

THE LANDINGS

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

October 2022

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From the Desk of the President



Fall is in the air, so get ready for the onslaught of mice and critters that like to find warm places to hide from in the up and coming winter. One of those places might be your aircraft. Be prepared with all of the information that was in the past years' articles that mentioned methods to prevent that from happening. Everything from electronic pest deterrents, to glue boards, to you name it. You know the drill, Irish Spring Soap and dryer sheets, placed inside certain locations in the aircraft. Also remember your boat and/or your camper. Get ready also for the snow-blower, find the ice scrapers, and the shovels. Winter will soon be here!

There's a saying in business: "If you're not growing, you're dying." Well, apparently, we're doing something correct about the "growing part." It was just reported to me by the secretary and treasurer that we now have 218 paid members, and that on top of that, we have 40 or 50 comped members that are involved in many aspects of aviation. We seem to be doing well and gaining new members, but there is, as they

say, "when the other shoe drops", we are headed into the fall season where we need a couple of volunteers to step up and fill some board of directors slots; and we will need a new treasurer! If we don't get a new treasurer may jeopardize our ability to fund the Emergency Aircraft Repair (EAR) facility and the mission as well as other operations of the chapter, and that is no joke!

Speaking about the EAR facility, the wonderful volunteers went to Oshkosh, WI on September 22-23 and did a beautiful job very quickly and efficiently. They revamped the building with new floor paint, some new carpeting, and new entrance and exit ramps with handrails. This really shows the dedication and the priorities of the EAR facility and their dedicated volunteers. Craig or Bernie may share more details in a future edition.

Now to revert back to other positive things... The RV-12iS build is progressing quite well. We've received some new kits, and we've involved new students. We're headed to having a very good build session this fall. One of the fun activities that has developed with our school advisors is we were given an old Kolb UltraStar. We loaded it on a trailer attached to my car and used it as a parade float decoration during the homecoming parades at Pleasant Valley HS on 9/15 and Bettendorf High on 9/22. Paul Petersen, and Liz Richards had a great time had a great time throwing out candy and displaying the banners for the PNB Aviation Club and one banner for EAA Chapter 75 with the students, advisors and parents. The following week we were involved in the North Scott homecoming parade.

The young people had a blast. Even though, it is just

(Continued on page 2)

Next Meeting - October 8, 7PM - Program to be Determined
[Deere-Wiman Carriage House - 817 11th Avenue, Moline, Illinois - \(click for a Map\)](#)

October Chapter Meeting

The next chapter meeting will be held at 7:00 pm on Sat., October 8, 2022, at the Deere-Wiman Carriage House, located at [817 11th Ave., Moline, Illinois 61265](#).

The program for the October meeting is still a work in progress and will be announced closer to the meeting date.

From The Desk of the President

(Continued from page 1)

the ribs, wing spars, tail feathers, a tubular air frame, fuselage, and an enclosed cockpit, everybody thinks it's just cool. It draws a lot of attention. Since it was on the trailer, the three of us took it and put it on display for the Nationwide Girls in Aviation Day event program sponsored by John Deere at the Quad Cities International Airport (MLI/KLMI) on Sat., September 24th. Many young girls were introduced to many aspects of aviation. This event also involved the manager of KLMI, a few of the maintenance crew at the airport, a couple of the aircraft controllers, Civil Air Patrol, EAA Chapter 75, PNB Aviation Club, and representatives from Revv Aviation. Some of the colleges that offer aviation college degrees were also there. One of our chapter members, Daniel Wolford, who also works for the sponsoring organization flew his Stearman over and had it on display. Summer Kuehl brought over her Cessna 172 and represented her business, Quad Cities Aero. While it started out to be a cool morning, it turned out to be a nice warm fall day by mid-afternoon. It was a great event for young girls and their parents. They were exposed to many aspects of aviation, and we promoted the PNB Aviation Club and EAA Chapter 75 of course with many contacts and connections were made during the event.

Of course the other major item that I am very, very happy to report to you is that Jerry Coussens and Eric Dienst are FINE and in GOOD health. You can read the details in articles that are Included in this newsletter. Both aircraft have sustained some damage. NOTE: I hope someday, I can handle situations as well as Jerry and Eric. This proves to me Jerry can fly a fairly high-speed aircraft with or without power and keep the aircraft flying to a good result. You can't understand how great it is to be able to report this in a positive light! All of us need to practice flying our

aircraft without engine power! In other words "Mother Nature" gave us a second engine. It's called, gravity; just point that nose over (down), control the aircraft, run your checklist and keep it flying controlled to a good result.

There are many other good things happening in the chapter but I'm running out of time and space. So come and talk to me, other members at our next events whether it'll be at our 1st Saturday Coffee and Donuts, 1500 Club or the chapter gathers. I'm open to all ideas or suggestions. Please again, we need someone to step forward and become the treasurer which we do have plenty of fundings to operate the chapter as we just need a reliable individual that will spend a few hours a month.

Now have a good fall flying season.

Matt Reed Earns His Certified Flight Instructor Rating

A big congratulations goes out to EAA Chapter 75 member and Manager of the P&N Flight and Charter - Clinton Airport Matt Reed on recently becoming a Certified Flight Instructor (CFI). He is now available to teach at the Clinton Municipal Airport (CWI/KCWI) in Clinton, Iowa.

In this photo, he is standing in front of his 1976 Cessna 177B Cardinal (N18720).



Image Courtesy of Matt Reed.

Travis Johnson Earns His Commercial Pilots License

Congratulations to EAA Chapter 75 member Travis Johnson on passing his checkride on September 12, 2022, officially becoming a commercially licensed pilot. He is now currently working on earning a certified flight instructor rating to his portfolio. Travis, currently works as an Air Traffic Controller at Quad Cities International Airport (MLI/KMLI) in Moline, IL. and was also an Air Traffic Controller during this past years EAA AirVenture Oshkosh.

Marlana Nass Passes Her Checkride



Image Courtesy of Marlana Nass

A big congratulations goes out to EAA Chapter 75 member, & Manager of the Clinton Airport, Marlana Nass on recently passing her private pilot checkride. Her CFI was EAA Chapter 75 member and husband Mike Nass.

In this photo above, she is standing in front of a 1949 Piper PA-16 Clipper (N5327H).

EAA Chapter 75 September Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by President Jim Skadal on September 10, 2022, at 6:43pm at the Deere-Wiman Carriage House in Moline IL.

BOARD MEMBERS PRESENT: Jim Skadal, Ron Ehrecke, Gregory Stopyra, Carl, Brown, and Adam Santic.

BOARD MEMBERS ABSENT: Rily Grunwald,

John Riedel, Nick Anagnos, and Marty Santic.

OTHERS PRESENT: None.

TREASURER'S REPORT: Ron Ehrecke submitted the treasurer's report to the board of directors via email on September 6, 2022. A motion to accept the treasurer's report was made by Adam Santic and seconded by Carl Brown. The treasurer's report was approved unanimously.

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

OLD BUSINESS:

1. Ray Aviation Scholarship: The board decided to continue with the Ray Aviation Scholarship for 2022, and have a nominated student that assessed clearly ahead of other candidates. The board recommended approval for that student. The board contacted Nick Anagnos. via phone to inform him of the board's decision and to work with that student to complete the EAA application. Nick agreed to stay on as Ray Aviation Scholarship Coordinator and will work with other chapter members when a committee is required to accept and assess applicants for future scholarships.

2. Chapter Annual Financial Audit: Rily Grunwald has identified an individual, Mike Cipriano, who will volunteer to conduct an audit of the chapter's finances *pro bono*. Mike will also provide assistance in mentoring our chapter as we are now operating as a 501(c)(3) non-profit organization.

NEW BUSINESS:

1. Chapter Elections: Jim Skadal named a chapter nominating committee of Ron Ehrecke, Jim Smith, and Rily Grunwald. Greg Stopyra will accept nomination to continue as Secretary. The open board positions this year include Treasurer (Class I Director) and three Class II Director positions. The nominating committee will be canvassing chapter membership to identify those interested and willing to fill these leadership roles.

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

Emergency landing for Lancair IV N858R

Article & Images By - Jerry Coussens, Past President, EAA Chapter 75



The plane, a Lancair IV N858R, is an experimental aircraft which I'm flying off my test time. My test area is 50-mile radius from the Monticello Regional Airport (MXO/KMXO) and I have 26 hrs. on the plane at this time.

I had some trouble with my hydraulic pump which operates the landing gear a few weeks ago. Since the plane was down for repairs, I decided to move the pump to the firewall to help my CG which is rearward. In the process I found sludge in the reservoir which plugged the pump intake. That problem was resolved and now it is working great.

With this in mind, I decided to reweigh the plane, and according to my Garmin G3X, I have 26 gallons on board. Since I wanted to weigh an empty airplane, I decided to burn off at least another 6 gallons so that I wouldn't have to fill so many gas cans.

On September 17, 2022, I took my friend Dana with me as he has been my helper with the plane all along. I figured he could count the lights on takeoff so I knew the takeoff distance. I also wanted help figuring the climb rate. My autopilot is not working so I thought he could be my scribe. All this would be close to the Davenport Municipal Airport (DVN/KDVN) in case the gauges are wrong.

We departed runway 15 and turned left to climb to 3,000'. As we were climbing, I felt the Continental IO-550N engine surge a little. I thought to myself that's weird and turned on the auxiliary fuel pump and switched tanks. The engine smoothed out so I thought

it was just an air bubble or something. We went through a light shower over Eldridge, Iowa, which is approx. 2 miles from DVN. Approx. two miles north of Eldridge the engine started to vibrate and I switched tanks and turned back to DVN. The engine was running poorly but it was still running. I changed to the left tank and tipped the wings to the right in case I had un-ported fuel intakes. No change. Two miles from DVN, I'm pretty sure the engine had quit but was wind milling. I wasn't sure about that but the shaking had stopped. I feel this is a fuel starvation problem as the electronic ignition may shake but won't stop, and if I had dual ignitions, one would have kept working.

Although, we were losing altitude, I remember hearing the 500' warning but was not sure of my location when I heard it. At that point, I abandoned the engine and initiated the landing. We could have landed on the road but I was afraid of power lines, cars, and signs. I pretty much had decided to land in a field and a water way to the right looked good to me. As I banked hard and descended to line up with the waterway, I banked left for alignment. As I've read, most casualties happen because the pilot tries to slow the plane down. I did not want to stall so I kept my speed up, just before touchdown and at this time we were doing 94 kts. I then banked right as a final adjustment and we then hit the ground. The right wing slid on the ground and started to skid to the right. This threw the tail into the standing corn. The tail hit the corn, pushed us straight again, and we then slid down the middle of the waterway to a stop at 500'. I shut everything off and Dana and I looked at each other and thought, wow I didn't see that coming. The damage to the tail on the left side seems to confirm my claims.

On September 20, 2022, my friend Rob White brought his fork truck over to lift the plane out of the field. It worked great and we lifted the plane.



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Emergency landing for Lancair IV N858R

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Then, I sat on the wing and dropped the gear. The gear came down perfectly. I can now see the damages. It's not as bad as I feared. If not for the prop, I could have it fixed in a month. I also had Greg Collins help me drain the tanks and I estimated that we took out approximately 20 gallons. The wings have very little damage so they went to hangar and the fuselage went to my shop for repairs.

Editor's Note: Jerry is touched by so many of you wishing him and his passenger well and offering to help. He is already in the process of getting his baby back together.

Remembering Sherman Smoot, Aaron Hogue, Czech Mate & Ballista

Article By - Adam Santic, Newsletter Editor-in-Chief

We lost two fantastic aviators this year in the month of September. The first incident happened on September 2nd & the second incident happened on September 18th. Air racing and air show fans were stunned to find out that both Sherman Smoot and Aaron Hogue died in separate accidents doing what they loved.

The aircraft that LCDR Sherman Smoot was flying at the time when it tragically went down on September 2, 2022, at the Shafter Airport-Minter Field (MIT/KMIT) in Shafter, California, was a highly modified Yakovlev Yak-11, N5943, better known as *Czech Mate*.



Image Courtesy of RARA.

Sherman Smoot entered Navy flight school in Pensacola, Florida in January of 1971 and received his wings in April of 1972. During his career, he excelled as a Naval aviator. Smoot was able to fly a variety aircraft including the McDonnell Douglas F-4J Phantom during two tours of

Vietnam and then later the Lockheed S-3 Viking and also trained and carrier qualified individuals. He left active duty in 1977 to fly for Continental. While doing his civilian career, he stayed in the Navy reserves for another four years. He had a long 28-year career

with Continental that ended in 2005. He had type ratings in various jets such as the McDonnell Douglas DC-9/MD-80, McDonnell Douglas DC-10, Boeing 727, Boeing 757, Boeing 767, and the Boeing 777. Later in life, he got involved with the warbirds community, primarily with the Estrella Warbirds Museum of Paso Robles, CA, where he was a member, board member, past president, and pilot. He was one of the primary pilots who took part in the 75th anniversary of D-Day by flying the 1944 World War II C-47B Skytrain *Betsy's Biscuit Bomber* (N47SJ). He also established himself a successful winery business in Templeton, CA called Bella Luna Estate Winery with his good friend Kevin Haley in 1998, with their families help with the business as well. Their most famous wine is called Fighter Pilot Red named in honor of those military aviators who have put themselves in harms way. At the time of his passing, he was the current RARA Unlimited Class President.

But, before Smoot raced *Czech Mate*, he raced #86 *Bad News*, a 1962 North American SNJ-6 Texan (N611F) in the T-6 Class from 1991 to 1996. He competed in the silver three times, finishing in fifth place two times and fourth place one time. He also competed in the gold three times, finishing in fourth place in 1994, second place in 1995, and first place in 1996, his only first place victory.

The highly modified Yakovlev Yak-11, N5943, dubbed *Czech Mate* (fka *Perestroika*) had a long racing career in the Unlimited Class at the National Championship Air Races.



Kenn Smith

N5943 debuted in 1987, raced 17 different years,

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made its final appearance in 2016. Over that span, it gained five 4th place, five 3rd place, three 2nd place, and zero 1st place finishes in the Gold. It also finished in 2nd place in the Bronze in 1987 and 4th place in the Silver in 1988.

The highly modified Yakovlev Yak-11, N5943, was powered by a Pratt & Whitney R-2800-CB16/17 Hybrid 2-Row 18-Cylinder Radial that produced 3,200 approximate horsepower. This engine, first produced in 1939, was rated at 2000 hp @2400 RPM. It had a custom, enlarged tail, IF-1-style & canopy, Grumman S-2 Tracker oil coolers in the fuselage, carbon-fiber fuselage-mounted oil cooling air intake, profiled & smoothed wing, Breguet 890 Mercure engine spinner and cowling ring, anti-detonation injection, Bendix PR-58 carburetor, wing root-mounted engine induction, and a reduced-diameter Douglas AD Skyraider propeller.

N5943, racing as #101 and later as Racer 101, *Perestroika* made its first appearance in 1986 and raced consecutively until 1993 with pilot and owner Robert “Bob” Yancey. He took the air racer to one bronze second place finish, one silver fourth place finish, two gold fourth place finishes, and two gold third place finishes.

In the air racers return to National Championship Air Races in 1998, with its new owners, John Moore and Sherman Smoot, they decided to keep the warbird and air racer on the racing circuit. They changed the name of the aircraft from *Perestroika* to *Czech Mate* and its racing number from #101 to #86. Smoot was also the primary pilot. The machine was absent from 1994 to 1998. Then again from 1999 to 2003. It also made appearances at the 2004, 2006-09, 2013-14, and 2016 events. Under Smoot, the air racer achieved three gold fourth place finishes, three third place finishes, and three second place finishes. The 2016 air races ended up being *Czech Mate's* final race as the pilot Sherman Smoot and the plane perished in a crash that occurred on September 2, 2022. The plane would have competed at the 2022 edition. A tribute area was set up in the pit area where Sherman and *Czech Mate* were going to be in. Also, they had a [missing man formation](#) in his honor.

During lap 3 of the Jet Gold Race on September 18, a fatal accident occurred at the STIHL National Championship Air Races and Air Show that took place at the Reno Stead Airport (KRTS) in Reno, NV. The fatal accident involved Aaron Hogue, 61, who was racing as Race #29 in his heavily modified 1968 Aero Vodochody L-29 Super Delfin, N129MM, known as *Ballista*. Aaron Hogue's vintage jet was turning at high speed when it lost altitude and went down at a high rate of speed. The race went to a red flag and the remainder of race operations have been suspended for 2022.



Image Courtesy of RacingJets.

Aaron Hogue was named the Reno Air Races Rookie of the Yr. in 2021, while flying *Ballista*, a modified 1968 Aero Vodochody L-29 Delfin with registration N129MM. Aaron Hogue earned his pilot's license in 1987 after spending time in

the Navy as an Electronics Technician. Like Smoot, Aaron also had a successful family business called Hogue Inc., which is run by his father, Guy Hogue, brother, Pat Hogue, son, Neil Hogue, and friend, Jim Bruhns. Guy founded the business in 1968, which is still going strong. The business focuses on firearm equipment such as grips, stocks, knives, holsters, bags, pouches, and tactical rifles. He also had another business called Hogue Air Force, which is a byproduct of the company's decades of success, a team composed of Patrick, Neil, and Jim. The fleet included a Lancair LC41-550FG (Columbia 400) (N2528), 1973 Cessna 201L Turbo Centurion (N210WZ), 1966 Cessna 150F (C-FPAL), & a Cessna 182 Skylane.



These are real tragedies first for the families to whom I send a big hug and the most heartfelt condolences, but also for Reno, all the pilots who participate and believe in this demonstration, and in the love of flight. We have lost not only great pilots but, men with families who shared the same love of speed and flight. Rest in peace Aaron and Sherman. Pilots never die they just fly higher.

Young Eagles

Article By - Bob Thomas, Young Eagles Coordinator

Recently, we did a Young Eagles event at the Clinton Municipal Airport (CW/KCWI) in Clinton, Iowa. One of my flights was a young man probably 11 or 12 years old. After the flight I parked my 1946 Piper J3C -65 Cub and we were walking back to the FBO building and he said to me, "That was the best 20 minutes of my life!" I guess that would have had more meaning coming from an old guy like me rather than a young man, but nonetheless it made me feel pretty good, and the sincerity with which he said it let me know I had really made an impression on the young man. Who knows if that flight will stimulate a life-long interest in aviation, or if he will become a pilot someday, but certainly I helped create a favorable image of general aviation and probably with his parents too. One thing is for sure, he will never forget that 20 minutes and it isn't very often you can have that kind of an impact.

One more note for those of you who haven't done Young Eagles before, I know the process can be a bit intimidating but give some thought to coming over to our last event of the year in Davenport, Iowa at the Davenport Municipal Airport (DVN/KDVN) on [Oct. 22nd](#) and maybe just doing one flight to see what it is like. If you are interested in doing just that, please let me know in advance that you do. It will still require you to do the background check & the short training. I can help usher you through that process also. My email is bob_thomas@ajg.com and my number is 563-343-1825.

Eric Dienst Fails to Qualify at the STIHL National Championship Air Races

EAA Chapter 75 member Eric Dienst was set to compete at the 2022 STIHL National Championship Air Races in *Deja Vu*, his newly rebuilt Race 85, a 1969 Shoestring (N530RD) in the Formula One class, until an unfortunate incident happened. While qualifying to compete on September 13, 2022, *Deja Vu* had a right brake failure and with zero directional control below 40 mph with a fixed tailwheel. As a result, he ended up inverted and trapped on the north side of runway 8. He was able to get the propeller stopped and all systems off before departing the runway. Thankfully, Reno CFR was quickly to re-

spond. He was able to get himself out of the airplane in about another one minute. The pilot, Eric, suffered muscle and back pains and the aircraft received minor damage. He is already hard at work repairing *Deja Vu*.

September's 1st Saturday Coffee and Donuts Event Photos

Location - Davenport Municipal Airport (DVN/KDVN)

Hosted By - Daniel Wolford

Photos By - Jim Skadal, President



1942 Boeing A75N1 Stearman (N42DB) owned by Daniel Wolford.



2010 Hatz CB-1 (N42TZ) owned by Ken Perron.



1974 Cessna 172M Skyhawk (N4352R) owned by the Quad City Area Flying Eagles.

September's 1st Saturday Coffee and Donuts Event Photos

Location - Davenport Municipal Airport (DVN/KDVN)

Hosted By - Daniel Wolford

Photos By - Jim Skadal, President



1943 Boeing A75N1 Stearman (N39659) being flown by Daniel Wolford.



Randy Stisser's homebuilt 2005 Van's RV-6A (N316RL).



The attendees are having a nice conversation.



Girls in Aviation Day Photos

Location - Quad Cities International Airport (MLI/KMLI)

Hosted By - Quad Cities International Airport

Photos By - Liz Richards, Chapter Member



1968 Cessna 172K Skyhawk (N78650) owned by Summer Kuehl (née Olson). She is the Owner and CFI of Quad Cities Aero.



Jim Skadal & Greg Stopyra working at the PNB Aviation Club and EAA Chapter 75 booth.



Jim Skadal & Greg Stopyra working at the PNB Aviation Club and EAA Chapter 75 booth.

Girls in Aviation Day Photos

Location - Quad Cities International Airport (MLI/KMLI)

Hosted By - Quad Cities International Airport

Photos By - Various Individuals



2019 Gulfstream G280 (N282JD) owned by John Deere & Co.
Image Courtesy of Liz Richards.



2009 Cessna 182T Skylane (N883CP) based at the Columbus Municipal Airport (BAK/KBAK) and a 1999 Cessna 172S Skyhawk (N919CP) based at the Davenport Municipal Airport (DVN/KDVN). Both are owned by the Civil Air Patrol. Image Courtesy of Cody DeVolder.



1942 Boeing A75N1 Stearman (N42DB) owned by Daniel Wolford.

Image Courtesy of the Quad Cities International Airport.

Tanner Rau's Aviation Career Update

Article By - Tanner Rau, Chapter Member

On September 18, 2022, I reached another milestone in my flying career, having completed my first 1,000 hours of flight time.

I also started a new position in April of 2022, as a Charter Pilot at Revv Aviation in Davenport, Iowa. I have learned and grown so much in the last three years at Clinton and at P&N Flight and Charter and I am very grateful that I have had that opportunity.

I have been doing a lot of flying in Beechcraft King Airs and more recently, being brought on as a Second In Command in the Cessna Citation Ultra. I'll be doing simulator training in Florida for additional training.



EAA Chapter 75 - Quad Cities

To promote instrument flying, proficiency and safety.

Dan Murphy
IMC Club Coordinator

Davenport Municipal Airport (KDVN)
Revv Aviation Conference Room
9230 N Harrison St, Davenport, IA 52806

Chapter Meetings:
1st Tuesday of Every Month
6PM

309-752-3887
skyhawk147J@gmail.com
http://eaa.org/imclub



Chapter 75 Flight Instructors

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.

Name	Phone	Email	New Students	CFII	MEI	BFR	Tail Wheel	Airports	Plane
Travis Baldwin	309-781-8896	tmb1998@gmail.com	No	Yes	Yes	Yes	Yes	DVN, MLI	Owner, FBO
Tim Leinbach	309-781-9585	tleinbach@gmail.com	Yes	Yes	No	Yes	No	DVN, MLI	Owner, FBO, Club
Tim Toal	309-235-0087	timtoal@mchsi.com	No	Yes	Yes	Yes	Yes	DVN, MLI	Owner
Barry Logan	309-303-0211	manager@marshallcountyaairport.com	Yes	No	No	Yes	Yes	C75	Owner, FBO, Club

EAA Chapter 75 Featured in the Official Program for EAA AirVenture Oshkosh 2022

ONE WEEK WONDER RETURNS FOR 2022



MAKING AN IMPACT

A YEAR FOLLOWING THE completion of the RV-12iS at AirVenture, EAA set off on a One Week Wonder Tour with the airplane to represent the homebuilt aircraft movement, demonstrate the capability of modern homebuilt aircraft, and visit with EAA members across the country.

The tour kicked off from Van's Aircraft headquarters in Salem, Oregon, where David Leiting and Serena Kamps from the EAA staff began their southern-bound flight. With early stops at EAA Chapter 495 in Roseburg, Oregon, and EAA Chapter 1027 in Willits, California, David and Serena were able to meet many long-time EAA members who rarely, if ever, are able to make the annual trip to EAA AirVenture Oshkosh. Making the trek to Oshkosh is no small feat no matter where you depart from, but traversing the Continental Divide takes a tremendous amount of effort and planning. Creating stronger connections with these members was an added benefit to this trip.

Following stops in the San Francisco Bay Area with EAA Chapters 1268 and 20, the tour made its way to Southern California, for a visit at EAA Chapter 465 in Paso Robles, California. However, the busiest day of the tour was on day six, when the One Week Wonder stopped at the Santa Monica and Van Nuys airports. The afternoon was spent visiting historic EAA Chapter 1 in Riverside, California.

Ray Stits, renowned aircraft designer, convinced Paul Poberezny that a great benefit to EAA and the homebuilt aircraft movement would be the formation of EAA chapters. Bringing the One Week Wonder to the home of EAA Chapter 1 at Flabob Airport was a special moment, as it demonstrated just how far the homebuilt aircraft movement has come, and the importance of local EAA chapters to supporting the mission of EAA.

Following the visit at Flabob, the tour made a short overnight stop at EAA Chapter 7 in Long Beach, California. The next morning, David and Serena ended their portion of the trip, by heading west to EAA Chapter 1614 in Chandler, Arizona. Here, EAA staff members Tom Charpentier and John Egan took over the controls of the tour to head northeast bound, back toward Oshkosh.

The second half of the trip was a bit more spaced out, with stops at EAA Chapter 179 in Albuquerque, New Mexico; Oklahoma City area chapters 1612, 24, and 1098; and EAA Chapter 91 in Lee's Summit, Missouri.

The final day of the trip, as with most cross-country flights, was impacted by a storm system moving across the Midwest. This allowed for an impromptu visit to EAA Chapter 75 in the Quad Cities.

By the end of the tour, the One Week Wonder stopped at 14 EAA chapters across 12 cities. Over the course of 12 days, 2,660 miles were flown in a light-sport aircraft (LSA) built in just seven days. This trip was a true testament to the progress made within the homebuilt movement and demonstrated the amazing capability of modern aircraft kits.

PHOTOGRAPHY BY JASON THOMAS

A vertical sidebar from the EAA AirVenture Oshkosh 2022 program. At the top, it says "AIRCRAFT SPECIAL". Below that, there's a list of "Special Companies" including: Airframe Parts, Avionics, Electrical/Electronic & Software, Composites/Fiberglass, Counting Displays, Displays, Engine Parts, Hardware, Instruments, Kits & Plans, Landing Gear, Paints & Polishes, Pilot Supplies, Tools, and Wheel Products. Further down, there are logos for "PHOTO SPONSOR EAA", "GARN", "APS", "Gulf", "EAT", "AE", "CONG", and "Aircraft Special". At the bottom, it says "ORI 2022 1000".

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.



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:

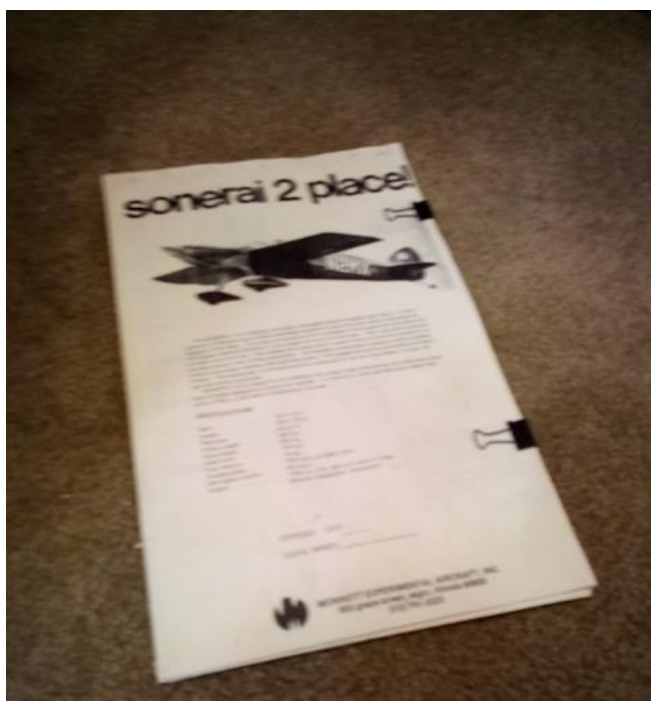
One set of medium brown seat belts. These are lap belts only, but are mateable with through-the-buckle shoulder harness attachment clips. Nearly new condition. Pair of 24-volt 120-Amp starter or panel relays (continuous duty White-Rogers type). Pair of walnut contoured wood stick grips. One 4' x 8' sheet 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 offers 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 eaa.org/webinars to view the schedule and to register.

On a Short Leash - Maintenance Costs October 5 at 7 pm CDT
Presenter: Mike Busch

Oil Changes as a Diagnostic of Engine Health Oct. 12 at 7 pm CDT
Presenter: Bill Ross

When the Engine Goes Silent October 19 at 7 pm CDT
Presenter: Larry Bothe

Guidance for Using Young Eagles Online Registration and Digital Signature October 25 at 7 pm CDT
Presenter: David Leiting

Avoiding Loss of Control October 26 at 7 pm CDT
Presenter: Catherine Cavagnaro

Send event information on aviation related activities that would be of interest to the newsletter editor at 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 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, and 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 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.

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.

To place an ad: Submit requests for aviation related For Sale or Want Ads to the newsletter editor at 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.

EAA CHAPTER 75 – QUAD CITIES

1ST SATURDAY COFFEE AND DONUTS
MEMBERS AND NON-MEMBERS
ALL ARE INVITED – BRING THE FAMILY

FREE COFFEE & DONUTS WITH SOME GOOD HANGAR TALK
DAVENPORT MUNICIPAL AIRPORT (KDVN)

Saturday, October 1, 2022
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
John Bruesch



DRIVING OR FLYING – WE HOPE TO SEE ALL

This month we hope to see everyone at our 1st Saturday of the month coffee & donuts hosted by John Bruesch. Come and see his Warner Revolution II/Space Walker II project build and come for some good hangar talk.

FLYING: Fly to the Davenport Municipal Airport. When taxiing, use Taxiway B to the Executive Style Hangars and park on the taxiway or in the grass.

DRIVING: Drive to the Davenport Municipal Airport. We will be meeting at John Bruesch's hangar (B-5). B-5 is next door to the EAA Chapter 75 overflow tool storage room. Parking near his hangar is limited; so, the preferred parking is on the grass in front (south) of the executive style hangars. Call John Bruesch at 708-341-7083 for access if the gate is closed.

Farnham Aviation Services and Boone Area Pilots Association



presents
1st Annual

Chili Feed Fly-In

Fly, drive or walk to the Boone Airport for its first annual chili feed. It's an all-you-can-eat chili, cornbread, and drink event. Enjoy classic cars, arts council activities, and more.

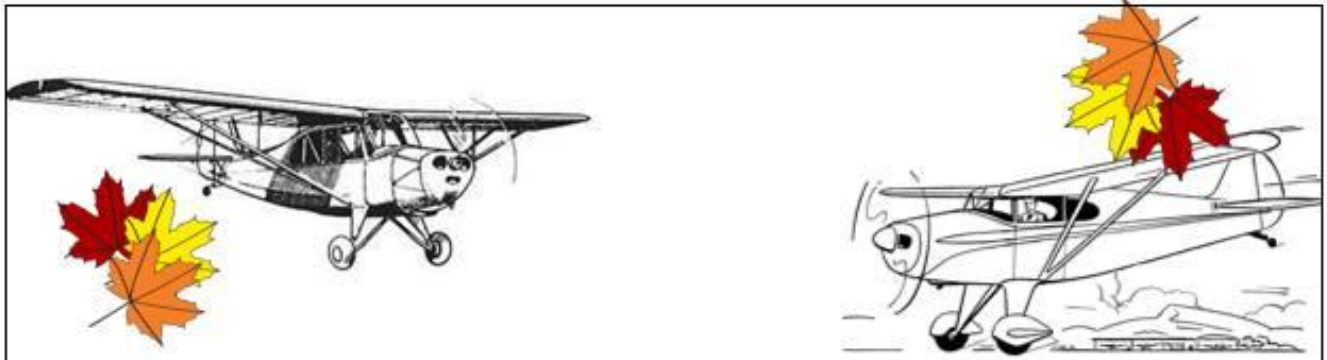
Adults: \$8
Kids 5-12: \$5
Kids under 5 eat free
Pilots-in-command eat free

Saturday, October 8, 2022
10:00am- 2:00pm

Boone Municipal Airport
424 Snedden Drive, Boone, IA

The Public is Welcome!

Discovery Flights Available



EAA Chapter 22 Cottonwood Airport Annual Fall Fly-In/Drive-In Lunch

When: Saturday, October 1, 11:00 AM - 2:00 PM

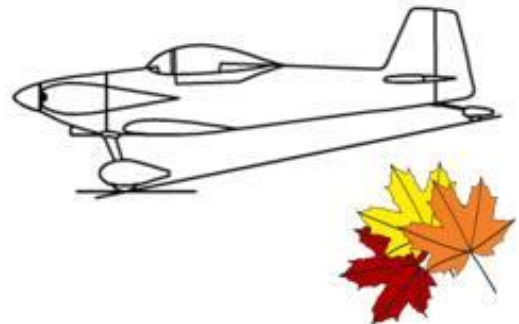
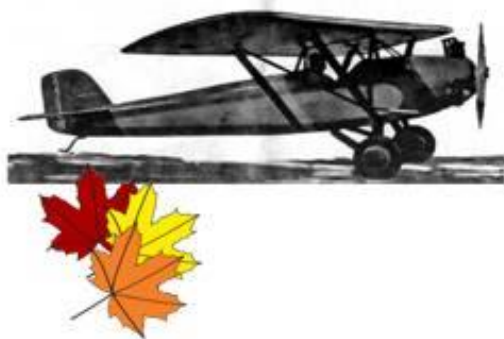
Where: Cottonwood Airport (1C8) 5105 Auburn Street, Rockford IL.
(Across from Auburn High School)

Fall fly-in/drive-in lunch

Chili and hotdogs. \$8 adults, \$5 children

Come for lunch, socialize with members of EAA Chapter 22 as well as other EAA members, and view some of the member's aircraft and projects in the works.

If flying in, please note that Runway 18 uses a RIGHT HAND pattern, while runway 36 uses a standard left hand pattern.



Cessna 120-140 Association Northern Illinois Regional Fly-In Event



Saturday, October 1st

Cushing Field, Newark Illinois (OC8)

Cookout at Noon

AirNav Link: <https://www.airnav.com/airport/oc8>

Cessna 120-140 pilots and friends are welcome to join us for a day of aviating and hangar flying! Come and go as you please during the day, cookout planned at Noon.

Cushing is a laid-back, old school 2,800' grass north-south strip in the middle of farm country about 45 NM south-west of Chicago. If you are coming from far away or would just like to spend an evening under the stars, you are welcome to camp overnight. Bathroom facilities are available but no showers. There are no stores or restaurants within walking distance so plan accordingly.

This will be a VFR event only. There is no rain date planned and we will call it the day before if it looks like there will be weather issues. If you plan on attending for lunch, please post or send me a FB message to help us plan for food.

We look forward to seeing you!





Get ready for takeoff and bring out your inner astronaut on Saturday, October 8, 2022, when the EAA Aviation Museum's annual Space Day returns to Oshkosh, Wisconsin. Space Day is part of a global celebration of World Space Week, and this year's theme recognizes sustainability in space.

Kids and adults of all ages are invited to join us as we celebrate Space Day 2022 with interactive exhibits and special guest appearances. Lunch concessions will be available for purchase between 11 a.m. and 2 p.m.

2022 Space Day Activities:

- Mercury and Gemini Capsule Replicas: Climb inside a full-scale replica of the Mercury space capsule, which was the first U.S. spacecraft, and the Gemini space capsule, which helped NASA get ready for the Apollo moon landings.
- Moon Game: You've landed on the moon, now what? Work as a team with your family to solve a series of challenges founded in science about living and doing research on the moon.
- Compressed Air Rockets: 3, 2, 1....Blast off! Learn what makes a rocket fly high as you build an air-compressed rocket out of basic household materials.
- Re-Entry Capsule Design: Do you ever wonder how astronauts return to Earth after a mission from space? Design a re-entry capsule that can survive a wind tunnel.
- X-Planes Design an X-plane and launch it through various obstacles.
- Spacesuit Challenge: Design a spacesuit to help a marshmallow survive in a vacuum.
- And More!

Space Day Speaker:



Col. Eileen Collins

Col. Eileen Collins became the first female to pilot a U.S. spacecraft with the *Discovery* shuttle flight in 1995, and the first female commander on the 1999 *Columbia* shuttle flight. In 2005, NASA tapped Col. Collins to command the space shuttle *Discovery's* historic "Return to Flight" mission.

Col. Eileen Collins will be presenting at 4:00 p.m. followed by an opportunity for book signings of her memoir, *Through the Glass Ceiling to the Stars*.

Space Day Contest:

If you could live in space, what would your home look like? This year's Space Day theme is focused on sustainability, and the EAA Aviation Museum educators would like to see what your space habitat would look like! This year's contest is open to anyone 18 years and younger.

Choose from two types of habitats:

- Build a land-based habitat (example: Mars habitat)
- Build an orbital habitat (example: planet-orbiting habitat)

All habitats must be made with recyclable material and must be constructed off-site, or at home. Bring your completed habitat to Space Day on Saturday, October 8, by 1 p.m.

Mike Gretz Memorial Fun Fly

October 15 & 16

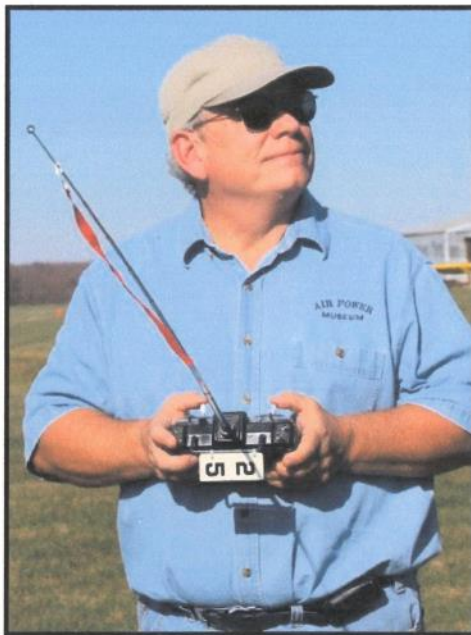
Hours 9 AM till.....

Located at Antique Airfield IA27

3 miles East of Blakesburg 641-938-2773 antiqueairfield@gmail.com

AMA Sanctioned Event 13570 Radio Control, control Line & Free flight

Sponsored by Air Power Museum Inc. & NAS Ottumwa Museum



***A friend to all
And missed by all***

Camping available on site

CD/Kent Woods 641-751-7126 woods229@msn.com

To be held in accordance with
AMA safety rules

AMA membership required to fly

Food trucks on grounds



Air Power Museum open for visitors
during the event

Come for some relaxed flying
and fellowship



FREE ADMISSION
FREE PARKING

DELAND, FL
OCT 21-22, 2022

Food will be provided by the local Gin Mill Restaurant
(<https://www.airportginmill.com>)



OCTOBER 22 . 3:30PM - 5:30PM

TRICK OR TREAT AT THE AIRPORT

JOIN US AT THE CLINTON
MUNICIPAL AIRPORT FOR TRICK OR
TREATING AND AIRPLANES!

Clinton Municipal Airport
2000 S 60th St
Clinton, IA 52732
563-244-4770

Airplane Rides
\$35 per person

Bring all those little Ghosts, Witches,
Goblins, Super Heroes, Princesses, & all
Trick or Treaters alike!

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.



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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Program Coordinator Vacant
OPEN Position - Need a Volunteer!

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**Always Remember.....
Time Spent Flying is NOT Subtracted from
Your Lifespan!**

Chapter Websites
chapters.eaa.org/ea75
facebook.com/EAA75/
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
 PO Box 3086
 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
 Repair Barn Young Eagles Social/Flying
 Hospitality Board Member Newsletter

What are You Building? _____

 What are You Flying? _____

