were many members and guests we haven't seen in a long time. It was a great turnout.

Spence Grey has helped in acquiring materials for making a display we can use when doing Young Eagle events. Thank you Spence for the materials and help.

Marty Santic and George Bedeian are scheduled to attend the Chapter Leader's Conference soon. There are others who could go to these meetings. You will come back with lots of enthusiasm and with some great new ideas for the chapter. Let me know if you think this is something you would like to do. They hold these almost every month in Oshkosh.

Dwight Bender is working on our Young Eagle events schedule and other activities that we hope to initiate that will bring more aviation interested youth

into our realm with the hope they become active members and aviators.

Gina Gore is starting a new column in our newsletter this month covering our current and past air academy participants.

Bev & I are in the South at this time. Your V.P., Mike Nass will be presiding at the February meeting as well as putting the program together.

I went to the Weslaco airport the other day to visit Frenchie. Pictures elsewhere in letter. His Potez 63-11 is progressing well-pictures of engine donor aircraft, a Beech 18-wing span of project 53'6". One picture shows a Fleet Biplane upper wing being re-

(Continued on page 12)

Last Month's Program - Tour of the New John Deere Aviation Facility



Had just a tremendous time touring the brand new John Deere Aviation Facility at the Moline Airport. A BIG THANK-YOU to Amada and Spence.

Next Meeting - February 12th - Sam Sharp - Flying the B-29 & B-24 7PM
Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois

February 12 Chapter Meeting

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

This month's meeting will feature a presentation by **Sam Sharp on flying the B-29 (FiFi) and the B-24 (Diamond Lill)**. Member or non-member, EVERYONE is invited!!

Sheldon Wellman will also be speaking giving a condensed form of the history of flight from 400 B.C. to today, it will be about 5 minutes long. It will be on early kites, gliders, powered aircraft, and jets. It's for his schooling, and since he is home schooled, he does not have a group to give it to other than us at the chapter meeting.

Chapter 75 Young Eagles Update 2011 EAA Air Academy Selections Have Been Made!

(from Gina Gore)

The Chapter plans to sponsor three youngsters this year to attend the 2010 camps. The following youngsters were selected:

- Matt DeRosa attending the Advanced Academy
- Bryce Campbell attending the Basic Academy
- Sheldon Wellman attending the Advanced Academy

The youngsters and their families have been notified of their selections. Sponsorship of these youngsters will be made through the High Flight Fund, sponsored by EAA Chapter 75 and The Quad City Aviators.

In addition, the Young Eagle Credits received by Chapter 75 will be split among the youngsters to help offset the cost of the tuition.

These youngsters will be required to give a brief presentation to the general membership about their Air Academy experience.

Editor's Note: Gina Gore is going to try to write a small column each month to keep all of us at Chapter 75 abreast of our current and past Young Eagles.



Another What Is It?

The last winner won the right to submit the next contest photo. Tom Shelton supplied me with the above photo and he has promised that this one will be a bit harder for the chapter members to get right. In fact, Tom is going to have to send me the answer, so I can confirm the winning entry! e-Mail me with your best guess. marty.santic@gmail.com



Are You Going to Sun N Fun?

If you are going to Sun N Fun this year, please contact Dave Skinner. Dave indicates he is going around 30 March and returning 2 April. The group typically camps with the airplanes, but hotels are an option.

Dave is taking three including himself in his plane. Steve Schroeder is taking three total in his plane. Any additional attendees would need to be accompanied by additional airplanes. Dave says.. "We had 5 planes from here in the campground a couple years ago. I am offering to coordinate planes, pilots and riders if anyone is interested. Here's who is going that I know of: Steve Schroeder, Paul Kirik, Mark Brault, Dave Skinner, Jim Smith, and Ron Ehrecke." Contact Dave Skinner at Skinner3410@sbcglobal.net or 309-269-9168.

What Our Members Are Up To... Medicine on the Move - Ghana

(from Clay Hollenbeck)

One of the things I do outside work and raising my two boys is volunteer with an NGO out of Ghana called Medicine on the Move <http://www.medicineonthemove.org/index.html>.

I stumbled onto the organization quite by accident in March of 2010. While looking through the Zenith builders website I saw a post by a guy in African who was flying a 701 that had been built by a 20 year old Ghanaian woman. With my passion for bush flying and adventure travel it was a no brainer that I would be looking him up. He listed the website for Medicine on the Move (MoM), a logical place to start. I seriously thought he had given the wrong web address because there was very little on the site. Even after some pretty intense internet mining I found almost nothing about the organization. I was left with one choice, to contact him directly to see what MoM was all about. The NGO was founded to provide Humanitarian Aviation Logistics (HAL). Basically they provide the aircraft and pilots to deliver doctors, nurses and needed medical supplies to the bush and ultimately to transport critically ill or injured directly to a healthcare facility. They also provide continuing support by deliver healthcare workers specializing in hygiene and basic first aide to the villages. I thought it all sounded like a worthy endeavor. I thought I might be able to at least help them get the word out so I asked if I could take a shot at designing a website for them. I got reluctant approval. Apparently I'm not the first nut to fall from a tree asking to help only to disappear after doing nothing.

I think they were all surprised when I started submitting designs for approval. My long range plan was to finish a nice clean site for them and to move on. Plans change. Now I'm their full time webmaster and have been upgrading and redesigning the current site to meet their needs as they arise. They are an ambitious bunch, hoping to launch their CH801 and put it and their 701 on amphibious floats this year, build an on field healthcare campus, hire a full time Doctor and a nurse as well as launch an "eradicate Bilharzia" campaign. And by years end they hope to fly 100 healthcare missions. Oddly to make it all work they are looking for a new tractor. Currently they use a 1940s era Ford tractor to keep the 10 acres of runways and taxi ways manicured. But the old gal is starting to give up the ghost despite the valiant efforts of



Mathew Porter who is in charge to the grounds. With this in mind I've began looking at John Deere and their donation program. I am hopeful I can find a way to get a Green machine to Ghana to keep their planes in the air and the aide flowing. I'd at least like to help Mathew hone his repair skills. He's a self taught mechanic and often finds himself over his head and lacking the knowledge or skill to quickly repair their tractor. If anyone has the pull at Deere to help with a donation, the skills to advise Mathew or the desire to get down and dirty in Ghana to help MoM out please let me know. I'd love to get Mathew to the US for a good intense elbow to elbow training session but if not that then have someone travel to Ghana to help him there. I hope to be traveling to Ghana later this year to help where ever I can. As with most organizations like MoM there is no shortage of things to do.

You can keep up with MoM on their Public website at (<http://www.medicineonthemove.org/index.html>). You can are also welcome to join the private web site where you are free to discuss topics, offer technical assistance and in the end really help MoM make a difference in the lives of many. I know there are some extremely talented mechanics in chapter 75, the success of the repair barn is no accident. So if you can throw an occasional bit of expertise into the mix please join the Ning and help out. Participation on the Ning is by invitation only. Just send me an email and I'll reply with log on instructions and a password clayton-hollenback@uiowa.edu . Please include a message that you wish to be added to the Ning.

On another note, MoM will be attending Air Venture 2011. One of the young ladies attending is Patricia Mawuli Nyekodzi, now a 22 year old pilot and aircraft engineer from Ghana. She was the 20 year old who built the 701 above. She is the first woman in Ghana to be issued her National Pilots certificate. She

(Continued on page 6)

The Powder Coating Debate

(from Jack Hilditch - EAA Chapter 166)

Why did I choose Powder Coating as a topic?

I happened to be present, over the past year, at two hanger flying sessions when the subject of powder coating came up in conversation. Each time powder coating was mentioned, the group seemed to become polarized either for or against using it. I came away from both conversations not knowing whether (or when) powder coating was safe to use, or if it was an FAA accepted coating system. My curiosity was piqued so I began to dig a bit deeper and eventually decided to use it as a subject for an article after discussing it with a few chapter members when we visited Connecticut Corsairs. The following is what I found.

What is Powder Coating?

Powder Coating is a high-performance alternative to galvanizing. Low molecular weight solid resins are subjected to elevated temperatures that cause them to melt, flow and chemically cross-link within themselves to form a tough, attractive and consistently finished protective coating. Powder coating provides resistance to abrasion and long-term corrosion protection that adds service life and aesthetic value. Powder coatings provide durable, attractive finishes. Powder coat colors are chemical, corrosion, and abrasion resistant. They can also enhance aesthetic appeal.

Powder Coating Application

Powder Coating guns apply a negative electrostatic charge to the flour-fine powder (that magical mixture of "pigment and resin"). This charge is high voltage; up to 25,000 volts (100,000 volts on industrial guns), but fortunately very low amperage (the amps are the part of electricity that can really hurt you). Since this powder is made of resins, we know that it falls in the general classification of "plastics". As a member of the plastic family, it is a poor conductor of electricity. Once the particle is charged, it gives up that charge very reluctantly. This is what causes the powder to "cling" to the substrate being coated. The negative ions in the particle slowly fight their way to the positively charged substrate. This slow flow of ions from particle to substrate is what holds the particle on the substrate. Putting it another way, think of the positively charged substrate as "sucking" the negative ions out of the particles causing them to stick. The

finished product is a uniform barrier coat. Powder coating can be used on steel, zinc, aluminum and other materials. The quality of the finished product has the ability to outlast and outperform painted parts, when applied correctly. A wide variety of powder coat colors are available. A well prepared and applied powder coat will resist acids, solvents, impact, and abrasions.

Strong Opinions Connected to the Subject – For & Against Opinions (FOR)

- o Powder Coating is more durable than liquid coating systems
- o Powder Coating is more environmentally friendly than liquid systems because it does not use volatile organic compounds (VOCs) that are vented into the air. When powdered materials used in Powder Coating operations reach expiration date, disposal is clean and non-toxic. The material is spread on a surface, baked to a finish and then broken up into flakes or hardened material to be disposed of. No chemical process is required.

Opinions (AGAINST)

- o Powder Coating hides cracks and structural flaws from dye penetrant testing.
- o When Powder Coating is 'green' after application, it can stretch and mask a structural failure.
- o Heat (350o F) used in the Powder Coating process negatively affects the metallurgy of the piece being coated. Powder Coating can mask oxidization until too much damage is done.

Information Sources

I contacted a number of sources for information about the subject while researching this article. At the top of my list was Joe Gauthier. Based on conversations with Joe about other subjects, I believe him to be conservative in his acceptance of new technology, and rightfully so. I figured that, if there were concerns about using powder coating on aircraft, Joe's broad experience would have alerted him to them. I believed that Joe's concerns would prepare me to focus on specific topics when I spoke to other sources. My intention was to be fair and as unbiased as possible when presenting different sides of the story. I did not want to 'sugar coat' legitimate concerns, nor did I wish to dismiss a validated technology based on rumor and innuendo.

(Continued on page 5)

The Powder Coating Debate

(from Jack Hilditch - EAA Chapter 166) cont.

(Continued from page 4)

I followed my conversation with Joe by asking FAA personnel from the local FSDO, and at AirVenture, about policies and regulations governing the use of powder coating on GA aircraft, specifically experimental aircraft. I discovered that there appear to be no specific regulations covering powder coating in that venue.

FAA sources interviewed for this article were unable to cite specific Federal Regulations governing the use of powder coating on General Aviation aircraft parts. They indicated that acceptance could be subject to interpretation by individual inspectors at different FSDOs. There appears to be no 'hard and fast' rule currently being used by inspectors in determining acceptability.

I then emailed Builders Assistance at EAA and asked for their opinion. Joe Norris of EAA Aviation Services wrote back with the following:

"There are no regulations that would prohibit Powder Coating on any structure in an aircraft, especially an experimental aircraft. And I don't know of anything in the Powder Coating process that would be of concern. However, the jury is still out on whether or not Powder Coating is a good idea or not. Powder Coatings do have the potential to hide cracks and corrosion. The coating is somewhat flexible, so it has the potential to "bridge" cracks rather than cracking with the underlying metal. It may also hide corrosion." "For these reasons, my opinion is that Powder Coating is not the best choice for primary structure of an aircraft. I personally wouldn't use it on a fuselage, engine mount, tail surface, or landing gear. Again, this is my opinion. There is no "official" statement to this effect from the FAA or any other source."

I continued to ask owners who have used Powder Coating and A&P mechanics at several local airports for their opinions.

Opinions were all over the chart and seemed to reflect each individual's predisposition on the subject as I found in the early hanger flying sessions.

Next I spoke with Richard Cyr at a local coating firm (Plas-Tec Coatings, Inc.). Plas-Tec is a contractor that applies powder and other coating systems to defense

and aviation projects. Richard said that while naval projects are closely regulated, and have specific paperwork requirements, aviation applications, particularly GA, do not. Richard recommended I speak with North East Helicopters at Ellington airport about their experiences with powder coating. Plas-Tec has been powder coating NEH helicopter parts for several years. Richard addressed my list of negative concerns with the following answers:

Powder coating was better than any paint in applications where paint was appropriate. A 350o (F) curing temperature should not adversely affect the metallurgy of parts being coated (to his knowledge). He does caution that, if there is a concern, one would be prudent to consult with a metallurgist prior to coating specific parts. Oxidization (rust) will not occur if microporosity is addressed. That can be done by applying a zinc-rich primer product in advance of the top powder coat. Interior oxidation in airframe structural tubing can be addressed by dip immersion pretreatment in which a chromating and/or phosphating process is usually employed. There is no "green" (or soft) period associated with powder coating. Once it comes out of the curing oven and cools, the membrane is set and hard. The hardened powder coating will not stretch sufficiently to hide underlying cracks, although it may have a different modulus of elasticity than the metal it covers. Paint membranes would react in a similar fashion. *(Author's Note: This would seem to contravene what Joe Norris from EAA had to say so, once again, there is a difference of opinion on the subject.)*

It is imperative that preparation be thorough and the process be handled by professionals. Even the slightest oil (from hands, for example) can cause the bonding process to fail. The powder coating bond is commonly tested by tapping on the finished coat with a round aluminum rod. The powder coating membrane will chip off if the bond is imperfect. Undercuring is also possible if the curing temperature, oven time, or a combination of those elements is not to specification. Cure is normally tested by powder coating operators when they dig a thumbnail into the fresh powder coating membrane as it emerges from the oven. This is a skill learned over some time and what to look for, or feel, may not be immediately apparent to the casual observer. All powder coating operations are checked by chemical tests that far exceed the 'rule of thumb' employed by the powder coating operators. No Federal Regulations apply to powder coating with regard to FAA application. Military application re-

(Continued on page 6)

The Powder Coating Debate

(from Jack Hilditch - EAA Chapter 166) cont.

(Continued from page 5)

quires a VIR or Vendor Information Request be submitted to change from a paint coating to a powder coating but those regulations have not caught up with GA or the FAR/AIM.

I visited **NEH** and spoke with the owner/head mechanic who explained where, and when, the firm employs powder coating.

NEH uses powder coating on small, non-rotating parts with good luck. Typical powder coated parts are skids, rocker arm covers, some fuselage tubing parts and, in general, any parts that would normally suffer surface coating abrasion during normal use. Most important is adequate preparation. **Every part is stripped to bare metal**, visually inspected, and die checked or magna-fluxed by company mechanics **before** being sent to the powder coating shop. At Plas-Tec each part is cleaned again and professionally prepared for powder coating by Plas-Tec employees. NEH believes the cost for powder coating is about the same as Awlgrip or Imron painting, if the stripping

and inspection steps are carried out by in-house personnel. When asked why they chose powder coating for specific applications, they said it has a longer life and is more resistant than paint coatings when subject to abrasive conditions. The NEH rule-of-thumb, and recommendation, is to use common sense when deciding what parts to powder coat. Finally, they said that they know of no prohibitions against using powder coating, even on rotating parts but, within the rotary wing industry, it is common practice not to apply powder coating to rotating parts. NEH uses powder coating on the following items, among others:

- Instrument panels
- Valve covers (paint usually flakes off the inside)
- Dip Stick
- Yokes
- Alternators
- Induction Pipes
- High temperature ceramic coating on exhaust systems (inside & out.)
- Skids

Next month, Part 2 of this article with some additional information and the conclusions.

What Our Members Are Up To... Medicine on the Move - Ghana

cont.

(Continued from page 3)

is also the first black African (not just black Woman) to hold the Rotax engineering certificate, and the first and currently the only woman in the world to hold the Highest Rotax engineering certificate. She is described by the some as having an encyclopedic knowledge of the engines. She hopes to be able to talk about Rotax 912 installations and servicing at the event - something she does regularly. As the repair chapter, Chapter 75 may be interested in sponsoring an event with her. Or maybe she could just give a quick seminar/Q&A at the repair barn.

And from a recent e-mail from Michel Bryson Chairman, EAA International Visitors' Tent .

“We're looking forward to meeting Patricia and the others, and a group of us are working to make their visit to Oshkosh as enjoyable as possible. As we get



closer to AirVenture, we'll have more details to send you.

In the International Visitors' Tent, we're making sure that we're prepared for them as the first Ghanaian guests that we've had in years. Do you know what days they'll be here, or are they staying the entire week? Friday of the air show is International Visitors' Day - we have a parade of nations and a welcome speech from EAA. I'd like Patricia to be a guest of honor, if she'll still be here on Friday July 29.”

Airventure 2011 is Just Around the Corner - Have You Made Your Reservations?

Many of the world's top air show performers have already given early confirmations to participate at EAA AirVenture Oshkosh 2011, "The World's Greatest Aviation Celebration," on July 25-31 at Wittman Regional Airport.

Among the highlights for the afternoon air show lineup in 2011 is a dual act featuring Chuck Aaron's Red Bull aerobatic helicopter and Kirby Chambliss' Edge, the AeroShell Aerobatic Team, Matt Younkin and his Twin Beech, and the Warbird Spectaculars. Also scheduled are the Airshow Aces featuring Gene Soucy along with Kent and Warren Pietsch performing an old style barnstorming act, as well as Team Chaos staging a modification of the Masters of Disasters act.

"Each of these performers work as a headline act at air shows throughout the country, but they come together at EAA AirVenture to make an all-star roster of the 'best of the best,'" said Tom Poberezny, EAA and AirVenture chairman, who flew as a member of the renowned Eagles Aerobatic Team and was named to the International Council of Air Shows Hall of Fame in 2009. "Air show performers are eager to fly at Oshkosh because it represents a major achievement in their careers, flying in front of the most knowledgeable and appreciative audiences on the air show circuit."

The afternoon air show is an anticipated spectacle each day at EAA AirVenture, providing an exciting way to round out to a full day on the Oshkosh flight line. In 2011, the best elements of the daily air show and the "showcase" flying from previous years will again be combined to provide several hours of exciting and entertaining aerial entertainment.

Additionally, the widely popular Night Air Show and Fireworks return on Saturday, July 30, to thrill attendees with a mix of aerobatics and pyrotechnics all musically choreographed.

Exact daily performance schedules will be finalized in the weeks prior to EAA AirVenture and will be announced through the event's extensive website at www.airventure.org.



From Jim Smith - Somewhere Down South

(from Jim Smith)

I went to the Weslaco airport the other day to kick a few tires. Jean-Marie Garric (Frenchie) has really progressed on his Potez 63-11. He is progressing well. Pictures of engine donor aircraft, a Beech 18-wing span of project 53'6". One picture shows a Fleet Biplane upper wing being rebuilt under the wing of the Potez, and a Yak 9 fuselage hanging above.

A little background. Jean-Marie Garric is a Frenchman living in Texas and is known in particular for some of his work on Yak-11s and Yak-3s. For the past few years, he has been working on the construction of a full scale replica of the French twin engine Potez 63-11. The twin-engine version was designed a little before the Second World War by the engineering team of Henry Potez. Model 63-11 is the three-seater reconnaissance version. The replica should approach the performances of the fighter-bomber. Approximately 700 were originally produced.



e:XPo

IN THE UNIDOME



**Indoor R/C Aircraft
Fly-In
Cedar Falls, IA**

**February 19 & 20, 2011
Saturday - 9AM to 8 PM
Sunday - 9AM to 5 PM**

**NEW THIS YEAR — 2 EXTRA
HOURS OF FLYING ON
SATURDAY EVENING!**



**Indoor Air Show each day at 1 PM
with radio controlled WWII aircraft, helicopters, jets
and 3D aircraft in flight — also Pylon Races, Com-
bat & Bomb Drop events. This is the Largest Indoor
Flying Arena in the Mid-West. The ceiling is 162
feet high! The flying area is HUGE with 2 acres of**



**floor space. That's more space than 16 basketball courts. All types of In-
door R/C Electric and Free-Flight Aircraft are welcome to fly here.
R/C vendors on site. Go to www.expodome.org for more details.**

Location: UNI Dome, Hudson Rd & 22nd Street, Cedar Falls, IA

**Adult Flyers – \$25 per day or \$40 for both days
AMA Youth Flyers – \$10 per day
Spectators – \$5 / children 12 and under are free**

**For more info contact:
Stan Sweet**

☎ 319-277-3584

✉ sweet@cfu.net

🌐 www.expodome.org



**AMA Sanctioned Event
AMA or Park Pilot member-
ship required to fly
You can join AMA at E/xpo
in the UNI Dome!**



BLACK HAWK R/C PILOTS



www.bhrcp.org



Playcrafters Barn Theatre

Presents the Jeff Baron dramedy

Visiting Mr. Green

Eighty-six year old Mr. Green is almost hit by a car driven by young corporate executive Ross Gardiner. Found guilty of reckless driving, Ross is ordered to spend the next six months making weekly visits to Mr. Green.

What starts off as a comedy about two people who resent being in the same room together, develops into a gripping and poignant drama, as family secrets are revealed and old wounds are opened.

Thursday, March 10th, 2011

The reception begins at 6:30 p.m. and the performance starts at 7:30 p.m.

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

Proceeds go to support Quad City cadets of CIVIL AIR PATROL

For more information call: 309-797-1588

Calendar of Events (Click on the Links)

[\(Link to the Iowa DOT Office of Aviation Calendar\)](#)

[\(Link to the EAA Calendar\)](#)

February 12, 2011

[EAA Chapter 75 General Meeting - John Deere Wiman Center](#)

March 10, 2011

Playcrafters Barn Theater, Geneseo, IL, "Visiting Mr. Green", March 10 at 6:30pm. Tax deductible \$10 tickets. **All proceeds go to the Moline CAP.** Call 309-797-1588 for details.

March 12, 2011

[EAA Chapter 75 General Meeting - John Deere Wiman Center](#)

EAA Chapter 75 2011 Meeting Dates (Mark Your Pocket Calendar Today!)

The confirmed meeting dates for 2011.

January 8 February 12
March 12 April 9
May 14

June, July, and August - Chapter Potluck Lunches
- Locations to be Announced

September 10 Oct. 8
November 12 December 10 at 6PM

Dick Morrow made these arrangements with the Butterworth Center. Thanks, Dick..

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 (Click on the link for e-Mail)

For Sale: 1948 PA-15/17 Vagabond in Kewanee. A-65, bungee gear, dual controls. I owned this aircraft. The current owner says it is time to quit flying. LSA eligible. While I owned it, I put Cleveland wheels and brakes, remote spin on oil filter, new sealed wing struts, and new Maule tail wheel on it to name a few items. Call [Ross Carbiener](#) (A&P) at 309-738-9391.

For Sale: Complete gas welding set. Torch, tank heads, etc. Practically new. \$200 or best offer. Call [Jim Haynes](#) at 309-772-2067.

For Sale: Spare Subaru engine. An EA-81 w/ adapter plate for a Rotax re-drive. Rebuilt. Lots of spare parts. Best offer. All the wood forms needed for the Zenith 601HDS fuselage, wings, rudder, etc. Best offer. Call [Larry McFarland](#) at 309-792-0472.

For Sale: From my '46 Cessna-140, O-200 days. 50% Off or best offer. 8 New Champion RHM40E Spark Plugs, \$13 each. Also Mag Timing Light, Call [Marty Santic](#) at 563-344-0146.

For Rent: Hangar at the Geneseo airport. \$100 per

month. Contact Kent Johnson at [air-
port1@geneseo.net](mailto:airport1@geneseo.net)

For Sale: 120 VAC Electric Aircraft tow that hooks to the nose wheel. \$300 OBO. Call [Mike Nass](#) at 563-357-6068.

For Sale: Cherokee wing tips for sale \$35. Contact John Vahrenwald at airbike5@yahoo.com

For Sale: Have a RV wing rotisserie I picked up from Paul Fisher last year.... free for the taking. Also have a wing stand. Robby Root. [robby-
root@mchsi.com](mailto:robby-root@mchsi.com) 309-945-5073

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.

Have something in that hangar of yours that has been sitting for more than a year?

Send the info and sell it here!

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.

Jerry Coussen's Tech Counselor Inspection Photos

Photos from Terry Crouch's inspection of Jerry Coussen's nearly refurbished Lancair. Sure looks like a gem. Bet Jerry is just itching for a bit of better weather.

[Click here to see Jerry's first engine run](#) in his garage on YouTube.



From The Desk of the President

(cont.)

(Continued from page 1)

built under the wing of the Potez, and a Yak 9 fuselage hanging above.

We at Chapter 75 were saddened to hear of John Spiegel passing. He was a long time Chapter 75 member and very active at one time.

All for now...time to go.

Happy Flying - Jim



EAA CHAPTER 75 OFFICERS

Board of Directors (cont.)

President
Jim Smith
 387js@mchsi.com 563-322-5485

Vice President
Mike Nass
 gatewayaviation@yahoo.com 563-243-4891

Treasurer
Edward Leahy
 me24nas@mchsi.com 563-285-4352

Secretary
V. George Bedeian
 vgb@q.com 563-381-3113

Board of Directors
David Jacobsen
 davjacobsen@mchsi.com 563-243-5966
Larry McFarland
 larry@macsmachine.com 309-792-0472

Jim Smith
 387js@mchsi.com 563-322-5485
Mike Nass
 gatewayaviation@yahoo.com 563-243-4891
Edward Leahy
 me24nas@mchsi.com 563-285-4352
V. George Bedeian
 vgb@q.com 563-381-3113

Flight Advisor
Bernie Nitz
 bernien@qconline.com 309-787-0813

Technical Counselors
Terry Crouch
 Q1terrymdt@aol.com 563-359-4127
Cy Galley
 cgalley@mchsi.com 309-788-3238
Paul Kirik
 pjkirik@mchsi.com 309-781-0002
Jim Smith
 387js@mchsi.com 563-322-5485

Tool Librarian
Steve Beert
 srbeert@mchsi.com 563-381-4702

Young Eagles Coordinator
Dwight Bender
 mcnavion@att.net 309-755-0333

Web Site Editor
Cy Galley
 cgalley@mchsi.com 309-788-3238

Newsletter Editor
Marty Santic
 marty.santic@gmail.com 563-344-0146



We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 75, regardless of the form, format, and/or media used, which includes, but is not limited to, "The Landings" and audio/ video recordings is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. Therefore, no responsibility or liability is expressed, or implied, and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.

Marty Santic
 Chapter 75
 3920 East 59th Street
 Davenport, IA 52807-2968



**Are Your
 2011 Dues
 Paid?**

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

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

<p>New Member <input type="checkbox"/></p> <p>Renewal <input type="checkbox"/></p> <p>Info Change <input type="checkbox"/></p> <p>Membership dues for EAA Quad Cities Chapter 75 are \$10/year.</p> <p>Make checks payable to EAA Chapter 75</p> <p>Mail application/renewal to: Ed Leahy 3211 South 25th Avenue Eldridge, IA 52748</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 http://www.eaa.org</p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 http://www.eaa.org/membership</p>	<p>Name: _____</p> <p>Copilot (spouse, friend, other): _____</p> <p>Address: _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone (Home): _____ (Work): _____ (Cell): _____</p> <p>Email Address: _____</p> <p>EAA#: _____ Exp Date: _____</p> <p>Pilot/A&P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with:</p> <table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Tool Committee</td> <td><input type="checkbox"/> Tech Advisor</td> <td><input type="checkbox"/> Flight Advisor</td> </tr> <tr> <td><input type="checkbox"/> Repair Barn</td> <td><input type="checkbox"/> Young Eagles</td> <td><input type="checkbox"/> Social/Flying</td> </tr> <tr> <td><input type="checkbox"/> Hospitality</td> <td><input type="checkbox"/> Board Member</td> <td><input type="checkbox"/> Newsletter</td> </tr> </table> <p>What are You Building? _____</p> <p>What are You Flying? _____</p>	<input type="checkbox"/> Tool Committee	<input type="checkbox"/> Tech Advisor	<input type="checkbox"/> Flight Advisor	<input type="checkbox"/> Repair Barn	<input type="checkbox"/> Young Eagles	<input type="checkbox"/> Social/Flying	<input type="checkbox"/> Hospitality	<input type="checkbox"/> Board Member	<input type="checkbox"/> Newsletter
<input type="checkbox"/> Tool Committee	<input type="checkbox"/> Tech Advisor	<input type="checkbox"/> Flight Advisor								
<input type="checkbox"/> Repair Barn	<input type="checkbox"/> Young Eagles	<input type="checkbox"/> Social/Flying								
<input type="checkbox"/> Hospitality	<input type="checkbox"/> Board Member	<input type="checkbox"/> Newsletter								