

THE LANDINGS

www.eaa75.com

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

December 2010

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



and sectional charts was well received. We thank Jim for his presentation. There were a number of visitors for this meeting. That sparked an idea by member Spence Gray for a membership challenge for each member to bring a visitor to each meeting. Each member bringing a visitor would receive a point and the points would be tallied and in June the winner would receive admission to Air Venture or a like amount in cash. This sounds like a fun chapter activity and the chance for us to acquire some great new members. Share your input with Spence or any of the officers or board members.

The Young Eagle event on November 6th was a real

(Continued on page 8)

From The Desk of the President

Greetings, it is surely hangar flying weather the last few days. Hope everyone had a good Thanksgiving with family and/or friends.

The November elections were unanimous for George Bedeian as Secretary, Ed Leahy as Treasurer and Larry McFarland as Class I Director. When you see these members please thank them for their service to our Chapter.

The December meeting will be the famous EAA Chapter 75 Christmas Potluck. This event starts at 6:00P.M. The turkey and mashed potatoes by Jim & Bev Smith, ham by Bob & June Olds, soda by Cy & Marilyn Galley will be provided. Bring a dish to share and your own table service. We will be setting up at 5:00P.M. with Debbie Jacobsen doing the table decorating. Santa will be making his usual appearance around 7:00P.M. Bring gifts for your children, young and old, for under the tree for Santa to distribute.

The November program by Jim Sweeney on air space

Last Month's Program - Jim Sweeney - Airspace and Sectionals



Last month's program was given by Jim Sweeney from Savanna, IL. An EXCELLENT program on "Airspace and the Sectional Chart. Attendance at the seminar qualified for FAA WINGS credit. A big thank you from all of us at Chapter 75 to Jim..

Next Meeting - December 11th - Christmas Potluck at 6 PM!!
Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois

December 11th Chapter Meeting - CHRISTMAS Potluck and Santa - 6PM

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

Mark your calendar now for the December meeting. It is December 11th and is 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 meeting/potluck at 6PM!! Bring a dish to pass.

November 13th Board Meeting Minutes

CALL TO ORDER: The board of directors meeting was called to order by chapter president Jim Smith at 6:05 P.M.

MEMBERS PRESENT: Dave Jacobsen, Jim Smith, Ed Leahy, Steve Beert and George Bedeian.

BOARD MEMBERS NOT PRESENT: Mike Nass

OTHERS PRESENT: Dwight Bender and Gina Gore.

TREASURERS REPORT: The treasurer's report for November was read by Ed Leahy. A motion was made to accept the report by Dave Jacobsen, seconded by Dwight Bender and approved by the board.

OLD BUSINESS: Dwight Bender reported to the board that our recent young eagles rally at the Davenport airport was a success. We flew a total of 70 kids. Dwight is tentatively planning a young eagles rally for this spring, sometime in April or May, if weather permits.

NEW BUSINESS: The new 2011 EAA calendars are here and available at \$6.00 each. See Ed Leahy to purchase one.

2011 membership dues are being accepted now; dues are still \$10.00 for the year.

The Moline Foundation will be investing 50% of the High Flight fund into an investment fund. Also Diane Beauchamp and Spence Gray will serve on the board of the High Flight Fund.

We have three kids lined up for air academy this summer. Jim Smith asked Gina Gore to help with paperwork needed to send our Air Academy kids to Oshkosh this summer.

This years Christmas party will be held in place of our December meeting on December 11th, we be serving at 6:00 PM sharp and Santa will be arriving at 7:00 PM. We will ask Marty Santic to send out e-mails to remind everyone. Dave and Deb Jacobsen will be providing the table decorations this year again.

A motion was made by Dave Jacobsen to end the board meeting; the motion was seconded by Dwight Bender

The meeting was adjourned at 6:41 P.M.

These minutes respectfully submitted by Vahan G. Bedeian Recording Secretary EAA Chapter 75.

November 13th General Meeting Minutes

CALL TO ORDER: The meeting was called to order by Chapter president Jim Smith at 8:35 P.M.

TREASURERS REPORT: Jim Smith read the treasurers report to the membership and was approved.

VISITORS AND NEW MEMBERS: Mike York of Chapter 111 in Muscatine. From the Erie area, Gale Ander, Bob Doney, Jim Abbot and Ted Wink. We welcomed Ralph Stephenson as a new member.

TECH COUNSELOR REPORT: Nothing to report.

FLIGHT ADVISOR REPORT: Nothing to report.

REPAIR BARN: Nothing to Report.

TOOL LIBRARY: Nothing to report.

(Continued on page 13)

Planning for Even Better Young Eagles Events Come Next Spring

By Dwight Bender

I have been asked to outline, a general direction, for our new Young Eagles Program, I hope you will join me as I endeavor to expand and promote general aviation and the Experimental Aircraft Association thru public education.

I believe we as a group, can not only, spark interest in aviation, providing free educational airplanes rides to our young people, but also have the unique opportunity to educate them. Providing children with, Mini Ground Schools, question and answer sessions with real pilots, utilizing real airplanes, Air Academy opportunities at Oshkosh, Sporty's Pilot Shop, FREE Ground School, Free Funding along with Free Scholarships.



Youth involvement is the key to continued support of general aviation, without it, our chances of any subsequent help from government entities is most assuredly doomed. We see daily, the encroachment of developments competing for land use, taking aim at all airports, once they are gone, they will not be replaced. So you think large airports are safe? How about Meigs Field, the destruction of Chicago's lake front downtown airport by the City of Chicago, for condo development, its happening all across our country! Until we wakeup and support, enrich, our youth with the passion of aviation, we will continue to lose our ever shrinking base of small airports.

More government regulation by uneducated special interest groups or uninvested regulators, guided by land development groups, will continue to take away



airports limiting flight as we know it today! General Aviation has been locked out and fenced in under the guise of Homeland Security. Fear is gripping and restricting our airport facilities along with our general airspace.

Gone are the days of curious children riding their bicycles to the airport and hanging out around the hangars, listening to old pilots stories, watching others work on airplanes. Lost are the opportunities of helping wash airplanes or running errands to, maybe, get a free ride in one of those magnificent flying machines!

Education is the key to continued access of our general aviation system, without new young members we will slowly lose our privileges. EAA, AOPA, State Aviation Departments, are becoming alarmingly concerned, with the growing threat of less abundant aviation resources. A common theme has finally evolved to not only educate, communicate, but provide the resources, necessary, to further the implementation of aviation education, through scholarships, programs and grants.

EAA Young Eagles Status

- 1,530,524 Young Eagles flown and registered
- Representing more than 90 countries
- 42,000 Pilots have participated
- Estimated 80,000 Ground Support Volunteers

My RV-8 Over Muscatine At 12,000 Feet

(from Dave Wilson)

To the right, a very nice photo from Dave Wilson of the RV-8 that he previously built.

“This one taken July 2009 during testing of N876ND high over the Muscatine area about 12000 feet. The plane is now in Naples, FL.”

Note: A very pretty photo. Bet Dave is thinking about building another after digging up the photo from the archives.



Planning for Even Better Young Eagles Events Come Next Spring

(cont)

Sporty's Pilot shop now offers a ground school for "free" all the way to a certificate to pay for the first flight lesson at any airport and CFI! Continued pursuit of private scholarships, simply put, you can complete your private ticket for free!

EAA provides an Air Academy program, plus scholarships are available to completely cover the cost to attend. Our own chapter has provided many full rides to Air Academy. Iowa Dept of Aviation is offering a half day airport camp, at select airports, all across Iowa, we are right now in the early planning stages of having a YE event in conjunction with Davenport's Airport Camp this summer!

Just a few thoughts for future reference, holding a monthly YE rally, to be rotated around to different local airports, spread the YE rallies to other areas encompassing other EAA chapters, Gen Air, Kewanee, Clinton, Savanna, Maquoketa. Bringing about the abundant opportunities, thru education enabling programs, available to our young people afforded thru generous grants and scholarships.

Show off Air Academy programs to Young Eagles, interest young people in taking part in EAA events. Bring in more groups, Boy Scouts, Girl Scouts, Big Brothers, Big Sisters, Cub Scouts youth groups from all QC areas, Boys and Girls clubs. Bring more knowledge thru teaching aviation, involving our area

schools. Doing programs for area schools utilizing key speakers from local aviation companies, doing less "ALL" call media events, go Direct, more planned group involvement with our YE rides, get involved with Iowa aviation camps being planned to have half day camps with YE rides included at select Iowa airports.

I hope you will join me in what I perceive to be the future of general aviation, lending your support to Chapter 75 activities, safeguarding the future of aviation!

Blue Skies -- "Smoke On"
Dwight Bender
EAA Chapter 75
Young Eagles Coordinator



Kilroy was Here - Now You the Rest of the Story!

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brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy front yard in Halifax, Massachusetts.

So, now you know the rest of the story!

Photos from the Young Eagles Event at Davenport, November 6

Dwight Bender did an excellent job with the organization of this event. Our most organized event ever!!

Flew a total of 70 Young Eagles. A huge thank-you to the 11 pilots. The pilot's and their totals...Bjarne Sorensen (3), Bob Johnson (13), Bob Thomas (5), Jim Smith (4), Keith Williams (4), Mike Nickeson (9), Paul Fisher (5), Randy Stisser (3), Steve Schroder (9), Terry Crouch (3), George Bedeian (12).



Sage Advice for the Pilot Giving That First Airplane Ride

(from Jack Prock)

Many of our members are involved in the Young Eagles program, which I think is a great opportunity to spread the word about fun and safe flying to the next generation. I want to relate my experience of my first flight and share with you why I think the Young Eagles program is so important.

In the early 70's, I was a boy of 12 with the dream of becoming a pilot. Like many in our group, I would ride my bike to the airport and watch for hours the takeoffs and landings of local aircraft.

I had plans to join the Navy and learn how to fly. One of my neighbors at the time was a naval aviator that lived two doors away and attended the Naval Post-Graduate School in Monterey. He was building a BD-5 in his garage and I would watch him in the building process at every opportunity, still dreaming of my own aviation career.

Since I had never been in an airplane, when he asked if I wanted to go flying, I jumped at the opportunity. I was so thrilled with going flying, that I remember not being able to sleep much the night before. That next day he rented a Cessna 150 from a local club and we went flying. Unfortunately for me, his idea of a safe, fun first flight was showing me the performance of the 150 and his piloting abilities. This included hammerhead stalls, spins and power off maneuvers, down to about 20 feet off the ground.

To a 12-year old who didn't know much about how airplanes flew, I believed what I saw in the movies ... when the engine stopped, the plane would fall out of the sky!

To say the least, he scared me to death. I remember several times during that hour trying to suppress the feeling I was going to wear my lunch. After landing I was so incredibly happy to be back on the ground. My career path was changed forever. After that day, my dream was crushed.

At the time, I figured that if I couldn't handle those maneuvers in a small plane, how would I ever be able to handle them in a jet? I know now that those thoughts are irrational, but I still remember the raw fear I had while sitting in that plane.

After giving up my dream of flying for a living, I eventually became an engineer. I didn't fly in a small plane again until my newly- acquired stepfather took me flying again in a 150 when I was in my mid-twenties. This second flight re-opened my eyes to flying. My love for airplanes returned.

Within a year of that second flight, I had become a private pilot, bought a Grumman Cheetah, and was fulfilling my dream from my childhood.

Now with over 600 hours of flying time, I have given numerous first flights to kids. With the memory of my first flight in the back of my mind, every one of those flights has been as smooth and safe as I can make them.

My reason for writing this is to remind our Young Eagle pilots how impressionable the young passengers can be. I am sure that none of our pilots would ever do anything to intentionally scare these kids.

But, if they could keep this story in the back of their minds the next time they give a ride and remember that even maneuvers that to us seem innocuous, may have unintended consequences, I will have done my part.

Another What Is It ?? - This One is a Bit Harder!!

Have not done this in a while. There were several winners in the last contest so I had to search a bit for this month's candidate. So, put on those thinking caps and send me the name of this aircraft. Two hints, yes, it is of foreign decent. And you have seen it a number of times. As always, the winner receives a much valued prize. It could be a.....

Send your answer to the editor!!

marty.santic@gmail.com



Improper Hose Fabrication

(via the EAA Safety Wire Publication for Tech Counselors)

This is a story about an emergency landing that was caused by the failure of an improperly assembled oil cooler hose. It provides food for thought as you perform your Technical Counselor inspections.

The aircraft departed the airport for a planned 90 minute cross-country flight. The aircraft had sixty four hours total flight time, but was flying with a new prop and a zero-time rebuilt engine. The preflight inspection, run up and take off were normal, and seven minutes after takeoff the aircraft was leveling off at 9500 msl. As power was reduced for cruise the RPM suddenly went to 3200. The pilot reduced power and declared an emergency, then turned toward the nearest airport, which was 11.5 miles away.

The aircraft was descending with power reduced to keep RPM below 2500 when the engine began to vibrate severely. Altitude was below 5000 msl and the distance to the airport was 7 miles. The engine was no longer producing power and there was a low oil pressure indication. The pilot pulled the mixture back to full lean and raised the nose to stop the prop. ATC advised of a divided highway three miles ahead, which appeared to be the best option for a forced landing as the area was heavily wooded with few fields that would be adequate for approach and landing.

The pilot advised ATC to call the Highway Patrol and set up for landing on the highway. There was light traffic in both directions. The pilot managed to get the aircraft down on the straight portion of the road but during the rollout the right wing struck the guardrail on the right side of the road. There was fuel leaking from the right wing not far outboard of the wing root. Fortunately there was no fire. The highway patrol and paramedics arrived about 2 minutes later, and the fire department soon after that. The aircraft was secured, loaded onto a wrecker truck and moved to the nearby airport.

Inspection of the airplane revealed a hole in the left side of the engine case, near the base of the number two cylinder. There was no oil near this hole, and it was determined that this represented secondary damage. On further inspection it was found that the oil cooler hose that attached to a fitting at the top of the accessory case had come apart and there was a tremendous amount of oil all around this area. The hose assembly was a flexible line with stainless steel woven covering. The hose had backed out of the fitting, allowing the engine to pump all the oil overboard. It was determined that the person who fabricated that hose assembly had used an improper fitting for that type of hose and had not followed proper procedures when installing the fitting.

The improper hose assembly was impossible to detect on a preflight or even a condition inspection.



EAA Chapter 75's NEWEST Member!

(from Mike Nass)

I'm also proud to announce the newest EAA member, and Cessna 195 co-pilot/polisher.

Parker Michael Nass was born on Saturday November 13 at 9:14 am gross weight 9lbs 12oz. length 22 1/2 in. Both Wendy and Parker are doing fine.

Congratulations Mike, Wendy and of course Parker!

From The Desk of the President

(cont.)

(Continued from page 1)

success. We had ten pilots and flew 70 new Young Eagles. Thanks to all who helped, it takes lots of members to make these events successful. This was Dwight Bender's first event as the Young Eagle Coordinator. He pulled all strings together and it was a job well done. Congratulate him when you see him.

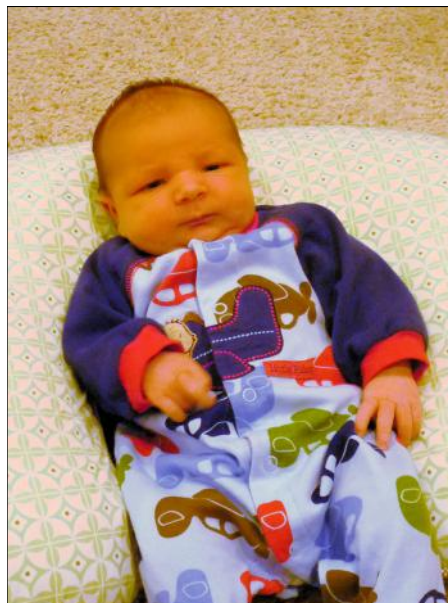
A Young Eagle post-event and planning meeting was held November 22nd with some ideas for future Young Eagle events. Amanda Gray is going to develop a handout on what is available to Young Eagles. Spence Gray is going to develop a display. Gina Gore is looking into the Green Castle pilot training awards. Many other items were discussed and noted for future meetings. Again, if you have any input,

And A Blast from the PAST!! Who is the Guy with the Hair?

And, who is this guy? Much too handsome to be a member of Chapter 75 but he claims to be the same. No wonder Bev, chose this movie star. Or, maybe there were other reasons!

Will have to make this a feature in future newsletters. I received a list of articles from EAA Hq posted in EAA's Sport Aviation starting in 1960 or so. Will have to include them in future issues if you folks thing there is interest.

A bunch of neat stuff there which gives us an idea how those early pioneers started the chapter and then grew the chapter.



please visit with one of these members. These Young Eagles are our future members, builders, and pilots.

Our January meeting will be held off-site at the John Deere Hangar at the Moline Airport. This is being arranged by Amanda Gray and more details will follow in the January newsletter. Save the date, January 8th, 2011.

See you on December 11th – remember 6:00P.M.
Happy Flying - Jim

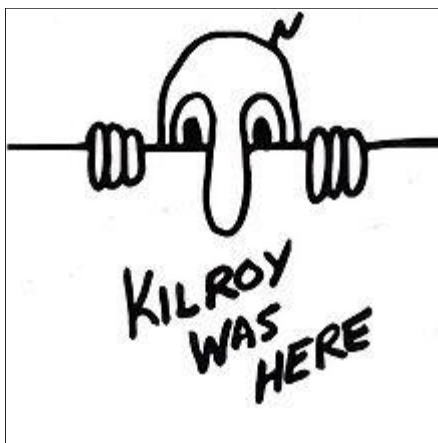


Can you BELIEVE this is one of our
CURRENT members? Naw!

Kilroy was Here - Now You Know the Rest of the Story!

Do you remember Kilroy?

Great piece of history. Anyone born in the mid thirties and forties knew Kilroy. We didn't know why, but we had lapel pins with his nose hanging over the label and the top of his face above his nose with his hands hanging over the label too. I believe it was orange colored. No one knew why he was so well known but we all joined in! Kind of a war story.



KILROY WAS HERE! WHO THE HECK WAS KILROY?

In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the REAL Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article.

Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.

Kilroy was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet.

Kilroy would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on.

The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can

and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his checkmark on each job he inspected, but added KILROY WAS HERE in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message. Once he did that, the riveters stopped trying to wipe away his marks.

Ordinarily the rivets and chalk marks would have been covered up with paint. With war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced. His mes-

sage apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific. Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo.

To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that some jerk named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of Arc De Triomphe, and even scrawled in the dust on the moon.)

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo! In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"

To help prove his authenticity in 1946, James Kilroy

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Public Works Airport Division
1200 E 46th Street
Davenport IA 52807

City of
Davenport

November 10, 2010

Dear Davenport Municipal Airport tenant:

I want to take this opportunity to keep you updated and informed on a few things happening at the Davenport Municipal Airport. Please remember to use the airport website for various types of airport information. I will try my best to post information as I receive it and please send me comments or suggestions.

Construction on the new Carver FBO facility is completed. Carver staff continues to move things into the new facility and they appreciate your patience as they organize and adjust to their new space. The rehabilitated Airport entrance road is almost complete with new light posts being installed this week. Construction of the new concrete taxiway between T-hangars E and G and T-hangars F and H is also complete. Steel for the six new box hangars is going up this week and depending on weather, we might have the hangars ready to use in January 2011. If you have any questions about any of the airport construction projects, please don't hesitate to call or email me.

Also, the Airport Commission approved a new hangar waiting list policy. If you are on the list, not much has changed except we merged the transfer list with the hangar waiting list, so that one list exists. Your spot on the waiting list was determined by the date you filled out the hangar/transfer waiting list form. I've contacted the majority of folks on the list, but if you would like to know your rank on the list, please don't hesitate to call me. A copy of the policy is available on request.

Attention: Please tell your fellow pilot friends at other airports that we have available hangars for rent. If someone is interested in learning more, please have them contact me at 563-326-7783.

The snow is coming soon. Make sure you prepare your hangar and aircraft if needed. If you have any concerns about the upcoming snow season, please let me know. And please remember if you need access to your hangar and aircraft during a snow event, call Carver Aero and let them know your hangar number and what your needs are.

Sincerely,

Jeremy Keating
Airport Manager
City of Davenport
1200 E. 46th Street
Davenport, IA 52807
563-326-7783
jkeating@ci.davenport.ia.us



Ground School

Private Pilot Ground School

Meets Tuesday Nights 6:00PM and cost is \$325 + (tax)

Starts Tuesday, January 18

Instructor: Elwyn Stutzman

Instrument Ground School

Meets Monday Nights 6:00PM and cost is \$325 + (tax)

Starts Monday, January 17

Instructor: Austin Bauer

Questions call 1-563-391-5650

Calendar of Events (Click on the Links)

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

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

December 11, 2010 at 6PM

EAA Chapter 75 General Meeting - Deere Wiman

January 9, 2011 at 7PM

EAA Chapter 75 General Meeting - John Deere Aviation Facility, Moline Airport - Details will be published in the January newsletter. Will include a tour of the NEW John Deere Aviation facility courtesy of Amanda Gray.

January 29, 2011

Greenfield Municipal Airport, 13th Annual Chili Fly-In. 641-343-7184 (Lee Ann Nelson)
E-mail: aviation@iowatelecom.net

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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:Mike.Nass) at 563-357-6068.

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

For Sale: XCOM VHF 760 Transceiver, with Standby Freq Monitoring, NOAA Weather Channels, VOR Freq Monitoring, Built in VOX Intercom, 6 watt Transmitter. Fits in 2.250" Panel hole. Unit is 2.5 years old & was completely updated & bench tested by Narco Avionics this year. \$595.00. Call Paul Kirik at 309-781 0002.

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

Looking in some of the hangars at DVN, I would say you folks have plenty to list here!

Send them to me!

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.

(Continued from page 2)

November 13th General Meeting Minutes (cont)

YOUNG EAGLES: Dwight Bender reported to the membership, that the young eagle rally we had at the Dav-
enport airport on November 6th was a great success. We
flew 70 kids that day. Dwight will be planning another
rally for this spring, April or May.

OLD BUSINESS: None.

NEW BUSINESS:: The new EAA 2010 Calendars are
in, they are \$6.00 each. They are available from Ed Leahy.

2011 membership dues are \$10.00 this year again. Dues
can be paid anytime, See Ed Leahy, or send a check.

Elections were held for a Class 2 board member. Larry
McFarland was elected.

Also the position of treasurer and recording secretary were
elected. Elected were Ed Leahy as Treasurer and George
Bedeian as Recording Secretary.

The Moline Foundation will invest 50% of the High Flight
fund into an investment fund.

We will be sending three kids to air academy so far, for

this summer.

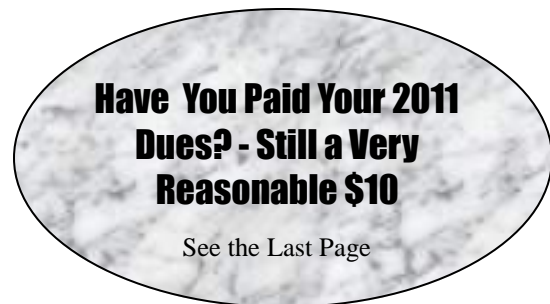
Gina Gore will volunteer to help out with the paperwork
for our Air Academy attendees.

ANNOUNCEMENTS: This years Christmas party will
be December 11th. Dinner starts at 6:00 PM sharp and bring
a dish to pass. Main dish will be Turkey. Santa will arrive
at 7:00 PM. Make sure you bring a gift for Santa to give to
the little ones.

THE EVENING PROGRAM: Jim Sweeny gave an
excellent program on "Airspace and the Sectional Chart
This was a wings qualified event.

The evening presentation concluded at 9:30 pm

**These minutes respectfully submitted by Vahan G.
Bedeian Recording Secretary EAA Chapter 75.**



EAA CHAPTER 75 OFFICERS		Board of Directors (cont.)		
President	Jim Smith 387js@mchsi.com 563-322-5485	Jim Smith 387js@mchsi.com 563-322-5485		Tool Librarian
	Mike Nass gatewayaviation@yahoo.com 563-243-4891	Mike Nass gatewayaviation@yahoo.com 563-243-4891		Steve Beert srbeert@mchsi.com 563-381-4702
Vice President	Mike Nass gatewayaviation@yahoo.com 563-243-4891	Edward Leahy me24nas@mchsi.com 563-285-4352		Young Eagles Coordinator
		V. George Bedeian vgb@q.com 563-381-3113		Dwight Bender mcnavion@att.net 309-755-0333
Treasurer	Edward Leahy me24nas@mchsi.com 563-285-4352	Bernie Nitz bernien@qconline.com 309-787-0813		Web Site Editor
				Cy Galley cgalley@mchsi.com 309-788-3238
Secretary	V. George Bedeian vgb@q.com 563-381-3113	Technical Counselors		Newsletter Editor
		Terry Crouch Q1terrymdt@aol.com 563-359-4127		Marty Santic marty.santic@gmail.com 563-344-0146
Board of Directors	David Jacobsen davjacobsen@mchsi.com 563-243-5966	Cy Galley cgalley@mchsi.com 309-788-3238		Chapter Website www.eaa75.com
	Larry McFarland larry@macsmachine.com 309-792-0472	Paul Kirik pjkirik@mchsi.com 309-781-0002		
		Jim Smith 387js@mchsi.com 563-322-5485		

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Marty Santic
 Chapter 75
 3920 East 59th Street
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 The Time Spent Flying is NOT Deducted
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