

# THE LANDINGS

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

**September 2019**

**THE EXPERIMENTAL AIRCRAFT ASSOCIATION**

## From The Desk of the President



Oshkosh is behind us, the other day I picked up a hat that read Oshkosh 2008, where did the time go. Time fly's, so much to do so little time. As I get older it seems to pass faster. I've had older people tell me that my whole life but it wasn't supposed to happen to me. I've been busy at work so my IV project is moving slowly, I have primed my wings, flaps and ailerons operate. I still have one stiff Fowler flap but I'm working on it. As I said in a previous letter I need to bring the fuselage back and mount the wings so I can improve the bottom fairing. That will happen next week I think.

Let's go flying, between airport closing and aircraft break downs I haven't been flying much. My goal is to remedy that. My first opportunity to do that was last Friday. Dave Skinner needed a ride to Milan, TN. to pick up his plane after paint touch up. We had planned to leave at 7:00 in the morning from QC Airport. There were thunderstorms in the area of Milan so we postponed the departure for 8:30. Dave was waiting for me at his hanger so we strapped in and called clearance delivery. I was cleared direct to KTGC at 7,000' alt. We departed from runway 5 so there was very little taxiing. After departure ATC



cleared me to climb to 7,000' and direct to TGC, we are on our way. After a summer of breakdowns you start to feel the plane is unreliable so I needed a good trip to bring back the feeling I can rely on it to go when I want. It's a beautiful day for a flight, the air is 65 degrees and clear. As we pass Peoria the clouds begin to build under me. In the days of VFR travel I would be checking the weather ahead wondering if they were going to close under me. Now that I'm IFR it doesn't bother me, if weather gets bad we'll deviate are or we can land somewhere and wait. ATC won't keep you out of trouble but they'll help you with potential problems.

As we pass into Kentucky the engine is running great and smooth. I hear a clicking in my head sets and notice my gear pump cycling light is going on in 2 second intervals. For the life of the plane I've seen the pump go on occasionally as the pressure leaks out and the pump kicks on to tighten the system. That may happen every 15 minutes, never really timed it exactly. Now the light is wavering in and out. To stop it I pull the pump circuit breaker now I feel I hear the wind getting louder. I'm thinking the noise is coming from the gear slowly opening into the air stream. My first thought is I have a broken hose and the fluid is leaking out. That's not good, we'll soon run out of oil

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**Next Meeting-Saturday, September 14th 7PM - Oshkosh Roundtable**  
**[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)**

## September 14th Chapter Meeting

WE are back at Deere-Wiman in September!!

The September Chapter meeting will be held on Saturday, September 14th at 7PM. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL. Bernie Nitz, Tom Shelton and Jim Smith will discuss recent activities at Airventure.

Bring a NEW chapter member!

## From The Desk of the President

*(Continued from page 1)*

and I'll need to use the emergency gear release to drop the gear. With 44 min. to go in the flight I decide to slow to gear speed 122 kts and drop the gear. When gear is down I have a gas strut for nose gear and over center springs on mains to hold the scissors down. I don't need pressure from the pump to keep gear down and locked.

Now we are an hour away instead of 40 minutes but it's a decent flight we go in and out of light showers but its smooth air. I have some anxiety about the problem and envision hydraulic oil dripping off one of my landing gear. Since Dave is with me as safety pilot. I ask Memphis Approach for the RNAV 19 approach and they give me clearance to do that. Need all the practice I can get. We broke out with 1200' visibility so I called Approach and canceled. Landing was uneventful, we taxied to Brads shop and shut down in front of the big door. I get out and look for oil dripping but no oil, hummmm wonder what the problem is. Time to look at other airplane projects and deal with this later. I'll ponder this as I enjoy the shop. Brad had at least 10 Lancair IVs in various stages of completion; Most were flying aircraft, but were being worked on for various reasons.

After many pictures I went back to thinking about my problem. My gear pump is on the back side of the firewall under the turtle deck. Dave offered to help me take off the canopy to look at the pump. To do that we need to remove the front top cowling, than pull the canopy hinge pins and all will be exposed. My thoughts are what if I find nothing. What if I find the problem but have to order parts, than I've got a plane in TN that needs work. Since my limiting factor for speed is the gear doors I decide to remove all the gear doors so there is no fear of blowing them off. After I take them off and put them in the luggage area I'm ready to go home. Dave filled my plane up with fuel and I said see ya at home. I taxied to 10 for de-



parture. Gave it full power, lifted off halfway down the runway and climbed out at 1000' fpm. I wanted to reach down and retract gear, but restrained myself. I had decided to go VFR since the weather was good with partial cumulus. I'm running engine at full throttle and prop at 2250 RPM at 6,500' same RPM I used coming down. On the way down I was traveling at 188 kts, now I'm doing 144 kts. Looks like not retracting gear cost me 44kts, plus it's noisier and the engine is running hotter. To keep my hottest cylinder below 400 I have mixture out only 1/4". If I didn't spend time improving the cooling this past year maybe I wouldn't have been able to come home at all, just a thought. The ride is smooth clear with cumulus below. As I pass St Louis the cloud tops are coming up to meet me. I'm now turning the AP knob to zig zag around the tops. I could have hand flown but I'm lazy. I could have climbed higher too but figured it was going to change closer to home. As I pass Peoria the clouds fall away and I'm in clear air. I contact QC approach to transverse their airspace. About 20 miles South I hear Dave call in to approach. I'm not real smart but even leaving later he is catching me. I hear ATC tell him to deviate for traffic ahead so he doesn't

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## From The Desk of the President

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run me over. Damn Lancairs think their all that. Passing over QCA I'm cleared to DVN and freq change. I circle and land on 03 and put plane away. Flight back took 3 hrs one hour more than normal and burned 30 gallons. This weekend I'll figure out what is wrong with the landing gear pump. Although I'm annoyed the pump has been running for 16 years and 1300 hours with no problems so I count my blessings. See you at the September meeting, Jerry Coussens, Pres.

## The Deserter (from Richard Lowe)

This happened some time ago, so don't hold me to the accuracy of the details. I was the Chief of Investigative Operations for the Army's Sixth Region of the Criminal Investigation Command out of San Francisco. We were responsible to investigate felony criminal activity involving the Army, its members and that for which the Army was a victim. We were responsible for seventeen western states including Alaska and Hawaii. One of our larger field elements was the Ft Lewis District in Washington state. This took place in the late 1970's.

One of the soldiers up there decided he had enough of the fun, travel and adventure promised by the recruiter and he was ready to leave. The only problem was that he had a few more years left on his enlistment. He came up with a plan. He would stage his own death, assume a new identity and get on with his life. This is not the first one of these I worked in CID.. It usually involved a burning vehicle where the guy thought authorities would assume he burned up, declare him dead, and he would be home free. It usually doesn't work like it does in the movies. One case I worked on in Arizona involved running a car over a cliff. With no post crash fire, the poor trooper then took his own life in a motel the next day.

The Ft Lewis soldier was a little more creative. He was rather unique in that he was a sport parachute guy and he was a pilot. He was also a member of the Ft Lewis Flying Club. He put all of his junk in a storage unit and then went to a cemetery where he found a fresh grave of a recently deceased person about his age. He took the name of the deceased to the court house and got a copy of the person's birth certificate. With that he planned to get a new driver license in that name and get on with his life. He then scheduled a solo flight in one of the Flying Club T-41 aircraft. The T-41 was a Cessna 172 with a 213 HP bird dog engine and a few other mods. It was used for entry level fixed wing flight training in the 1950's and 60's



by the Army and the USAF.. When they were declared surplus, a few were issued to the military flying clubs who could support them. Rock Island Arsenal Flying Club had two. I flew them out of Moline in the mid-1980's. One feature of the plane was that the doors could be removed in flight by pulling a lever so that the instructor and student could exit the plane if a flight maneuver went really wrong.

Our hero decided to fly north into Canada, bail out, let the plane crash and then find his way back to Ft Lewis. He would then get his junk out of storage and head south to begin his new life. That is when things went bad. He did not make it to Canada. The plane landed on the U.S. side of the border. (That helped a lot with our investigation.) The door was found a mile from the wreckage. There was no post crash fire. No body to declare dead. He was now AWOL, suspected of stealing a government airplane and on the run. He got back to Ft Lewis, stole a car and stopped by the storage facility to pick up his junk. He rented it under his original name since he did not have his new identity at the time. More bad luck. When he went in to pay the bill, it just happened one of our special agents had also rented a storage locker in the same place. He was there to pay his bill. When he heard the guy tell the rental agent his name, the agent served him with a writ of *habeas grabbus* and the jig was up as they say. Case closed. --Richard Lowe

# August Coffee at the Moline Airport Hosted by Dave Mills and Paul Kirik





# August Chapter 75 Potluck Lunch at the Geneseo Airport (Photos - John Riedel)



## **Ray Aviation Scholarship News** (from Keith Williams)

*Keith Williams received the following from David Leiting (EAA Chapters). This will be a topic during the September Board Meeting and General Meeting.*

EAA is currently laying the ground work for the future of the Ray Aviation Scholarship program. As we work through this process, EAA has a few questions for the chapters currently participating in the program. One of the biggest dilemmas EAA is facing is how to reward successful chapters, but also encourage new chapters to apply so that they can become involved in the program.

To help resolve this dilemma, EAA is considering the following solution –

**Any chapter, which successfully puts a Ray Scholar through training before the end of 2019 can guarantee their spot in the program for 2020 by committing \$5,000 of their own money to the program. The scholarship fund at EAA supported by the Ray Foundation would commit a matching \$5,000 to create a total scholarship of \$10,000. All other chapters, including those successful in 2019 who are not willing to commit \$5,000 of their own funds, would apply to the program on a level playing field beginning in mid-fall of 2019.**

EAA is inviting all chapters to share their thoughts on this approach via a short questionnaire. To help EAA create an even stronger Ray Aviation Scholarship program in 2020, please complete the short questionnaire. *(Keith will collate the chapter's response from the September meeting).*

### **Additional Announcement**

A number of scholars have already completed flight training, which left some chapters with left over funds remaining for an additional scholar. Some of these chapters are now working with their second scholar. Other chapters currently participating in the program will also have the chance to nominate an additional scholar, if sufficient funds are remaining. However, the opportunity to nominate an additional scholar will end on November 1, 2019. Although current scholars will still have 12 months from the start of their training to earn their certificate, EAA needs a hard cut off for additional scholars, so that we know how much of the fund will transfer to 2020 scholarship.

If you have any questions regarding the current status of the program, or how these changes may impact your chapter, feel free to give

me a call at 920-426-6116. Regards,

**David Leiting Jr. EAA Lifetime #579157**

## **Geneseo Stearman Lunch - Geneseo Trains, Planes and Autos** (Kent Johnson)

First a reminder that the Geneseo Stearman lunch is Thursday, September 5th this year. Once again, due to limited aircraft parking space at the Geneseo airport, we encourage local visitors to drive to this one (unless you're flying a Stearman). Chapter members and guests are welcome to attend and see a gaggle of beautiful biplanes.

Second, and this one always sneaks up on me, the Geneseo Trains, Planes, and Automobiles event is a couple days after the Stearman lunch. Saturday, September 7th from early morning til around 2pm, there is a great car show in downtown Geneseo and we try to have an airplane on display each year. If there is anyone in the chapter who would like to display an airplane, I would love to hear from you. We like to have a flying airplane to come to the airport a day or two ahead and then we trailer or tow (depending on the plane) the aircraft to our downtown display area. We stay with the airplane throughout the show until returning it to the airport around 2pm. A non-flying project is fine also if there are big pieces that the public will recognize as an airplane. Anyone interested please contact Kent Johnson at 309-912-0437. This is a great event and the airplane is always a big hit—excellent way to promote and generate aviation enthusiasm to the public. Thanks, Kent.

## **Keith Williams is Looking for a Chapter Member to Help**

From Keith Williams.....

Please put a note in the newsletter that I will not be continuing as the Chapter coffee fixer after the September meeting. I have enjoyed doing it and still do. But I in the future we plan to be away from town more weekends. So I need to pass the "Larry Dorgan coffee box" to another volunteer.

## **EAA Chapter 75 Young Eagle News**

Two very successful Young Eagle rallies were organized by Bob Thomas and conducted during the past two weekends. Photos and more to come in October newsletter.



## EAA AirVenture Oshkosh 2019 Recap

(Photos and Article from Adam Santic)

EAA AirVenture Oshkosh 2019 was held Monday, July 22nd to Sunday, July 28th at Wittman Regional Airport in Oshkosh, Wisconsin and I had the privilege to attend another convention, one of many that I look forward to going to each year. It featured the best flying machines, top-notch aerobatic pilots, companies, gadgets, forums, celebrities, living legends, veterans and entertainment to keep the attendees staying for the entire week. This is a very special week that nowhere else on earth do so many people come to celebrate airplanes, and through that aviation connection, strangers become family.

Numerous anniversaries and milestones were celebrated at EAA AirVenture Oshkosh 2019: Baby Ace (90 years), Pietyenpol (90 years), North American T-28 Trojans (70 years), North American T-34 Mentor (70 years), Beechcraft Twin Bonanza (70 years), Boeing 747 (50 years), Concorde (50 years), Rutan Long-EZ (40 years), Van's RV-4 (40 years), Lazair (40 years), Kitfox (35 years), MiniMax (35 years), Giles (25 years). Cessna 180 gathering, Comanche gathering, Stinson gathering and a Helio Courier gathering.

This year's daily themes offered plenty of things to do and see. The themes for each day at EAA AirVenture Oshkosh 2019 included: EAA's 50th Consecutive Year in Oshkosh (Monday), Innovations Day (Tuesday), WomenVenture (Wednesday), EAA Young Eagles/Push to Victory - European Theater/Bud Anderson Tribute (Thursday), Salute to Veterans/Push to Victory - Pacific Theater (Friday), Year of the Fighter/Push to Victory - D-Day 75th Anniversary (Saturday) and Closing Day (Sunday).

The main attractions for this year's event featured a 75th anniversary of D-Day, 50th consecutive year of EAA AirVenture being held in Oshkosh, 50th anniversary of the Apollo 11, a tribute to Triple Ace Col. Bud Anderson, aerial firefighting, a North American XP-82 Twin Mustang, a Boeing B-29 Superfortress, a de Havilland Mosquito FB Mk.VI, a Fairey Firefly AS Mk.6 "WB518," a Lockheed Martin F-35C Lightning II, a Lockheed Martin LC-130H Hercules, a Lockheed WP-3D Orion and a Boeing KC-46A Pegasus.

Torrential rains in the days preceding EAA AirVenture's opening day caused EAA scrambling to prepare for Monday. The rain and mud led some to dub this year's event "Sloshkosh II." Sloshkosh returned for this year as many remember what the first one had caused in 2010. This year, the same has happened again -- all the mass arrival groups had to can-



cel except for the Cherokees group. Meanwhile, the grounds couldn't keep up as it got pounded with standing water. EAA officials closed the airport on Saturday and Sunday (except for Tundra equipped planes). So, they could let the grounds get a chance to dry out. This also meant campers that arrived to Camp Scholler had to find an alternative place to park and camp at. This meant that they were parking them on side streets and parking lots. When it finally began drying out, they finally opened the airport back up to general aviation parking on Monday as aircraft camping became available except in the vintage area. That area didn't open until Tuesday as

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## EAA AirVenture Oshkosh 2019 Recap

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well as Camp Scholler. All in all, Sloskosh II didn't dampen anyone's spirits as VFR conditions prevailed all week making it another worthwhile experience.

If you managed to visit the Twilight Flight Fest at the Fun Fly Zone you were in for a treat. The evening which was in its third year of operation was held on Monday, Tuesday, Thursday, and Friday nights beginning at 8:00 pm. The Twilight Flight Fest featured the returning EAA STOL demo, the Paradigm Aerobatic Team, the Red Bull Air Force Wingsuits, radio-controlled pilots and the Patriot Parachute Team. If you arrived ahead of time between 6:30 pm and 8:00 pm on any given night you can see the normal activities such as demonstrations in ultralights, light planes, and powered parachutes. If you missed the Twilight Flight Fest this year, I hope you put it on your schedule when you visit next year.

When Paul and Audrey Poberezny founded EAA in 1953 it attracted 30 planes. The first event was held in Milwaukee, Wisconsin at Curtis-Wright Airport. Ever since 1953 the event kept growing and growing and so it relocated to Oshkosh, Wisconsin in 1956, for one year, and then to Rockford, Illinois in 1959. After ten years in Rockford, the convention moved to its forever home at the Wittman Regional Airport in Oshkosh, Wisconsin. While the convention moved to Oshkosh in 1970, the headquarters didn't follow suit until 1983. Today, the event is simply referred to as EAA AirVenture Oshkosh and a lot of unusual only-in-Oshkosh moments occurred. While at this year's event, it marked the 50th anniversary of the show being held in Oshkosh, Wisconsin.

EAA celebrated the 50th anniversary of the Apollo 11 landing with several activities on Friday including forums, presentations and a movie. At Theater in the Woods they had a presentation about Developing the Apollo Lunar Module and the Apollo 11 50th Anniversary Celebration featuring Charlie Precourt, four-time astronaut; Jim McDivitt, Grumman lunar module pilot; Dick Smith, Grumman lunar module engineer; and author and historian, Robert Godwin; Apollo 11 command module pilot Michael Collins and astronaut Joe Engle. In addition to that, at the Airbus Fly-In Theater, First Man was shown. First Man is a 2018 American biographical drama film directed by Damien Chazelle and written by Josh Singer. Based on the book *First Man: The Life of Neil A. Armstrong* by James R. Hansen, the film stars Ryan Gosling as Neil Armstrong. If you have not seen this movie, I suggest that you do.



For the first time ever, man inhabited the moon during the Apollo 11 mission, 50 years ago. Apollo 11 became the most historic mission out of all the Apollo missions. The Apollo 11 Saturn V space vehicle lifted off with Astronauts Neil Armstrong, Michael Collins and Edwin "Buzz" Aldrin Jr. at 9:32 a.m. EDT, July 16, 1969, from Kennedy Space Center's Launch Complex 39A. The Apollo 11 Lunar Module "Eagle" became the first crewed vehicle to land on the moon after separating safely and landing safely at 4:17 p.m. EDT. On July 20, 1969, Neil Armstrong described the landing as "Houston, Tranquility Base here - the Eagle has landed". Then, at 10:56 p.m.

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## EAA AirVenture Oshkosh 2019 Recap

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EDT on July 20, 1969, Neil Armstrong implanted the first step on the moon. As he took the first step, he described the event as “One small step for [a] man, one giant leap for mankind.” The crew lasted 21 hours, 36 minutes on the lunar surface before they finally decided to go back to earth. On July 24, 1969, the Apollo 11 mission was a success as they splashed down into the Pacific Ocean and were safely recovered by the USS Hornet aircraft carrier. Today, fifty years has gone by since this historic mission took place as many people are still in awe of the events that transpired in 1969.

Legendary aerospace engineer Elbert “Burt” Rutan returned to EAA AirVenture Oshkosh for the first time since 2015. Burt, the founder of two innovative aerospace companies, Rutan Aircraft Factory and Scaled Composites, has developed many aeronautical designs over the years including the popular VariViggen, VariEze, Quickie, Defiant, Long-EZ, Solitaire, Catbird, and Boomerang models that you see flying today. The iconic aircraft pioneer held numerous forums at the event that always drew a popular crowd.

Boeing marked the 50th anniversary of its Boeing 747 by bringing a Boeing 747-8F, the newest in the 747 line to the event. It was parked on Boeing for visitors to see from July 23 to July 25. They also got a chance to go inside the “*Queen of the Skies*.” The wide-body jumbo-jet jet airliner and cargo aircraft rolled out on September 30, 1968, completed its first flight on February 9, 1969 and was first flown commercially in January 22, 1970, with Pan American World Airways, as they took delivery of a Boeing 747-100.

A Boeing B-29 Superfortress returned for the fifth consecutive year. A Boeing B-29A-60-BN Superfortress named “*Fifi*” owned by the Commemorative Air Force appeared here on static display in 2015, 2016 and 2017. She, however, flew over the event this year as she was stationed nearby at the Appleton International Airport in Greenville, Wisconsin giving rides as part of the CAF AirPower History Tour. However, the other Boeing Superfortress, a Boeing B-29-70-BW Superfortress named “*Doc*” owned by Doc’s Friends, Inc. did land at the event and was on static display. She made her third consecutive appearance after coming here for the first time in 2017.

The star of the show was the only airworthy North American Twin Mustang, a North American XP-82 Twin Mustang (N887XP) owned by the B-25 Group LLC. This aircraft achieved its first post-restoration



## EAA AirVenture Oshkosh 2019 Recap

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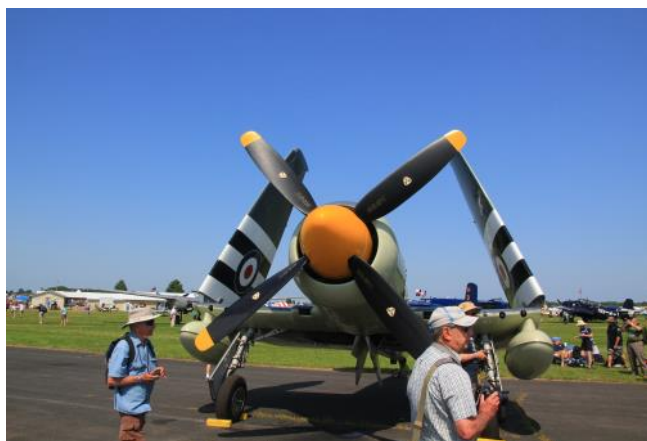
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flight on December 31, 2018, when it lifted off the ground and this year, they were able to make the journey from Douglas, Georgia to Oshkosh, Wisconsin for EAA AirVenture Oshkosh to showcase this beast. It was on display throughout the week in the Warbirds area and they even flew it during the Tuesday and Saturday airshows to delight the crowds. This XP-82 has two Packard-built Rolls-Royce V-1650 Merlin engines providing 1860 horsepower on each side for a total of 3720 horsepower, compared to the 1500 horsepower for the North American P-51 Mustangs. This XP-82 weighs 14,700lbs. compared to the 9500lbs. for the P-51.

Lewis Air Legends brought their airworthy de Havilland Mosquito, a de Havilland Mosquito FB Mk.VI to the World's Greatest Aviation Celebration following its post-restoration flight on January 13, 2019. This Warbird was undergoing massive restoration by Avspecs Ltd., a New Zealand Warbird and Vintage Aircraft Restoration and Repair facility. The attendees got to see this meticulously restored de Havilland Mosquito in its glorious airworthy condition. The FB Mk.VI was armed with four .303in machine guns, four 20mm cannons, two wing mounting pods that could carry 50-gallon drop tanks or two additional 500lb bombs playing a pivotal role in WWII.

Nestled in the Warbirds section was a Fairey Firefly AS Mk.6 "WB518," one of three airworthy Fairey Fireflies in the world. This one is owned by Capt. Eddie Kurdziel. WB518 was rescued in 1991 when it was removed from a pole it was mounted on in New South Wales, Australia. Then, it was shipped overseas to Tim Fries of Q.G. Aviation in Ft. Collins, Colorado where it took eight long years to get this back to airworthiness condition. Then it was damaged again in June 2012 at the Wings Over Gillespie (now known as AirShow San Diego) airshow in El Cajon, California when its landing gear failed. Today, the warbird has since been repaired to airworthy status and was on display at the event.

A 1947 Hawker Siddeley Mk.10 Sea Fury (N15S) owned by the Periscope Asset Management LLC. The Mk.10 is the single seat fighter bomber version for the British Royal Navy. These were fitted with Bristol Centaurus 18 18-cylinder twin-row radial engine. But this one has a new engine, a Wright R-3350-26WD radial engine. The uniqueness of the Sea Fury was a crowd pleaser.



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A Lockheed LC-130H Hercules, a ski-equipped Lockheed C-130H Hercules made its debut at the show. This LC-130H is from the 109th Airlift Wing of the New York Air National Guard and they use this on snowbound missions to the Arctic and Antarctica. The main differences between the LC-130H and the C-130H is that this comes equipped with retractable skis and provisions for using jet-assisted-takeoff (JATO) rockets, four on each side of the aircraft, so that it can take off in rough conditions. When ski-bound, the LC-130H doesn't use its nosewheel steering capability as the nose-gear casters and turns are managed by engine throttle movements.

A Lockheed WP-3D Orion aircraft visited EAA AirVenture Oshkosh for the very first time. The Lockheed WP-3D Orion is a highly modified Lockheed P-3 Orion used by the National Oceanic and Atmospheric Administration (NOAA) for collecting weather information during hurricane season. The brave pilots fly the four-propeller plane through a hurricane surrounded by wind from all directions, rain beating down, and violent bursts of drafts. If you think flying on a cool calm day is easy, just imagine what these pilots endure during a flight mission.

A Lockheed Martin F-35C Lightning II made its first visit to EAA AirVenture. This Lockheed Martin F-35C Lightning II that came to the event was from the Marine Fighter Attack Squadron 314 (VMFA-314) that is based out of Marine Corps Air Station Miramar, California. The F-35C is the carrier variant intended for catapult launches and carrier assisted landings. The F-35C is the cheapest out of the three models. The F-35C has larger wings (40% greater compared to the A and B variants), the ability to fold its wingtips, a stronger landing gear to withstand carrier arrested landings and a better internal fuel capacity (compared to the A and B variants). I was amazed at the differences between the three F-35 models, as this year we got a look at the A model and the C model that came to the event.

A Boeing KC-46A Pegasus made its EAA AirVenture debut at this year's show. The Boeing KC-46A Pegasus is a military aerial refueling and strategic military transport aircraft that is based on the Boeing KC-767 and is slated to phase out the older Boeing KC-135 Stratotanker. The KC-46 has electromagnetic pulse hardening, chemical/biological operations, fuel tank ballistic protection, cockpit armor, infrared countermeasures, radio frequency warning, night vision lighting, hi-resolution stereoscopic boom cameras and a



185-degree panoramic field of view. These are some of the features that it has among the many features it does to protect us. It has a payload of 65,000 lbs., length of 165 ft. 6 in., a wingspan of 157 ft. 8 in., a height of 52 ft. 1 in., an empty weight of 181,610 lbs., a maximum takeoff weight of 415,000 lbs., a fuel capacity of 212,299 lbs., and a maximum transfer fuel load of 207,672 lbs. The powerplant that it uses are two Pratt & Whitney PW4062 turbofan that produces 63,300 lbf. If you were here, I hope that you were able to see this up close or even got a chance to go inside it.

A meticulously and well maintained 1928 de Havilland DH.60 Gipsy Moth owned by Michael Maniatis

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from Milton, New York was on display in full force at the EAA Vintage Red Barn. This aircraft, NC431, was bought by a Canadian owner in 1931 and then in 1943 it crashed. Ever since then, it had sat in storage until Michael Maniatis purchased it in 2014. Today, Michael keeps it in airworthiness condition for everyone to see the history behind this beautiful machine.

A 1955 Aero Commander L-26B "Ike's Bird" owned by the Commemorative Air Force came to the event. This Aero Commander was used by the Eisenhower Administration and the White House. This plane you saw here at the event is the smallest aircraft ever to carry the "Air Force One" call sign. This plane was used daily in the famous Gettysburg Airlift in 1955 and 1956, as well as the Greenbriar Airlift. In 1960, this aircraft was no longer used by the Eisenhower Administration and the White House. It was then used in the United States Air Force and then sold to private hands in 1997. Today, the Commemorative Air Force keeps the only Aero Commander L-26 in flyable condition.

This year also marked the 75th anniversary of the D-Day landings and EAA celebrated this occasion by bringing in several Douglas C-47s and Douglas DC-3s to the event. The D-Day Squadron and Daks Over Normandy recreated this historic piece of history in a big way. These two organizations brought 30 or so C-47s/DC-3s across the English Channel on June 6, 2019, as they recreated the paratrooper drop. The paratrooper drop featured 250 paratroopers over the shores of Normandy. This special flight was to honor the service and sacrifice of the soldiers who risked life to bring the start of the end of the War in Europe. This was the largest gathering for these types of military transport aircraft since D-Day happened.

The United States Navy Flight Demonstration Squadron Blue Angels made a special flyby appearance on Monday while the United States Air Force Air Demonstration Squadron Thunderbirds made a special flyby appearance on Thursday. Also, the 431 Air Demonstration Squadron Snowbirds brought one Canadair CT-114 Tutor to the event that was on public display. I was not expecting to see any of these this year.

The EAA Aviation Museum had two new exhibits for this year and I had the privilege to see them firsthand. The two new exhibits that you can see at the show was a D-Day Plus 75 exhibit and The Frank Boreman Collection: An EAA Member's Space Odyssey Exhibit. In addition to that, they added two new air-





## EAA AirVenture Oshkosh 2019 Recap

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planes to the public display area - a Ebnetor E-1 and a 1965 Leshner Teal.

The D-Day plus exhibit celebrates the 75th anniversary of the D-Day landings. This special exhibit honors the service and sacrifice of the soldiers who risked life to bring the start of the end of the War in Europe. In this exhibit you can see an original Willy's Army Jeep, weapons, personal items and historical images.

The Borman Collection: An EAA Member's Space Odyssey Exhibit honors USAF Col., aeronautical engineer, test pilot, businessman, rancher, EAA member, and NASA astronaut Frank Borman. Borman was the commander of Apollo 8. This specific exhibit honors his United States Air Force career and his Gemini 7 and Apollo 8 missions with dozens of his personal items. You do not want to miss seeing this exhibit.

The new aircraft that is now on public display is the Ebnetor E-1. This Ebnetor E-1 was donated by Arnold Ebnetor himself, who is also the designer of this homebuilt. The significance of this aircraft is that he was able to fly 2328 miles non-stop to set a new world distance record.

The other new aircraft that is now on public display is the 1965 Leshner Teal. The Leshner Teal is a homebuilt experimental aircraft that at one point held seven Federation Aeronautique Internationale (FAI) records for speed and distance. This aircraft is powered by a Continental O-200A-A air-cooled four-cylinder horizontally opposed piston engine that can produce 100 horsepower. It has a length of 19 ft. 3 in., wingspan of 23 ft. 10 in., height of 5 ft. 8 in., an empty weight of 685 lbs. and a maximum takeoff weight of 1102 lbs.

During each of the daily airshows, we were given a treat as a variety of aerial firefighting aircraft participated by putting out controlled burned fires over Wittman Regional Airport as they simulated what they do to combat wildfires. The aerial demonstrations featured a Modular Airborne Firefighting System (MAFFS) equipped Lockheed C-130H Hercules, Canadair CL-215, Rockwell Turbo Commander and an Air Tractor AT-802. The MAFFS-equipped Lockheed C-130H Hercules, Canadair CL-215 and Air Tractor AT-802 scooped up water from Lake Winnebago as the Rockwell Turbo Commander provided the important spotting information of the burn area to the pilots. This was very amazing to see as it gave us a more in depth look on how the aerial firefighting aircrafts help put wildfires out.



On Wednesday, a PedalVenture Parade took place down Celebration Way to break the Guinness World Record for the largest parade of pedal powered model planes. The previous record was 32 and at this

*(Continued on page 14)*

## EAA AirVenture Oshkosh 2019 Recap

(cont.)

*(Continued from page 13)*

event they had 56 participants, breaking the record. The original pedal plane design was made by Marvin "Marv" Hoppenworth, the same guy who started our Emergency Aircraft Repair facility. His pedal plane designs are still in production today with Aviation Products, Inc. However, Marvin passed away on June 4, 2018, his wife Cathy and other family members were in attendance.

On Thursday, we were given a tribute to triple ace pilot and Col. Clarence "Bud" Anderson, 97, with a massive North American P-51 Mustangs gathering featuring various models - XP-82, XP-51, B, C, D and H. The beautiful sound of the Mustangs' Rolls-Royce Merlin and Allison V-1710 Packard engines could be heard throughout the grounds as a massive engine run up occurred with all the participating Mustangs. That spectacular sound was so beautiful that it gave you goosebumps while also taking your breath away.

One of the coolest aerobatic acts this year was the Adventures of Aviore act, a new act for this year. The Adventures of Aviore act consisted of Billy Werth (Aviat S-2C), Greg Shetterly (Extra 300L), Jeff Shetterly (1945 North American SNJ-6 Texan), Joe Shetterly (1996 Glastar 3 & Van's RV-8) and Nathan Hammond (1956 deHavilland DHC-1B-2-S5). They performed this act on Tuesday, Thursday and Sunday.

The Adventures of Aviore act starts out with Joe Shetterly flying a 1996 Glastar 3 with a kid between the ages of 8-17 dubbed a Young Eagle. Then, a storm is brewing as Joe Shetterly must land quickly as Billy Werth, Greg Shetterly, Jeff Shetterly and Nathan Hammond, who are playing the roles of the villains comes on cue to the aerobatic box to raise havoc in the skies as pyrotechnics goes off. This goes on for a few minutes as Joe Shetterly is transforming into Aviore, the Young Eagles superhero. Once he transitions from the Glastar 3 to the Van's RV-8, he comes to the rescue and saves the day. As Aviore is protecting the skies, a series of formations occur with all the participating pilots. The act ends with each participating pilot doing a solo flyby as they get introduced over the loudspeakers by Luke Carrico, the narrator for this performance.

### Looking ahead for EAA AirVenture Oshkosh 2020:

EAA AirVenture Oshkosh 2020 will be held from Monday, July 20, through Sunday, July 26, 2020 at Wittman Regional Airport (525 West 20th Avenue, Oshkosh, Wisconsin 54902) and I am sure it is al-



ready marked on your calendar to attend. 2020 will mark the 80th anniversary of the Vought F4U Corsair and the 75th Anniversary of the end of World War II in Europe. So, you do not want to miss attending this event in 2020!



## Another Young Eagle Success Story Roger Nightingale's Son - Chapter 75 Congrats Jeff Nightingale

**Ron Duffe**, Chief Pilot for Bridgestone Americas, has announced that he will retire from Bridgestone Americas, effective August 31. Ron will be succeeded as Chief Pilot by **Jeff Nightingale**, who has served alongside Ron as Captain for Bridgestone Americas Corporate Aviation for more than nine years. Jeff will assume his Chief Pilot role August 1 to ensure a smooth transition.

Additionally, **Chris Hudson** has rejoined Bridgestone Americas Corporate Aviation as Captain, backfilling Jeff's prior role, effective July 15. Chris Hudson will report to Jeff, and Jeff will report to **Chris Karbowski**, Chief Administrative Officer, Chief Risk Officer and Executive Vice President for Bridgestone Americas.

"On behalf of Bridgestone Americas and all teammates who have ever had the pleasure of flying with Ron, I'd like to extend my sincere gratitude to him for his 12 years of service to the company," said Chris Karbowski. "Ron has provided a flying experience for our teammates – both in the Americas and those visiting from across the globe – that is second to none. He was instrumental in helping us acquire N588BF in 2016 and has built a legacy for Bridgestone Americas Corporate Aviation that prioritizes Safety First, Always. Like many of you, I have been privileged to fly with Ron many times, and I am honored to also call him a friend. I wish him the very best in his retirement.

"I am also thrilled to congratulate Jeff on his well-deserved promotion. Jeff's experience and the trust he has built with his passengers speaks for itself," Chris continued. "Jeff and Ron have been working very closely for many years, and Jeff is absolutely the right person for the job. I am also excited to welcome Chris Hudson back to Bridgestone. Jeff and Chris have worked and trained together previously, and he has a strong background in aviation and aviation safety as well as extensive hours of flying experience in numerous aircraft. He will be a great asset to the team."

Ron joined Bridgestone Americas as a pilot in November 2007. He was promoted to Chief Pilot of the company's Lear 60 aircraft in 2010. Ron initially started his flight training at local airports during his spare time before receiving his Airline Transport Pilot (ATP) rating. He has been flying for more than 21 years.

Jeff joined Bridgestone Americas as a Captain in February of 2010. Prior to that, he served as Chief Pilot for a small manufacturing company in Bloomington, IL, where he flew a Citation Jet. He also spent time as a Captain and training instructor at a Midwest-based charter company flying passengers and freight throughout the US and Canada in 14 different models of piston and



jet airplanes. Jeff earned his bachelor's degree in Aeronautics from the University of North Dakota where he also received his flight training and worked as an advanced flight instructor upon graduation.

Chris Hudson rejoins Bridgestone Americas from Flight Safety International in Tucson, AZ, where he served as a Lear 45 ground and simulator instructor. Prior to

that, he flew a Canadair Regional Jet as well as an Airbus 320 for Delta Connection and Allegiant Airlines. Chris also spent time flying for Walmart's corporate aviation department in Bentonville, AR. He earned his bachelor's degree from the University of Arizona and received professional flight training from the Westwind School of Aeronautics. He has more than 5,000 hours of flight time.

## Fly a Drone? - Get the Free FAA App

The FAA in partnership with Kittyhawk relaunched its B4UFLY mobile application that allows recreational drone flyers know where they can and cannot fly in the national airspace system (NAS). The new B4UFLY app is now available to download for free at the App Store for iOS and Google Play store for Android.

Some of the key features users can expect include:

A clear "status" indicator that informs the operator whether it is safe to fly or not. (For example, it shows flying in the Special Flight Rules Area around Washington, D.C. is prohibited.)

Informative, interactive maps with filtering options. Information about controlled airspace, special use airspace, critical infrastructure, airports, national parks, military training routes and temporary flight restrictions.

A link to LAANC, the FAA's Low Altitude Authorization and Notification Capability, to obtain authorization to fly in controlled airspace.

The ability to check whether it is safe to fly in different locations by searching for a location or moving the location pin.

The app provides situational awareness to recreational flyers and other drone users. It does not allow users to obtain airspace authorizations to fly in controlled airspace, which are only available through LAANC.

For more information, [view B4UFLY](#).

## Piper Cherokee For-Sale (Tim Baldwin)

**1968 PA-28-180 CHEROKEE D MODEL • \$39,500**

All original Piper Cherokee 180 D. Lycoming O-360. I'm the second owner since new. 2728 TTAF, 713 SMOH (1995). Complete Logs Since New. Just out of extensive annual. Located at KDVN. Spin on oil filter, new tires all the way around, new Concord battery, new ELT battery, overhauled brake system (pedals on pilot side only). Piper AutoControl III single axis AP w/electric trim, TKM MX12, KT-76A, Narco ADF, No intercom (been using portable). Excellent, hands-off flight characteristics. Ready to fly anywhere! • Contact Tim Baldwin, Owner - 309-781-7686 or [tpbaldwin@gmail.com](mailto:tpbaldwin@gmail.com)



ahead in aviation. With his weekend work hours he has missed some Chapter activities. He wonders if he is doing enough to stay involved with the Chapter.

## Nick Hayes Update - Our Ray Scholar

This is an update on Nick Hayes, our Chapter 75 Ray Aviation Scholar, along with a request. Please pass it along to the Chapter membership.

Nick is continuing with flight instruction and his line person job with Carver at DVN. After soloing he has done some cross country solo flights and is scheduled Monday for his first night flight instruction. So his learning adventure is going on.

That said, it is not going as quickly as Nick would like. Carver policy is that the instructor most actually be present on site to approve each student solo flight. With the limited instructor resources at Carver he has been able to fly only about twice a week. He wants to do more.

That prompts the request part of this note. Please remember that Nick is out there, eager to keep moving

I am concerned that we are doing enough to stay involved with him. My request is that we keep Nick in mind as we go flying or do projects around the hangar - he is a great person to invite along.

Activities with Chapter members are the best way to keep that contact with the Chapter going. You know when the time is right. When it is, give Nick a call.


**TAKE Nick flying if you have an OPEN seat.**

His number is 563-723-2453. Keith Williams

## Chapter 75 Flight Instructors

Per a member request, am including a listing of Chapter 75 members that are flight instructors and would be willing to help with primary flight instruction, your next BFR or other. *If you are a Chapter member and a flight instructor please let me know and will include your name in the listing. Additions/Corrections are welcome!*

CFI / CFII	Phone	New Students	CFII	BFR	IFP	Airports	Plane
Tim Leinbach	309-781-9585	Yes	Yes	Yes	Yes	DVN MLI	Owners, FBO, Club Plane
Tim Toal	309-235-0087	Yes	Yes	Yes	Yes	DVN MLI	Owners
Barry Logan	309-303-0211	Yes		Yes		C75	Owners, Club Plane
e-mail - Marty Santic to add your Name to the list							



**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  
 Lindquist Ford, 3950 Middle Rd., Bettendorf, IA

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)  
 Ron Franck - [ronaldfranck1@gmail.com](mailto:ronaldfranck1@gmail.com)



48th ANNUAL NATIONAL  
**Stearman**  
FLY-IN

**SEPTEMBER 2 - 7, 2019**  
**GALESBURG, IL**

NSFI'S RIDE PLANES Frank H. Schaufler Copyright 2019 Aviation GrAIRfix



**Maple City**  
**CRUISERS**

**14th Annual**

**TRAINS  
PLANES &  
AUTOMOBILES**

Pilot Harold Neumann  
was born in Geneseo IL, 1906.  
Won Thompson Trophy Race,  
Sep 2, 1935, Cleveland OH, flying  
Howard DGA-6 "Mr Mulligan",  
Race Number 40

**GENESEO**  
DEPOT BUILT 1899

**2018 BEST OF SHOW**  
1955 Chevy Bel Air  
Bob & Becky Nelson, Davenport IA

**Geneseo, IL**  
**Sept. 7, 2019**





# ***THE OLD FOGEYS FLY-IN***

Honoring Pilots Aged 65 and older  
All others are welcome

Saturday, September 21, 2019  
Gen-Air Park (3G8)  
Geneseo, Illinois

Barbeque and Beans Lunch  
From 11:00 AM to 2:00 PM  
\$5.00 Free Will Donation

Come swap stories & lies about flying back in  
"the good old days".

The Bar-B-Q is to sustain you.  
The beans are to assure that you have plenty of  
gas for the trip home.



**30TH ANNUAL  
EAA BREAKFAST**  
**SEPTEMBER 8 | 8AM-12PM**

*Fly*  
**DUBQ**   
DUBUQUE REGIONAL AIRPORT

  
**EAA**

**DEMO FLIGHTS ★ SEMINARS ★ LSA PRODUCTS & SERVICES**



**MIDWEST  
10 YEARS  
MVN  
2009-2018  
LSA EXPO**

**SEPTEMBER 5-7, 2019 ★ MT. VERNON, IL**



## 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 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](#)

## Upcoming EAA Webinars

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

**Double Standard?** September 4 at 7 p.m.  
**Presenter: Mike Busch**

**Staying Current: Where Rules and Skills Collide**  
September 11 at 7 p.m. **Presenter: Prof. H. Paul Shuch**

**Inflight Weather Hazard Avoidance Strategies**  
September 18 at 7 p.m. **Presenter: Scott Dennstaedt**

**How to use EAA's SkillScore™ Tracker to Maintain Proficiency**  
September 25 at 7 p.m. **Presenter: Radek Wyrzykowski**

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.

**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. Dan Murphy 309-752-3887, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

**Want to RENT -** Safety minded, conscientious, courteous, congenial 500 hour IFR and complex rated pilot is looking to rent a plane 20-30 hours a year; no weekends, only on weekdays. Would prefer an Arrow or similar type (all my hours are in Pipers), but

would be amenable to discussing other options. Mike Van Dyke 563-209-7752 [mikel@cmeflow.com](mailto:mikel@cmeflow.com)

**WANTED: LongEze or Varieze project** that needs a new home. Derelicts are also welcomed. Thanks in advance for your kind gesture. Contact Sam Ajayi at the North Little Rock Airport at [soajay@hotmail.com](mailto:soajay@hotmail.com)

**Hangar Space at Erie:** Need hangar space? I have some ready to rent. \$100.00 a month 24 x 36 x 8 ft tall. These are private enclosed hangars. Electric. Hangar door and rear pass door. Call Jim Robinson, at Erie Airpark. 3H5. 309 230 0944.

**For Sale:**  
Bose A20 headset with Bluetooth \$750.00, One Telex ANR headset \$150.00, One Bendix KX99 handheld \$75.00, One Sporty's SP-200 handheld \$75.00 Offers considered. Call Rich Qualmann 309-235-9545

**Twin Cities Flying Club** - Located at the Whiteside County Airport. Limited memberships in a 1984 Piper Warrior are available. See [www.twincitiesflyingclub.org](http://www.twincitiesflyingclub.org) for more information.

**Hangars available at the Whiteside County Airport.** Prices range from \$92 - \$140/month depending on the hangar unit. Visit [www.whitesidecountyairport.org](http://www.whitesidecountyairport.org) or call Darin Hefelfinger at 815-626-3750 for availability. Drew Wilkins. My cell is 909-912-9175.

**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 meetings, 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 are available now! Let me know and I can bring a cap to the chapter meeting or coffee.

I will ship in a Priority Mail package for an additional \$7.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$17. 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 \$17 check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807. A new order has arrived. We have about 30 caps now.



Baseball Cap in Light Khaki

Chapter Website: [www.eaa75.com](http://www.eaa75.com)  
 Facebook: <https://www.facebook.com/EAA75/>

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(Effective January 2019)

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**OPEN Position - Need a Volunteer! You can work with John Bender in Waterloo!**

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**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:  
 Ron Ehrecke - EAA Chapter 75  
 1597 Deer Wood Dr  
 Bettendorf, IA 52722

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? \_\_\_\_\_  
 \_\_\_\_\_