

# THE LANDINGS

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

**April 2022**

**THE EXPERIMENTAL AIRCRAFT ASSOCIATION**

## From the Desk of the President



Spring has finally sprung!

I actually got up in the air did some flying on March 20<sup>th</sup> in my 1946 Taylorcraft BC-12D (N95909). I'll tell you, was such a nice day, there were only a couple of reasons for not flying; either you were in the hospital or you were in jail! HAHA! Or other than that if you did not have access to yours or any other aircraft. You should have been flying, and I hope you were. Following the example of my predecessor, Jerry Coussens, I will give you the highs, lows and the Paul Harvey version of my latest flying adventure. The Taylorcraft is a great aircraft, "right now", and the key term, is "right now."

I flew around the pattern a couple of times at the Davenport Municipal Airport and then flew over to the grass strip, following the road straight south out of Blue Grass, IA, just up from the Mississippi River. What a great grass strip it is. It is nice, firm and Chad West, the owner of the hangar at the far Southwest end of the field greeted me as I landed. They were just so glad and happy to see me land. He was inviting everybody to come out and use the strip. I had a great time visiting with Chad West and his wife Michelle. Thank you so much for the invite!

As I was hand propping my vintage Taylorcraft and getting ready to depart I had Chad and Grant hold the tail for me - just as a safety factor. Chad looked down and noticed that one of the tailwheel springs was missing, and the other was just hanging off of the control arm from the tailwheel to the rudder control. So, what could I do? I departed with no problems, and headed back to Davenport. I landed just fine. I just didn't feel right flying around with a known fault in the tailwheel control, so, I put the aircraft away in the hangar with repairs to follow. It was still a beautiful day to be flying - great temperature with very mild winds. What great freedoms we have in this country as this is still the best place in the world. So, the rest of the story goes like this; it was a great airplane up until the moment Chad noticed the spring missing off of the tailwheel rudder. It just goes to show you fly little, repair a little, fly little, fix a little more, everybody's been in those situations. That's just what we do especially with vintage aircraft.

Moving on to new and important information to our chapter, we have again received full funding for a \$10,000 Ray Aviation Scholarship. We're open to suggestions of any from the members of the chapter on possible candidates between the ages 16 to 19 years old and are able to finish in one year. If you have any suggestions, please speak up. We have a couple of possible candidates in the wings.

The Van's RV-12iS project is moving along quite nicely. We had a great itinerary on Tuesday, March 29<sup>th</sup> as the students prepared to attach the ribs to the main spar. We hosted some very important dignitary visitors: Tim Baldwin, the Riverdale School District Board President, who is a good EAA Chapter 75 member and some of the school board members.

Adrienne Wheeler, Vice President of Talent & Culture at Elliott Aviation will be visiting the student-build as they are looking to fill approximately 16 summer hire aviation positions. Also, Kathy Leggett, Future Ready Iowa Policy Advisor, from Iowa

*(Continued on page 2)*

**Next Meeting - March 12, 7PM - USS Theodore Roosevelt (CVN-71) - Tony Knobbe**  
**[Deere-Wiman Carriage House - 817 11th Avenue, Moline, Illinois - \(click for a Map\)](#)**

## April Chapter Meeting

The next chapter meeting will be held at 7:00 pm on **Saturday, April 9<sup>th</sup> at 7:00 pm** at the Deere-Wiman Carriage House, located at [817 11th Ave., Moline, Illinois 61265](#).

Scott County Supervisor Tony Knobbe will share his immersive one-day experience aboard the U.S. Navy Nimitz class aircraft carrier *USS Theodore Roosevelt* (CVN-71) 100 miles at sea off its home base at San Diego, CA. He will talk about the importance of catapult launching and landings of Grumman C-2 Greyhounds and McDonnell Douglas (now Boeing) F/A-18 Hornets and Super Hornets. He will detail the daily happenings such as the very compact space where crew members sleep in bunks three tiers high, meeting the admiral who commands the ship, how the carrier is resupplied with everything from food to replacement parts to fuel and much more. He will share a video and narrative of that adventure.

Tony Knobbe was first elected to the Scott County Board of Supervisors in November 2016 and sworn in January 3, 2017. He was reelected for a second term. Tony grew up on a grain and livestock farm in western Iowa, graduating from Iowa State University in 1982, with a B.S. in Agricultural Business. He worked for 33 years in banking, retiring in 2015 as Market President and Business Banking Manager for Wells Fargo Bank in the Quad Cities. Tony has been married to Lorene since 1982 and they have two children. They live on an acreage in rural Scott County.

Everyone is welcome to attend this event!

## From The Desk of the President

*(Continued from page 1)*

Workforce Development is stopping by to visit and see firsthand how the program is developing, educating, and training young people for the future workforce.

The chapter has been invited to attend a conference at Black Hawk College in Moline, IL to develop an aviation program. It is interesting to see how all of these things dovetail together along with possibly setting up a hangar with classrooms, filling a void in becoming involved in being a feeder program into future educational processes. It's part of our bylaws of educating young people to gain knowledge in aviation.

## April's IMC Club Cancelled

The Civil Air Patrol has a blood drive scheduled in the Carver Aero's conference room on April 5<sup>th</sup>, which is our regular meeting night. We have decided to cancel the April IMC Club meeting scheduled for next Tuesday, April 5<sup>th</sup> since that is conflicted with a number of folks headed to SUN 'n FUN and other distractions. I apologize if that messes up anyone's plans. We'll meet again on Tuesday, May 3<sup>rd</sup>. Thanks for your patience.

If you don't have any other plans for Tuesday night - feel free to donate blood

*Thank You,  
Paul Fisher, IMC Club Coordinator, EAA Chapter 75*

## IMC Club Changes Locations

The IMC Club made a change of location. It no longer meets at Lindquist Ford in Bettendorf, Iowa. Effective February 01, 2022, (the first Tuesday of the month), the IMC Club will meet at Carver Aero's conference room at the Davenport Municipal Airport (KDVN) in Davenport, Iowa. Meetings will continue to be held on the first Tuesday of the month at 18:00 (6:00pm), but at this new location. For more information contact: Paul Fisher, IMC Club Coordinator at [rv7a.n18pf@gmail.com](mailto:rv7a.n18pf@gmail.com).

## EAA Chapter 75 Position Available - Program Coordinator

We are looking for someone to step up to the task and help the chapter by taking on the position of Program Coordinator. You will be tasked with organizing a featured speaker/presenter each month to ensure that they present a topic at our monthly aviation meetings at the Deere-Wiman Carriage House, determine what materials they may need, and make sure they arrive at least one hour or a half hour prior to the start of the meeting. You will also need to write a small paragraph each month for the monthly newsletter describing what the month's program is going to be so that the members get an idea of what's going to be pre-

## Jim Campbell Interviews John "Lites Leenhouts" About His Planned Retirement

Jim Campbell, Aero-News Network Editor-In-Chief interviewed John "Lites" Leenhouts, SUN 'n FUN's President and Chief Executive Officer about his planned retirement at the 2021 SUN 'n FUN Holiday Festival Fly-In. [Watch Here](#).

## **EAA Chapter 75 March Board of Directors Meeting Minutes**

**CALL TO ORDER:** The meeting was called to order by President Jim Skadal on Mar 12, 2022, at 6:00 pm at the Deere-Wiman Carriage House in Moline, Illinois.

**BOARD MEMBERS PRESENT:** Jim Skadal, Ron Ehrecke, Greg Stopyra, Nick Anagnos, Adam Santic, Carl Brown, Marty Santic (Telecon), and John Riedel.

**BOARD MEMBERS ABSENT:** Rily Grunwald.

**OTHERS PRESENT:** Bernie Nitz.

**TREASURER'S REPORT:** The treasurer's report was read by Ron Ehrecke. A motion to accept the treasurer's report was made by Carl Brown, and seconded by Adam Santic. The treasurer's report was approved unanimously.

**APPROVAL OF MEETING MINUTES:** A motion to approve the minutes as published in the last newsletter was made by Carl Brown, and seconded by Ron Ehrecke. The motion passed unanimously.

### **OLD BUSINESS:**

**1. Chapter Facility Committee:** The Board of Directors decided in February to establish a committee to explore options and develop a proposal that reports back to the board. Following the board's acceptance of the proposal, action may pass to the general membership for a vote.

**March Update** - Jim Skadal discussed with Tom Vesalga, Airport Manager, Davenport Municipal Airport. The announced committee members are Jim Skadal, Ron Ehrecke, Tim Baldwin, Dan Murphy, Scott Booth, Rily Grunwald, Jerry Coussens, Craig Olson. The first meeting was during the 1500 Club on Wednesday, March 2<sup>nd</sup>, and the number one priority was to incur no debt to the chapter. The committee discussed location options for possible hangar construction as well as potential lease options. Also discussed were requirements such as classrooms for training, a tool room, and a workshop to support future student build projects. The committee's narrative is to "Not just build legacy, but to build a future."

No concept or idea at this point is farfetched or out of reach. Discussion included funding and who in the community can help. The conceptual budget range is from \$100k to \$300k. There was also renewed discussion for the chapter to become a 501c3 non-profit to open new avenues for funding.

**2. Relationship Building Efforts:** Elliott Aviation will be coming to the RV-12iS student-build project to discuss summer internship opportunities.

**3. Chapter Bylaws review and update:** Brought up in Jan 2022 by Greg Stopyra. March Update: The Board of Directors reviewed current 2015 bylaws and the 2020 EAA recommended template. Carl Brown provided comments. Marty Santic commented on the commitment to youth and secretary / treasurer duty clarity. Greg will ask questions during his EAA leadership training during the Chapter Leadership Academy in April. The board will continue to work on potential changes over the next couple months.

**4. Chapter 75 2022 Annual Events Schedule:** March Update - The board will continue to solicit feedback from other chapter committees to establish dates for our events calendar.

**5. Ray Aviation Scholarship:** March Update - Nick Anagnos noted that EAA Chapter 75 received full funding for the \$10,000 scholarship. Nick will continue to identify potential candidates and come back next month with recommendations.

**6. Chapter 75 has 3 candidates for Air Academy 2022:** March Update - Sam Bevans, Denver Welvaert, and Laura Azuela are our students for 2022. We have not yet heard back from EAA as of March 12<sup>th</sup> about the Young Eagle credits.

### **NEW BUSINESS:**

**1.** Jim Skadal requested \$500 to purchase EAA's Youth RC Build program. Ron Franck is interested in leading this program. The Board requested to table this idea until more details are provided in future meetings.

**2.** Jim Skadal stated that an anonymous donor is donating two Pacer Mk II flight simulators to the chapter. One is in poor condition and the other seems complete. But, both may need to be worked on. Greg Stopyra did additional research and found that these flight simulators are late 70's era simulators.

**3.** Jim Skadal noted that John Nelson donated a Kolb UltraStar, an American single seat, high wing, strut-based, single engine, pusher configuration with conventional landing gear-equipped ultralight to the chapter. See pages 10 and 11 for pictures.

**4.** Bernie Nitz noted that the Emergency Aircraft Repair has \$810.00 left to spend from previously allocated funds. He also provided the board a U-Haul reservation for OSH, however not paid for.

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## EAA Chapter 75 March Board of Directors Meeting Minutes

*(Continued from page 3)*

Seeking board approval to spend \$360 from chapter fund, Carl Brown motion to accept, Ron Ehrecke seconds, passed unanimously.

5. Bernie Nitz provided an update on Emergency Aircraft Repair badges for members. He will fund those badges out of tool money.

6. Bernie Nitz also delivered a letter to the board codifying Emergency Aircraft Repair succession plan to culminate on November 1, 2023. The Board of Directors must take action to identify a replacement chairperson as outlined in the letter.

A motion to adjourn the meeting was made by Carl Brown, and seconded by Ron Ehrecke. The motion passed unanimously, and the meeting was adjourned at 6:59pm.

As submitted by Gregory Stopyra, Secretary EAA Chapter 75

## EAA Chapter 75 March General Membership Meeting Minutes

**CALL TO ORDER:** The meeting was called to order by President Jim Skadal on March 12, 2022, at 7:04 pm at the Deere-Wiman Carriage House in Moline, Illinois.

**TREASURER'S REPORT:** The treasurer's report was read by Ron Ehrecke and was approved unanimously by the Board of Directors.

**APPROVAL OF MEETING MINUTES:** The minutes of the last meeting as published in the last newsletter were approved at the Board of Directors meeting.

**MEMBERS PRESENT:** 19 members total: Jim Skadal, Ron Ehrecke, Greg Stopyra, Nick Anagnos, Adam Santic, Carl Brown, Jim Smith, Ed Leahy, Henry Ralf, Steve Ralf, Trevor Christoffersen, Beth Riedel, Bob Thomas, Ron Franck, Bernie Nitz, Brian Short, John Bruesch, Greg Stauder, and Floyd Taber. We did not achieve a quorum of 20, so no new business could be discussed.

**TOOL LIBRARY:** John Bruesch provided an update regarding the Snap-on cart refurbishment. He also reported that many parts and tools are backordered or not in stock. There was a request to re-calibrate the

torque wrenches. The tool committee will meet once the tool audit has been completed.

**TECH COUNSELOR REPORT:** Jim Smith passed and is now officially an Inspection Authorization (IA) Mechanic! John Bruesch brought an engine mount from his Space Walker for discussion.

**FLIGHT ADVISOR REPORT:** No new information to report.

**EMERGENCY AIRCRAFT REPAIR:** Bernie Nitz reported that this year is the 60<sup>th</sup> anniversary of the Emergency Aircraft Repair. He is asking for support from members to provide a write up commemorating this significant milestone. Bernie Nitz informed us that EAA AirVenture Oshkosh 2022 will be his last as the Chairman of the Emergency Aircraft Repair, and he will officially leave November 1, 2023. A successor to resume the role is needed to replace him.

**YOUNG EAGLES:** Bob Thomas provided an update on the schedule for future Young Eagles (YE) rallies. Currently scheduled events are: Davenport Municipal Airport (DVN/KDVN) on May 14<sup>th</sup>, Gen-Airpark Airport (3G8) on June 19<sup>th</sup>, Whiteside County Airport (SQI/KSQI) on July 24<sup>th</sup>. Clinton in August TBD. Davenport in September. He will entertain other dates as demand requires. Bob offered a separate YE event for the RV-12 build students, pending school advisors coordination with students.

**PROGRAM COORDINATOR:** Jim Skadal reported that the City of Davenport is inviting the chapter to participate in their Fejervary Family Fun Days and Youth Fest. Event coordinators asked if the chapter is interested in setting up an aviation booth with information, games, and/or other activities for families to enjoy. April's guest speaker will be Tony Knobbe who will discuss U.S. Navy Aircraft Carrier operations.

**AIR ACADEMY SCHOLARSHIP:** Jim Skadal reported that Sam Bevans, Denver Welvaert, and Laura Azuela are the chapter's students scheduled for 2022 EAA Air Academy. The High Flight Education Fund will contribute to cover the students' costs to attend.

**RAY AVIATION SCHOLARSHIP:** Nick Anagnos reported that for the 4th year, EAA Chapter 75 received a full \$10,000 for the Ray Aviation Scholarship. Nick will work with the chapter's Board of Directors to nominate the best candidate.

**NEWSLETTER:** Adam Santic reported that Summer Olson and Quad Cities Aero will host April's 1st Saturday Coffee at the Quad Cities International

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## EAA Chapter 75 February General Membership Meeting Minutes

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Airport (MLI/KMLI). It will be in the big grey building next to the self-serve fuel pumps.

**WEBSITE:** The EAA Chapter 75 Facebook Page is seeing upwards of 1000 hits due to the Van's RV-12iS news articles that were shared.

**IMC CLUB:** No new information to report.

**OLD BUSINESS:** None from the February Meeting.

**NEW BUSINESS:** None from the February Meeting.

A motion to adjourn the meeting was made by Nick Anagnos, and seconded by Carl Brown. The motion passed unanimously, and the meeting was adjourned at 7:56 pm.

**EVENING PROGRAM:** Ron Franck led a discussion on flight safety based off several YouTube videos of recent flight incidents.

**As submitted by Gregory Stopyra, Secretary EAA Chapter 75**

### A Plug for Grainger

*Article by: John Bruesch, Tool Librarian*

Recently, I decided to replace (rather than repair) one of the metal skins on my project Spacewalker II. I needed a .032" thick sheet of 36" x 48" of 3003 alloy, H-14 hardness. I first checked Aircraft Spruce. The closest size they had available was 48" x 48" at \$48.80 and \$130 to ship UPS ground (cheapest way!). That was a non-starter, I checked Wicks Aircraft. \$64.47 for 48" x 48" sheet and \$264 to ship either flat or rolled plus \$10 more for the certificate if I wanted it. This was going in the wrong direction fast, so I checked good ol' McMaster-Carr. \$72.84 for 36" x 48" and \$32 for shipping. Better, but I thought, 'what the heck', let's see what Grainger can do. Grainger wanted \$60.10 for the 36" x 48" sheet and \$133 for shipping, or NO SHIPPING CHARGE if I picked it up in Davenport, Iowa. That too was a no-brainer. It took almost two weeks for it to show up at the Davenport store, but with no shipping charge, who cares! A complete "Certification of Test Results" (which I did not request) was included in the sturdy, flat-ship box, and the piece was covered with a peel-off vinyl film on one side. I think Grainger will be my metals supplier for the duration, with McMaster-Carr a close second.

## People In Aviation - Big Job Changes in Lakeland, Florida

Lakeland City Manager Shawn Sherrouse recently appointed Kris Hallstrand as Interim Director of Lakeland Linder International Airport (LAL/KLAL). Hallstrand takes the reins from Gene Conrad (see below). Hallstrand was most recently the Assistant Airport Director (March 2017 started until being promoted) and Operations Manager from March 2016 to March 2017, and was the Superintendent of Maintenance & Operations at the Wittman Regional Airport (OSH/KOSH) from July 2012 to March 2016. Read More Here: <https://www.lakelandgov.net/news/posts/2022/february/airport-director-accepts-position-with-aerospace-center-for-excellence>

Gene Conrad, who recently accepted the position of President and Chief Executive Officer (CEO) of the Aerospace Center for Excellence and the SUN 'n FUN Aerospace Expo, officially joined the team on March 7, 2022, to start the transition to be the next CEO following the completion of the 2022 SUN 'n FUN Aerospace Expo. Conrad, who was born in Oshkosh, Wisconsin, currently resides in Lakeland, FL, was previously the Director of Lakeland Linder International Airport (LAL/KLAL), where he worked from January 19, 2010 until accepting this new position. He took the reins from John "Lites" Leenhouts, who announced his retirement in Nov. 2021. Leenhouts was in this role from August 2011 until the conclusion of the 2022 SUN 'n FUN Aerospace Expo. Read More Here: <https://flsynf.org/news/new-president-ceo/>

### Last Month's Program Presenter - Ron Franck



*Image Courtesy of John Riedel.*

## Airplane Trip to Oceanside, CA

*Article & Photos by: Jerry Coussens, Former Chapter President*

As I'm in the process of building a new airplane for myself it's time to sell my old one a Lancair N61VL I've been flying for 20 years. I've been to Oakland once, Seattle twice, Massachusetts twice, Southern FL ten times, and Texas four times; so as you can tell, I'm a long-distance flyer. I just don't have much interest in flying local unless it's to clear my head or turn the oil, and putting her up for sale changed my situation. In addition, I just have too many irons in the fire to enjoy what I want to do.

I had planned to wait till I had the new plane finished before I sold N61VL, but reality got in the way. I'm into the building process for the new plane—a Lancair IV N858R; and I don't really want to take the time to do maintenance or go on vacations with the old plane. I've been in the pilot's seat for 1400 hours or approximately 210,000 miles, so it's time to sell her. I'm also afflicted with another emotion. Now that it is up for sale, I don't want to spend any money on it. With that in mind, I didn't want to use it for fear something will break and then I'd need to buy a new part for. It's all head trash as I've flown this plane all over and never worried about break downs. It's the price you pay for a personal plane.

Last week, the potential buyer came to the Quad Cities to help me with the annual inspection and learn about the plane. After a week of checking things and taking a ride he has decided he wants it. My plan Saturday was to deliver and the plane him (Kam) in Oceanside, CA, his winter base from ID.

Now that you are all caught up in my thought process we can get started. It was 6:30a on Saturday, March the 12<sup>th</sup>. The outside air temp was 0°F with 10 kts wind, I would have rather stayed in bed, but we've got a long way to go. I picked Kam up at his hotel so we could get on the road (airways). I parked my truck in the grass outside my hangar at the Davenport Municipal Airport (DVN/KDVN), we checked the airplane in the warmth of my hangar, and then pulled her outside.

Kam got in first and I followed. I started the electric fuel pump to build fuel pressure and primed the engine for 15 seconds before hitting the starter. VROOM, it came to life and we were making our own heat. I removed my coat and put it in the back of the luggage area as the next stop was Hutchinson, KS (HUT/KHUT). I was sure it would be warm there. We taxied to runway 33 to do our run up. Once that was done, we announced our intentions to depart runway 33, turn west, and I give her full throttle. At 65 kts I

pulled back on the stick and we were airborne. I retracted the landing gear and we turned to course 253° and climbed to 8,500'. I choose 8,500' as we would burn less fuel at that altitude. I knew we had high winds, so I didn't want to go any higher. We had a crosswind of 47 kts. from starboard which decreased our speed to 3 kts which gave us a cruising speed of 193 kts (222 mph). Hutchinson, next stop for fuel was approximately 2.5 hrs. away.

I'll explain why I needed to ferry the plane and Kam to his home base. Why couldn't he just take it home with him? One word: "insurance". The insurance industry runs the aviation industry. Unlike a car where the owner buys the car and drives away, and if he has trouble he just pulls over and works it out. Kam bought full coverage on the plane to protect his investment, but the dilemma is the insurance is void unless he has 10 hrs. as pilot in control. He needs 10 hrs. as pilot in command, and he needs to be taught by a Certified Flight Instructor. He has one in California but not here. After some phone calls, his insurance agreed to add me on his policy as I have 1400 hrs. as pilot in command on this aircraft. Now you know why I'm taking him to CA.

We landed at Hutchinson on what appears to be a slow morning the tower was open but there was no activity. Kam filled up his plane with I believe \$5.20 gal of gas, and after a bathroom break, we departed and headed for Albuquerque, NM via Dalhart, TX. I set the autopilot to climb at 800 fpm to an altitude of 10,500' and engage the autopilot to follow the GPS heading that took us to the next fuel stop in Albuquerque, NM, at the Double Eagle II Airport (AEG/KAEG). We leveled off at 10,500', with a headwind at 184kts. The first leg is to Dalhart, TX. I picked this route as the direction took us to the lower part of the Rockies where the mountains are lower elevation. We could have gone over the peaks but the 40 kts wind would have been rough, and I like a smooth ride. As we came closer to Dalhart, we could see the snow-capped mountains of the high Rockies. As we passed over Dalhart, the autopilot banks to the right, and we were now going direct to Albuquerque; I love modern tech. As we passed into New Mexico I looked down, and in the middle of nowhere there was a long black topped runway with an open hangar door. I assumed it was a rancher. In the past, I've noticed NM has many things like that, barren land as far as you can see and then there is a runway. One time I flew over what looked like a deserted western town, but some of the buildings were fronts with no back. I assumed it was a movie set (who knows).

As we get closer to Albuquerque, we can see Santa Fe on our right and a large 12,000' mountain in front of us. Having flown this area before I know the city of Albuquerque is just to the west of that. Double Eagle

## Airplane Trip to Oceanside, CA

II Airport is about 7 miles west of the city. Flight following handed us off to the tower and we were cleared right downwind for a final approach to runway 35 (N direction). As I came into the airspace, I was still descending from 10,500' so we were cooking. The tower told another aircraft they were cleared to land after the Lancair as he's doing 200 kts. and will be on the ground before you will get there. He told us to keep the final turn tight, so we make a right turn to final and roll out on the numbers for a smooth touch down. I like a fast airplane.

After our break we strapped in and airport ground cleared us to taxi to runway 24. After the run up (engine check), the tower cleared us for departure. For this trip, I planned to let Kam perform the takeoffs after the first one at the Davenport Municipal Airport. I wanted to do Davenport because we were fully loaded and I wanted to be sure all was good. At Hutchinson, I forgot to let him takeoff. Now, in Albuquerque, I wanted to do the takeoff as we were at 5800' elevation and the temperature was over 80°F. High temp and altitude air is low density, so the plane acted sluggish. We only used half the runway but then she would only climb about 300' fpm. I was, glad we were in wide open space. When we reached 1,000' we started to climb better and I assumed the air was cooler above the ground. I set the autopilot to climb to 10,500' and cruise to Oceanside. At 10,500', we were still getting bumps, so we opted to climb to 12,500' which was good the rest of the trip. We were now 3 hrs. from our final destination. West New Mexico is just dry and barren. It always amazes me how dry it looks from the air but I see human tracks everywhere. As we passed into the Flagstaff area, we started to see trees on the mountains. I have flown to Phoenix, AZ before but not past it. I didn't remember the mountains being so big and rugged.

As we passed Phoenix, I could barely make it out as it was 50 miles south of us; even that far North I could see houses built on the hills.

As we get closer to California I'm seeing sand dunes below, hard to be sure as it's a mile below. As we get closer to the coastal range I see a big lake below; I checked the map and it's the Salton Sea. Cool to see it as I watched a documentary about it on TV. There are some 8,000' mountains in front of us. Flight following tells us to turn left 10° to avoid gliders that use the mountains for lift. Throughout the trip Kam has been telling me how busy Oceanside airspace is and he warned me about their narrow runway. I was a little freaked out and was glad he was co-pilot as he was familiar with the area. Flight following handed us off to Los Angeles ARTCC and 10 minutes later handed

us off to SoCal TRACON which is our final contact through their airspace. As I see the Pacific Ocean and the houses below, we are still at 10,500' and Oceanside's Altitude is 35' above sea level. I need to lose 10,000' in 20 miles. I would like to start descending now, but center wants me to stay high as there is traffic below me. I slowed the plane down to 120kts and drop the gear. We have asked for an instrument approach as it is cleaner than the hoops you must go thru when you do a visual approach. Having said that, all the deviations don't allow us to descend to the final approach fix. Finally, SoCal TRACON clears us to descend for landing. I pushed the nose over and started to descend at 2000 fpm. I don't see the runway yet but Kam tells me it's straight ahead. I soon see it, and we are on a good glide for landing. I'm passing over the houses and the hills and wish I could take a picture, but I'm too busy. Earlier, I said I was freaked out, but I must admit I love challenges like this with an airplane I trust. We landed on the end of the runway, and I applied the brakes as early as I can as the runway is only 2700' long. The tires screech and Kam says, "You've got room to stop." He was right as we got stopped in plenty of time. Kam said it was a narrow runway but it must have been 100' wide. Iowa has narrow runways too as I've landed in Marion, Iowa and that runway is like 24' wide and looks more like a driveway.

Now we are on the ground next to the Pacific Ocean 8.5 flying hrs. since we left "what a machine"- it's someone else's machine now.

After shutting down my friend Gary Menzimer walked up, he had driven up from Encinitas, California to take me to his house for the night. Aviation and my round table peer group has given me friends all over the United States. For those of you that follow my Facebook, Gary is the guy I bought the Lancair IV kit from four years ago. It was great to hang with Gary again and he showed me around some of the sites in Encinitas, before dropping me off at John Wayne Airport (SNA/KSNA) for my flight home. It took the same amount of time to come home by airlines as it took in my private plane.

Kam just called me to thank me, He said, "Although I wanted the plane before the trip, after the trip I had to have it." I think he'll love it, time for me to move to the next chapter in life.



*Jerry made many memories with the Lancair N61VL he built. Now, it is the new owner, Kam's turn to enjoy. This picture was taken at the Davenport Municipal Airport (DVN/KDVN).*

## Airplane Trip to Oceanside, CA

Photos by: Jerry Coussens, Former Chapter President



The flightpath of Lancair N61VL to Oceanside, California. KDVN-KHUT-KDHT-KAEG-KOKB.



A quick break and a fuel stop at the Double Eagle II Airport (AEG/KAEG) in Albuquerque, NM.



A quick break and a fuel stop at the Double Eagle II Airport (AEG/KAEG) in Albuquerque, NM.



Kam (pictured left) is the proud new owner of Jerry Coussens' (pictured right) homebuilt 2002 Lancair N61VL.



The Sandia Mountains come into view next as they stop for fuel at the Double Eagle II Airport (AEG/KAEG). They skirted to the north.



Kam and Jerry flew over the Salton Sea in California.



Flying near the Pacific Ocean.



## March's First Saturday Coffee and Donuts Event

Location - Clinton Municipal Airport (CWI/KCWI) in Clinton, Iowa

Hosted by: P&N Flight and Charter - Clinton

Photos By - Tim Baldwin, Chapter Member



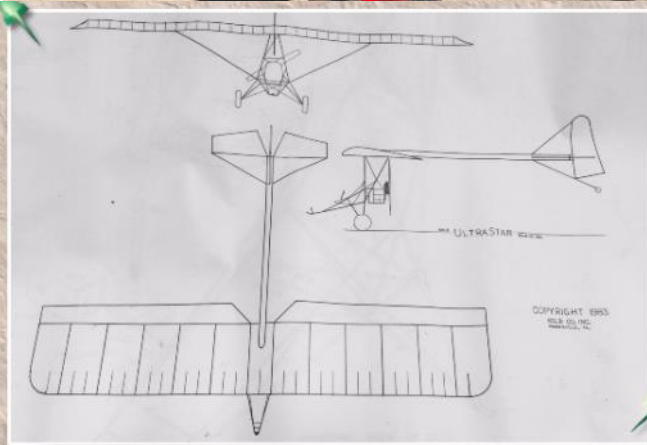
# Kolb UltraStar - Donated to EAA Chapter 75

Photos By - Jim Skadal, President



# Kolb UltraStar - Donated to EAA Chapter 75

Photos By - Jim Skadal, President





**EAA Chapter 75 IMC Club**  
 "To promote instrument flying, proficiency, and safety"  
<http://eaa.org/imclub>

Meets First Tuesday of each month at 18:00  
 Carver Aero Conference Room  
 Davenport Municipal Airport (KDVN)  
 For more information contact:  
 Paul A. Fisher - [rv7a.n18pf@gmail.com](mailto:rv7a.n18pf@gmail.com)  
 Bernie Nitz - [bernien@visioncrest.com](mailto:bernien@visioncrest.com)

Per a member's request, we will be publishing a listing of EAA Chapter 75 members who are flight instructors willing to help with primary flight instructions, biennial flight reviews (BFR), etc. If you are an EAA Chapter 75 member who is a flight instructor, are willing to assist, and wish to be included in the list, please email the newsletter editor at [adam.santic@gmail.com](mailto:adam.santic@gmail.com).

Name	Phone	Email	New Students	CFII	MEI	BFR	Tail Wheel	Airports	Plane
Travis Baldwin	309-781-8896	<a href="mailto:tmb1998@gmail.com">tmb1998@gmail.com</a>	No	Yes	Yes	Yes	Yes	DVN, MLI	Owner, FBO
Tim Leinbach	309-781-9585	<a href="mailto:tleinbach@gmail.com">tleinbach@gmail.com</a>	Yes	Yes	No	Yes	No	DVN, MLI	Owner, FBO, Club
Tim Toal	309-235-0087	<a href="mailto:timotoal@mchsi.com">timotoal@mchsi.com</a>	No	Yes	Yes	Yes	Yes	DVN, MLI	Owner
Barry Logan	309-303-0211	<a href="mailto:manager@marshallcountyairport.com">manager@marshallcountyairport.com</a>	Yes	No	No	Yes	Yes	C75	Owner, FBO, Club

## For Sale: 1989 Viking Dragonfly Mk II N340TD Project \$8,500 (OBO)



Up for sale is a 1989 Viking Dragonfly Mk II project. This experimental canard has a 133.2 TTAF. The original Subaru EA-71 engine was replaced by the builder with a Subaru EA-81 engine at 20.1 hours. The Subaru EA-81 has a Dave Johnson 1.64:1 propeller speed reduction unit with a total of 113.1 hours on it. The propeller that is currently used is a ground adjustable, HPRPM warp drive prop (SER.No.R2800) which has 113.1 hours on it. There are no electrical systems or radios installed. The airplane was last inspected on January 2, 1998 by the builder. The work that needs to be done includes elevators that need to be repaired or replaced and the cooling system which needs to be upgraded and engine tested. This could be a great candidate for electric propulsion. More pictures and questions are quickly available upon request. This aircraft currently has the canard and wings removed for ease of storage. The owner has the original builder's logbook, plans, drawings and newsletters. Asking 8,500 OBO. Contact John Eagles at 309-721-3694 or [jeagles@mchsi.com](mailto:jeagles@mchsi.com).



## John Bruesch's Classified Ad

### Viking Dragonfly, Sonerai II Plans Available:

Donated by chapter member Tom De Winter: One set of complete plans for Viking Dragonfly, with unused serial number 787 including supportive paperwork and credentials receipt. Purchased years ago but never built. Available for a small donation to the chapter tools committee. Also one possibly complete set of Sonerai II plans without serial number. Contact John Bruesch, 708-341-7083.

### Misc. Aircraft Parts Available:

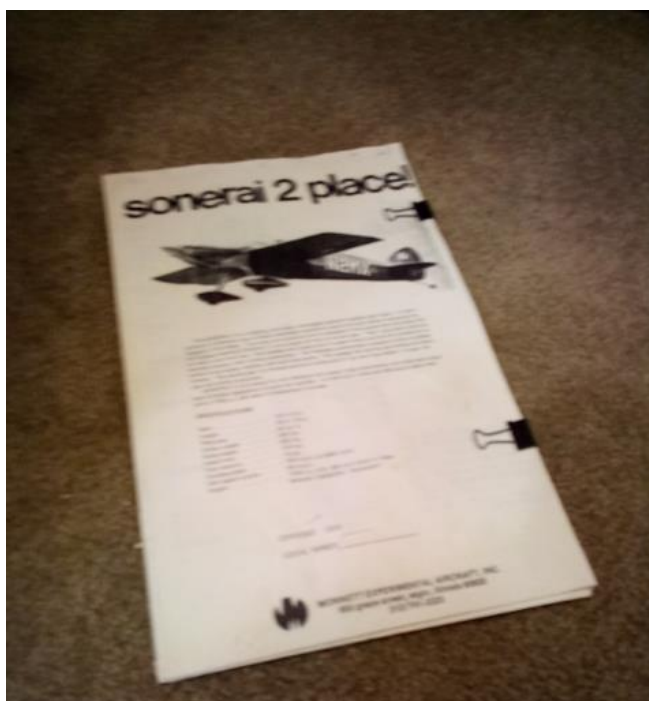
One set of medium brown seat belts. These are lap belts only, but are mateable with through-the-buckle shoulder harness attachment clips. Nearly new condition. Pair of 24-volt 120-Amp starter or panel relays (continuous duty White-Rogers type). Pair of walnut contoured wood stick grips. One 4' x 8' sheet of 1/16" (1.5mm) birch MIL-spec plywood. Large 23 gallon, never-used factory-welded aluminum fuel tank with attachment straps (from my Falconar F-12 Cruiser project). Make offer for any or all items. John Bruesch, 708-341-7083.

### Wanted:

Compact, used, 720 channel aviation comm Transceiver in known-working condition. John Bruesch, 708-341-7083



*Viking Dragonfly Plans .*



*Sonerai II Plans.*



*Pair of 24-volt 120-Amp starter or panel relays, pair of walnut contoured wood stick grips, and lap belts.*



*Falconar F-12 Cruiser 23-gallon fuel tank.*



*Mounting straps for fuel tank.*

## Local Calendar of Events

For many other Aviation Related events, visit the following websites.

- [EAA Chapter 75 Upcoming Events](#)
- [EAA Aviation Calendar of Events](#)
- [AOPA Calendar of Events](#)
- [FAA Safety Team Calendar of Events](#)
- [Iowa DOT Office of Aviation Calendar](#)
- [Wisconsin Fly-Ins and Airshow Event Calendar](#)
- [Fly-Ins.com Calendar Website](#)
- [Fun Places to Fly Website](#)
- [Social Flight Calendar](#)
- [Midwest Flyer Magazine Calendar](#)
- [North American Air Show Calendar](#)

### Upcoming EAA Webinars

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

**Your Airplane's Report Card?** April 6 at 7 pm CDT  
Presenter: Mike Busch

**Gyrocopters of the EAA Collection Part 2** April 12 at 7pm CDT  
Presenter: Chris Henry and Ben Page

**Welcome to EAA - Getting the Most Out of Your Membership** April 13 at 7 pm CDT  
Presenter: David Leiting

**Bad News Is Good News: Avoiding Most Accident Scenarios** April 27 at 7 pm CDT  
Presenter: Tom Turner

Send event information on aviation related activities that would be of interest to the newsletter editor at [adam.santic@gmail.com](mailto:adam.santic@gmail.com). Activities can include: aircraft fly-ins, airshows, conventions, pancake breakfasts, programs, seminars, etc.

## 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 309-312-1066.

**Hangars Available at the Davenport Municipal Airport.** Hosts 78 aircraft t-hangars, 6 box style hangars, and 2 executive aircraft box hangars. Prices range from \$105.00-300.00/month. Contact the Airport Manager Thomas Vesalga at 563-326-7783 or [thomas.vesalga@davenportiowa.com](mailto:thomas.vesalga@davenportiowa.com) for more info.

### For Sale: One share in the Four Seven Jays Flying Club

The club plane is an extremely well maintained 180HP 1973 Cessna 172M Skyhawk (N147J) hangared at MLI. IFR equipped. Paint and interior new in 2003, with the following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS, Garmin GI-106A CDI, Garmin GTX37 Transponder. Installed in 2021 was a Garmin G5 HSI & Garmin G5 AH with a GFC 500 Autopilot. Contact Dan Murphy 309-752-3887, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.



### Wampus Cats Flying Club Shares for Sale

This is a 1978 Cessna 152 that belongs to the Wampus Cats Flying Club and has been located at the Davenport Municipal Airport since it was new. This aircraft receives regular maintenance & has less than 6000 airframe hours and approximately 1000 hours remaining on the last overhaul. It has been used mainly for short distance recreational flights but can also be used on long cross-country flights. The aircraft is scheduled via an online scheduler and has very good availability. Nowhere else can you fly so economically with dues at \$45.00/month and at a rate of \$55.00/wet. Contact Bernie Nitz at [bernien@visioncrest.com](mailto:bernien@visioncrest.com) or 563-508-8200.



### Hangar Space at the Clinton Municipal Airport

Hangar space is available at the Clinton Municipal Airport in either an individual t-hangar or in one of the community hangars. All hangars have electric bi-fold doors, and hard floors. T-Hangars are rented through the City of Clinton and rental rates vary from \$95 to \$156/month depending on the size of the hangar. For information on availability please contact Marlana Nass, the airport manager at 563-242-3292, or at [clintonairport@gmtel.net](mailto:clintonairport@gmtel.net).

### Hangar Space at the Whiteside County Airport

The airport currently has no hangar space available at the moment. Call Darin Heffelfinger at 815-626-3750 or visit the [website](#) for more information.

*The Landings* is seeking articles from members to publish in future issues. We are looking for articles about flights you have taken, aviation events you have attended, tech issues you have solved or builds/repairs you have done that others might be interested in reading about. We would like to make these a regular feature of the newsletter in the future. Please submit articles to: [adam.santic@gmail.com](mailto:adam.santic@gmail.com).

To place an ad: Submit requests for aviation related For Sale or Want Ads to the newsletter editor at [adam.santic@gmail.com](mailto:adam.santic@gmail.com). Ads are free to EAA Chapter 75 members. Ads from nonmembers are \$10.00 per ad. Ads will run / rerun at the editor's discretion.

# Private Pilot Ground School

## P&N Flight and Charter CWI

March 3-April 28, 2022

Thursdays at 6:00PM-9:00PM

Clinton Municipal Airport, Clinton, IA  
Bringing the Gateway Area to new horizons!

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Learn everything you need to be a safe and effective pilot.

Space is limited so call today to reserve your spot!

Intro Flight included in the price!

Cost: \$450 + tax

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Office: 563-244-4770

Email: [tanner.rau@fly-iowa.com](mailto:tanner.rau@fly-iowa.com)

Office hours: 8AM-5PM Monday-Friday



# ***EAA CHAPTER 75 – QUAD CITIES***

**1<sup>ST</sup> SATURDAY COFFEE AND DONUTS**  
**MEMBERS AND NON-MEMBERS**  
**ALL ARE INVITED – BRING THE FAMILY**

**FREE COFFEE & DONUTS WITH SOME GOOD HANGAR TALK**  
**QUAD CITIES INTERNATIONAL AIRPORT (KMLI)**

Saturday, April 2, 2022  
8:30 – 11:00 AM (RAIN OR SHINE)

**Hosted this Month by:**  
**Quad Cities Aero**



## ***DRIVING OR FLYING – WE HOPE TO SEE ALL***

This month we hope to see everyone at our 1<sup>st</sup> Saturday of the month coffee & donuts hosted the Quad Cities Aero. Come and see their 1969 Cessna 172K Skyhawk and for some good hangar talk.

**FLYING:** Fly to the Quad Cities International Airport. When using this airport, listen to the air traffic controllers' instructions and request parking by the self-service pumps.

**DRIVING:** Drive to the Quad Cities International Airport, 6300 75<sup>th</sup> Ave., Milan IL 61264. We will be meeting at Quad Cities Aero's hangar. This hangar is the big grey building that the US Army once occupied. Parking can be in the designated parking spots right in front of the building. Call Summer Olson at 563-594-9785 if you get lost.



48<sup>th</sup> Annual  
**SUN 'n FUN**  
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**APRIL 5-10 2022**

Proceeds benefit:  
**AEROSPACE**  
Center For Excellence 501 (c) (3) not-for-profit

**FlyLakeland**  
Lakeland Linder International Airport

## HIGH FLIGHT EDUCATION FUND

### [DONATE](#)



The High Flight Education Fund was developed in 2002 by the Experimental Aircraft Association Chapter 75 to support local community aviators and youth educational experiences. The Chapter awards Air Academy Scholarships and develops hands-on aviation projects and learning workshops. To date, over 40 youth have been awarded scholarships since August 2002.

Whether you fly, build, restore or simply enjoy airplanes and aviation, you are welcome at our events and to join our Chapter. We are a group of aviation enthusiasts, aircraft builders, and pilots who get together sharing ideas, exchanging information, encouraging safety, serving the local aviation community, and have a lot of fun doing so. Most members are located within the Quad Cities region; but we have members in Ireland, Michigan, California, Nebraska, Colorado, Ohio, and other states.



### **SUPPORT THE HIGH FLIGHT EDUCATION FUND WITH YOUR DONATION.**

You are welcome to donate in the following forms:

- Memorials or Dedications
- Special Occasions: Anniversary of First Flight, Birthday, Wedding, Anniversary
- Bequeaths and Legacy Gifts
- Annual, quarterly, monthly or one-time gifts
- IRA or Stock gifts

Contact Jim Skadal at [yamahaman7187@aol.com](mailto:yamahaman7187@aol.com) or 563-320-6896 to help build a scholarship fund for our youth - our legacy.

The Moline Foundation is proud to partner with the High Flight Education Fund. For additional information or questions, please contact Claudia Meenan at [cmeen@molinefoundation.com](mailto:cmeen@molinefoundation.com) or 309-764-4193.

[HOME | Community Foundation | The Moline Foundation | United States](#)

## Chapter 75 Merchandise Now Available

As mentioned at chapter meetings, the baseball caps are now available with the EAA Chapter 75 logo. The caps are of a nice quality as the logo is embroidered. The caps are available for purchase for \$10.00 each and can be delivered personally to you at the next chapter function. We have lots of caps in stock. If you want the hat shipped to you, that can be done for \$17.00. Please mail a \$17.00 check to Marty Santic, 3920 E. 59th St., Davenport, Iowa 52807. If you would like a cap delivered, please send an e-mail to: [marty.santic@gmail.com](mailto:marty.santic@gmail.com).



Baseball Cap in Light Khaki

*THE LANDINGS*

### Chapter Websites

Chapter: <https://chapters.eaa.org/ea75/>  
 Facebook: <https://facebook.com/EAA75/>  
 Instagram: <https://instagram.com/eaachapter75/>

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(Effective January 2022)

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**IMC Club Coordinator** **Paul Fisher**  
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**Program Coordinator** **Vacant**  
**OPEN Position - Need a Volunteer!**

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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*, audio/video recordings are 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, including EAA AirVenture Oshkosh. Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.



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

Chapter Websites  
[chapters.eaa.org/ea75](http://chapters.eaa.org/ea75)  
[facebook.com/EAA75/](https://facebook.com/EAA75/)  
[instagram.com/eaachapter75/](https://instagram.com/eaachapter75/)

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

New Member   
 Renewal   
 Info Change

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

**Mail application/renewal to:  
 Ron Ehrecke - EAA Chapter 75  
 1597 Deer Wood Dr  
 Bettendorf, IA 52722**

National EAA offices:  
 Experimental Aircraft Association  
 EAA Aviation Center  
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 Oshkosh, WI 54903-3086  
<https://www.eaa.org/ea75>

National EAA Membership:  
 1-800-JOIN-EAA (564-6322)  
 Phone (920) 426-4800  
 Fax: (920) 426-6761  
<http://www.eaa.org/membership>

Name: \_\_\_\_\_  
 Copilot (spouse, friend, other): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone (Home): \_\_\_\_\_ (Work): \_\_\_\_\_  
 (Cell): \_\_\_\_\_  
 Email Address: \_\_\_\_\_  
 EAA#: \_\_\_\_\_ Exp Date: \_\_\_\_\_  
 Pilot/A&P Ratings: \_\_\_\_\_  
 Occupation: \_\_\_\_\_ Hobbies: \_\_\_\_\_

I am interested in helping with: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Tool Committee       Tech Advisor       Flight Advisor  
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What are You Building? \_\_\_\_\_  
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 What are You Flying? \_\_\_\_\_  
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