

# THE LANDINGS

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

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

**September 2014**

**THE EXPERIMENTAL AIRCRAFT ASSOCIATION**



## From The Desk of the President

Last month started off with the usual coffee and donuts. The event was held at the Repair Barn in Oshkosh. All present enjoyed the coffee, donuts and fellowship.

Wayne Sapp transported our tools to and from Oshkosh again this year. The tools have now been returned to their home at the tool hangar at the Davenport Airport. Wayne is in the process of building a new house, but took the time to deliver and return the tools. When you see him tell him thank you. Thanks Wayne.

The volunteer members at the repair barn were kept busy all week long with a tally of 150+ operations. Operations included helping owners and pilots by loaning out tools, providing experience or just a helping hand.

One piece of equipment borrowed from John Hopkins at the EAA-Weeks Hangar that came in handy was a 12/24 volt jump start rig with a V2 power unit engine from a B-29 and generator which will put out 400+ cranking amps. We used it several times during the

week.

The tools have all been inventoried and are back in the tool hangar and are available to borrow. Contact Mike Nightingale, Marty Santic or Ed Leahy. They are the tool custodians and can get you what you need, getting it checked out and back in.

The August meeting cookout/potluck was held at the Clinton Airport. Six airplanes and about 30 people were in attendance. Vice President Mike Nass said all had a good time. Mike cooked the burgers in the club shack. Several people were able to tour the new hangar and office building. Thanks to Mike and the Clinton members for this event.

We have received thank you letters from all three of our Chapter 75 2014 Air Academy participants. They are scheduled to make their presentations to the chapter in the near future.

Gina Gore, our Air Academy coordinator has two applications for the 2015 season and three other possibilities, waiting for paper work to be returned. If you have any applicants, please give Gina a call. Gina has been the Air Academy coordinator for the last six plus years, and is wanting to step down from this position. Her work and other business training is where her interests need to be. Therefore, we are looking for someone to step up and volunteer on this project. Gina has offered her files and any assistance to get started.

Coffee and donuts on September 6<sup>th</sup> will be at Paul Fisher's hangar at the Davenport Airport. Held from 8:00 – 11:00 AM, see you there for donuts, coffee and good hangar talk.

The September program is being worked on by Ron Ehrecke at this time. We will send out a special notice when he gets the program finalized.

Happy Flying - Jim

**Next Meeting - September 13th - Program TBA**  
**[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)**

## September 13th Chapter Meeting

The September Chapter meeting will be held on **Saturday, September 13th at 7PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

Will send an e-mail once the September program is finalized.

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

## RV-12 Quickbuild is Now Available!

Synergy Air, who builds the SLSA for Van's, announced at AirVenture that they now offer quickbuild kits for the RV-12. Unlike the other RV models, there is no requirement with an ELSA to complete 51% so these are more complete.

Interesting option. With this offer from Synergy you will get an E-LSA for about \$15K more than the kit. Still lots of work left in the finishing and FWF kits and you will not benefit of the learning curve of going through the three kits offered as quick built. I would recommend this option to an experienced builder who has the extra money but not the time. The resulting product is an E-LSA which provides more flexibility in maintenance and modification than the S-LSA at a significantly lower price than the S-LSA.

See page 14 of this newsletter for the details.



## August Potluck at the Clinton Airport



## Ed Leahy's Tri-Pacer May Just Fly - But Have to Get Both Back to Work!



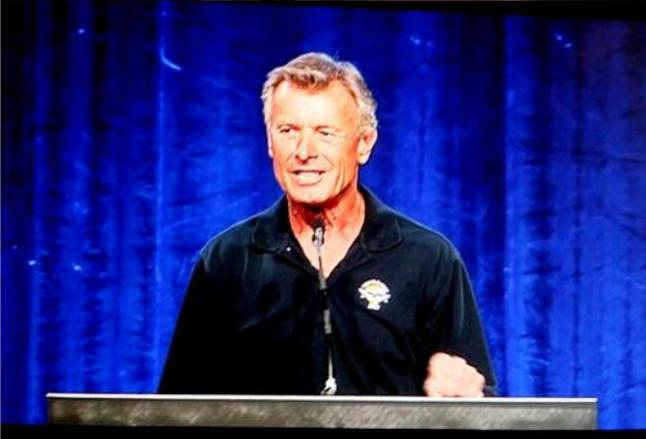
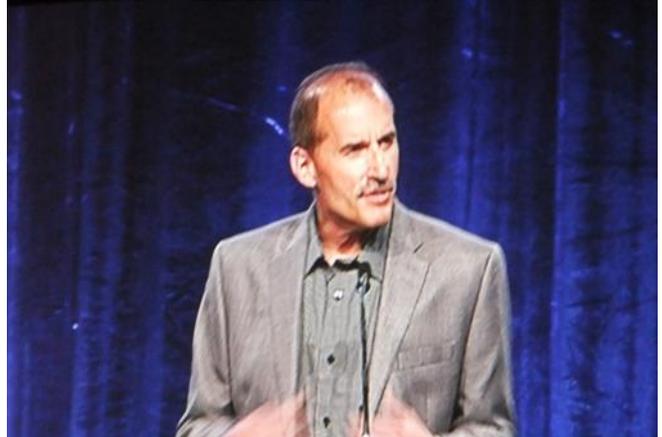
## Couple of Worthy Airventure Videos

Slick is Back with Another FANTASTIC video. This kid takes and has produced a fantastic video for the past years. This video is one of his best and has been showcased by the EAA EVERY time it comes

out. [Click on this LINK.](#) Forward this link to your family and friends and it will explain why we all go to Oshkosh each and EVERY year.

Videos from the EAA Staff - Lots of videos from the 2014 version of AirVenture. Click on the arrow to the right of the first four 2014 video clips that are shown. To see ALL of them. Re-live the memory. Many are VERY good. [Click on this LINK.](#)

# Young Eagle's Dinner at AirVenture



## Brandon Gore is Making REAL Progress - An Update!!

This past month I have had a lot of goals come together that I have been waiting to achieve. To recall I have been taking flying lessons at the Clinton FBO under the instruction of Mike Nass where I have been working part time.

I really enjoy working at the FBO and meeting new people and mentors. I have also been detailing planes and helping other plane owners with wiring for extra money to apply to my lessons since I would like to secure my CFI at some point. I have realized in the past few weeks how much the Young Eagles program, EAA's Sporty's Next Step program, EAA flight training scholarships and the chapters mentoring, air academy scholarships and membership have molded, prepared and helped me to achieve my aviation goals. I know I did not accomplish this alone, all of you have helped me.

This past July I attended the EAA Air Academy for my last year as a camper through the graciousness of the chapter and I would like to return next year as a camp counselor to help mentor youth in aviation. I also attended AirVenture with my mom, Gina Gore, where we volunteered to help serve dinner and input silent auction bids at the Gathering of The Young Eagle's dinner. It was eye opening to see how the funds are raised, the behind the scenes preparation, the donors, performers, corporate executives and the faces of those who have helped me in a different light by supporting the Young Eagles program through silent auctions and donations.

The day after I returned from AirVenture I sat to take my FAA written. I prepped all summer through the Sporty's Next Step program on line, studied my books and asked questions to Mike as we reviewed what I needed to know. Locally, I believe I was the first in this area to complete and use my written Sporty's Next Step endorsement to qualify and take the test as the testing facility was not sure what Sporty's Next Step was about but as long as I had the endorsement I had the golden ticket. I achieved an 82% which also means not only did I save on ground school expenses by taking advantage of the free Sporty's Next Step online ground school but that Sporty's/EAA will also be reimbursing me the full FAA written testing fee for passing. I am really excited about passing as it has lifted a huge weight off my shoulders and securing my written allows me to apply for other flight scholarships now that may help me past my private's.

I applied to a total of six flight training scholarships



this summer, knowing it would be a long shot to win any of them. I did not receive anything from two of those; however one I did win was for \$500 mentioned last month in the newsletter and on August 12<sup>th</sup> I received a call from EAA that I had been selected by the EAA scholarship committee as the winner for the \$7,500 Tinker Murdock Flight Training Award. I had submitted my essay through the EAA website. These awards will completely cover my private pilot's training. I have been saving for flying lessons since I was 6 years old and these awards will allow me to use my savings to continue on to achieve my CFI.

The Tinker Murdock scholarship required you to be involved as a Young Eagle/Next Step applicant seeking to further my aviation training by completing my private pilot's license. Applicants had to be involved

## Brandon Gore is Making REAL Progress - An Update!!

in the EAA's online ground school or other training program demonstrating their commitment to the educational opportunity. I had to submit an essay describing my goals and how a pilot's certificate will help support that goal. I was beyond ecstatic and could not believe it when I received the call. This will really help me to obtain my goals and set me on the right career path while giving back to others as a Young Eagle pilot starting next spring.

I started my junior year at high school this month which will slow my training down a bit. Mike and I are currently working on cross country and night flights prepping for my check ride next spring. We will tackle all we can on weekends, holiday breaks and when I have early dismissal from school. I am involved in the National Honor Society, the STEM robotics club, STEM math competitions, Future Business Leaders of America, swim team and AP/honors classes which is a lot to handle during the week while trying to maintain the upper 10% in my graduating class. I am applying for the USAF and Navy military academies and USAF and Navy ROTC at Purdue this coming spring.

I am preparing to start seeking a nomination and preparing my essay letters. In the future, if the military permits and I have the time in the summer, I would like to secure internships during my college years with Rockwell Collins, Boeing and others. My career goals are to be in the military securing a slot as a test pilot while obtaining my degree in aeronautical engineering. After the military I would like to retire to a civilian position with a company such as Boeing designing, flying and continuing to be a YE pilot and CFI.

Together on August 5 Mike Nass and I were featured on KWQC Fran Riley's Features titled View from the Cockpit. It was a story highlighting my passion and goals for flying, Mike's goals as an instructor and the Young Eagles program. It can be viewed in the next few weeks at this link:

<http://www.kwqc.com/story/26231248/view-from-the-cockpit>

In my reflection I am in awe of the support the chapter, EAA, Mike Nass and my community for embracing my passions and helping me achieve my dreams of flying. Eight years ago I moved to Iowa not knowing anyone and just wanted to fly. I didn't fit in with the other kids and I knew no one with airplanes. We found the chapter through a YE fly in, you guys took



me in and treated me like family from the beginning and from there it was all she wrote. George Bedeian gave me my first YE ride in Iowa, Bev Smith supervised me at my first AirVenture show and many gave me countless rides and positive support along the way, thank you.

The chapter has been like a second family to me and I am honored to be member. I definitely will be paying it forward this next spring as a YE pilot as this was how I found my passion on a lowly joy ride 13 years ago at the age of 3, which changed me forever.



## AirVenture 2014 (from Dennis Crispin)

*Editor's Note: I work with Dennis Crispin each year at the Camp Schoeller Registration ramp. Dennis has contributed to our newsletter many times in the past.*

It was my thirtieth trip to Oshkosh and my twenty ninth time to camp at Camp Scholler. The weather was excellent with pleasant days and two blanket sleeping conditions at night. There was a bit of rain near the end of the convention week – but it just isn't Oshkosh without something getting rained out.

I had my favorite camp spot in a shady part of the woods with all of the old friends that have camped near me for years. The friendship and camaraderie of the campground is one of the best parts of the Oshkosh experience.

Things went very smoothly on the Campground Registration Ramp where I volunteer. We had new yellow safety vests to visually separate us from the paid security personnel.

The only logistical problem I had this year involved maintaining the charge in the battery pack that powers my C-PAP breathing device. I solved it by buying one of the super quiet Honda generators. Now I can slow charge the batteries without disturbing my campground neighbors. The Honda dealer in the fly market had the inverter-generator at a really good price.

The ceremony at Memorial Wall was a touching and solemn event, even though the missing man flyover got a bit out of synch. New names on the wall that you will recognize are John Cox, George Meyers and Paul Poberenzy.

Of course all the standard events were there – forums, workshops, concerts, entertainment, air show, commercial displays, etc. I have reported on them many times in the past so I will just say that they collectively make up one of life's great experiences.

I never tire of looking at airplanes – the only limit is the endurance of my worn out arthritic knees. The quality of the display aircraft keeps getting better all the time. I spent a bit of time looking at the 400HP Comanche that was last year's grand champion vintage aircraft. The airplane is so perfect that you can hardly believe that it was actually flown in. The home built area contained a great number of totally gorgeous airplanes.

The most significant aircraft on display was a metal Lockheed Vega. Young engineer Jack Northrop de-



signed the Vega in 1927 with an all wood structure. The Vega was one of the great advancements in aircraft technology. Willy Post flew one around the world a couple times. Amelia Earhart set a bunch of records with hers. Near the end of the production run, the Vega was re-engineered in metal and nine examples built. The plane on display is the only surviving metal Vega and the only Vega currently flying.

There was a whole row of Lockheed 12s and a Gee Bee replica as well as a fine Fairchild and other historic aircraft.

The most interesting item on the field was the replica of the Benoist Type XIV flying boat that made the

## AirVenture 2014 (cont.)

first airline flight in 1914. It had a few modifications like the four cylinder GM (Chevrolet) marine engine with a cog belt drive. The builders said that they first tried to duplicate the original control system, but decided that no modern pilot could possibly figure out how to fly it, so they changed it to a conventional stick and rudder peddles system.

It was the fiftieth anniversary of the Breezy at Oshkosh, so about a dozen showed up. Included were a couple “super breezys” with extra large engines and an enclosed framework. One Breezy was on amphibious floats! A tragedy occurred when a Breezy came down in the Oshkosh Truck Company storage lot east of the airport, killing the pilot and severely injuring the passenger. It will be some time before the NTSB releases their report on the cause of the accident.

Boeing had a presence by sponsoring the large aircraft display area (formerly AeroShell Square).

There was a display of the “Mojave planes” of the past. Included were the V-Jet, Grizzly, Catbird, and Dick Rutan’s blue Long-Ezy - at Oshkosh again for the first time in several years.

The Marine Corps had an Osprey tilt rotor aircraft on display and another one that flew flight demonstrations. It is rather interesting to watch it go from the helicopter mode (with the rotors horizontal) to the fast flight mode (with the rotors vertical.)

The first production Honda Jet was there and flew daily demonstrations. The prototype was the show “hangar queen” for so long that many of us suspected that Honda was not serious about ever actually building it.

The Liberty Parachute Team was not there, the first absence in all the years that I have been going. At one afternoon air show, they flew the Flag down the show line under a helicopter for the National Anthem observance.

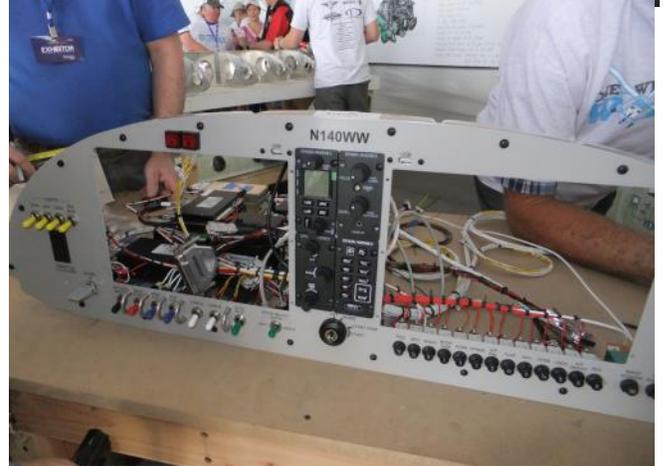
An absurd bit of whimsy was the Holmes Jetmobile, a 747 engine nacelle that rolls along on an electric golf cart chassis. It has a seat on the top that is occupied by its developer, an airline 747 pilot. It has no purpose except to be a lot of fun and the subject of many photos.

Each year the Alaskan bush pilots get together in Valdez for a short field landing contest. This year they duplicated the event at Oshkosh. I was going to go watch the finals, but it rained so I didn’t go.



## The One Week Wonder - Yes!!

Yes, many finished the Zenith in ONE week! A bunch of folks got to pull a few rivets. Mike Nightingale spent a bit more time working on this project. And Chapter 75 member Kyle Voltz was one of the few that flew the plane a couple of days after Airventure. Some of the photos during construction here and more from the EAA site can be found via the link. [Click on THIS link!](#)



# Galley's Garage at AirVenture



**Airventure Photos** (from George Bedeian, Adam Santic and Brandon Gore)



**Airventure Photos** (from George Bedeian, Adam Santic and Brandon Gore)



***EAA CHAPTER 75 – QUAD CITIES***  
**1<sup>ST</sup> SATURDAY COFFEE AND DONUTS**  
**MEMBER OR NON-MEMBER**  
**ALL ARE INVITED – BRING THE FAMILY**

**FREE COFFEE AND DONUTS AND SOME  
GOOD HANGAR TALK AT THE DAVENPORT AIRPORT**

**SATURDAY, SEPTEMBER 6, 2014**  
**8:30 – 11:00 AM (RAIN OR SHINE)**

**Hosted this Month by:**  
**Paul Fisher at the**  
**Davenport Airport**



***DRIVE IN – HOPE TO SEE ALL***

This month, hope to see all at our 1<sup>st</sup> Saturday of the Month coffee hosted by Paul Fisher. Come for some good hangar talk and see your fellow Chapter 75 members. Plenty of room for all.

**FLY IN:** YES, the Davenport Airport is OPEN and you can fly-in. Runway 15-33 is OPEN.

**DRIVE IN:** Just drive to the Davenport Airport. Will be meeting at Paul's hangar, which is in the middle of the old T-hangars. Will try to leave the new gate open on Harrison St. in the morning. Call Jim Smith at 563-340-5131 for the gate code if closed and you do not know.

## SYNERGY AIR RV-12 QUICK-BUILD



Save on the expense of metalworking tools.  
Skip the hassle of priming and bending longerons.  
**Get your plane flying sooner.**  
Proudly made in the USA.



### **EMPENNAGE: \$4,000**

Ready to attach to fuselage. All major metal work completed. Remaining tasks to be accomplished are assembly of trim tab servo and fitting the fiberglass tips to rudder and vertical stabilizer.



### **WINGS: \$3,900**

Ready for attachment to the fuselage and installation of lighting kit. Complete with stall warning switch and a pull string for adding lighting wires.



### **FUSELAGE: \$7,600**

Fuselage ready to rivet to tailcone with fuel system installed. All major metal work apart from seat backs completed. Ready for rudder pedals and brakes. Upper forward fuselage skin and instrument panel in place and ready for avionics.

Purchase your empennage, wing, or fuselage kit from Van's Aircraft and we will pick it up and assemble it for you. All parts will be deburred and primed. Major parts completed and ready to be put together. Shipping not included in price.

The Experimental Amateur Built 51% Rule does not apply to ELSA builders.

For the average homebuilder, metalwork represents approximately half of the build time required to complete a plane. Save hundreds of hours on your build time with the expertise of the RV-12 SLSA builders.

**(541) 603-8175**  
**synergyaireugene@gmail.com**



## Local Calendar of Events

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

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

September 13th, 2014

**EAA Chapter 75 September Meeting at the Deere Wiman Center at 7PM. See Page 2 for the details. ALL are welcome!** [www.eaa75.com](http://www.eaa75.com)

## Upcoming EAA Webinars

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

## From the Repair Barn



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

## Classified Ads

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

**For Sale:** Overhauled Std bare cylinders 320 wide deck 150 hp. I have all the other old cylinder parts as removed. Starter, flywheel, alternator, alternator brackets, vac pump, fuel pump & air shroud. The engine is from a 1965 Piper Cherokee 140. Contact Terry Crouch at 563-370-6126.

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

**For Sale:** One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496

GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. Asking \$4000. Dan Murphy 309-230-2679, Ron Ehrecke 309-762-3210, or Ralph Stephenson 309-737-6902.

**For Sale: Flying Country Club shares** for sale. Will sell any amount you need at \$35.00 per share, buyer pays transfer/activation fees, call Ray Holland at 563-359-0450.

**For Sale: Quad City Flying Eagles Share For Sale.** I have a share in the Quad City Flying Eagles Club out of the MLI airport for sale. I am asking \$1000/obo. Please contact Amanda Gray at [563-340-9937](tel:563-340-9937) or [amanda@avsafetyolutions.com](mailto:amanda@avsafetyolutions.com)

**For Sale:** My share in the Quad Cities Flying Eagles. \$1000.00 or best offer. Dave Leners. 563-357-5104

**Have ANYTHING FOR SALE?**

Send your listing to  
[marty.santic@gmail.com](mailto:marty.santic@gmail.com)

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

## Chapter 75 Merchandise Now Available (from Marty Santic)

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

Also available via CafePress are men's clothing items such as T-shirts, sweatshirts and jackets, women's clothing items, child's clothing items, accessories and holiday items with the logo. The logo is printed and not embroidered on all of the items from CafePress. Visit our store at [www.cafepress.com/eaachapter75](http://www.cafepress.com/eaachapter75)



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

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(Effective January 2014)

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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" 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.



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

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

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

New Member   
 Renewal   
 Info Change

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

Mail application/renewal to:  
 Ed Leahy - EAA Chapter 75  
 3211 South 25th Avenue  
 Eldridge, IA 52748

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

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  
 Repair Barn       Young Eagles       Social/Flying  
 Hospitality       Board Member       Newsletter

What are You Building? \_\_\_\_\_  
 \_\_\_\_\_

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