

Special Edition

EAA AirVenture Oshkosh 2021

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Image Courtesy of EAA HQ

EAA AirVenture Oshkosh 2021 was held Monday, July 25th to August 1st at Wittman Regional Airport (OSH/KOSH) in Oshkosh, Wisconsin. 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 - one of many that I look forward to attending each year. AirVenture is a very special week - nowhere else on earth do so many people come together to celebrate airplanes, and through that aviation connection, strangers become family.

This year, numerous anniversaries and milestones were celebrated as the event was not held in 2020, the organization honored the anniversaries for both the year 2020 and 2021 at this year's event. Among the many milestones were: Warbirds in Review (20th) Lockwood AirCam (25⁺), Van's RV-8 (25⁺), Kolb (40⁺), American Aerolights Eagle (45⁺), Sonerai (50th), Vintage Aircraft Association (50th), Bakeng Duce (50⁺), International Aerobatic Club (50⁺), Skybolt (50⁺), Cessna 185 (60⁺), Piper PA-22 Tri-Pacer (70⁺), Cessna 120 (75th), North American/Ryan Navions (75th), Aeronca Chief (75⁺), Cessna 140 (75⁺), Cessna 195 (75⁺), Globe Swift (75⁺), Pitts Special (75⁺), Sea Fury (75⁺), Skyraider (75⁺),

Taylorcraft (75⁺), World War II Ending (75⁺), Ercoupe (80⁺), Stinson (100⁺), Waco (100⁺), Beech Staggerwings, Comanches, Howards, and Twin Bonanzas. In addition, there were two very special guests: Brig. Gen. Charles McGee and Lt. Col. George Hardy from the Tuskegee Airmen.

This year's daily themes offered plenty of things to do and see. The themes for each day at EAA AirVenture Oshkosh 2021 varied: *We're Back* (Monday), *Innovations Day* (Tues.), *WomenVenture Day* (Wednesday), *Air Force Special Operations Command Arrival* (Thursday), *Salute to Veterans/World War II 75⁺ Anniversary* (Friday), *World War II 75⁺ Anniversary* (Saturday) and *Closing Day* (Sunday). The main attractions for this year's event featured an 80th anniversary on the attack of Peral Harbor, 80th anniversary of the Tuskegee Airmen, 75th anniversary of World War II, 50th anniversary of the International Aerobatic Club, 50th anniversary of the Vintage Aircraft Association, 20th anniversary of the Warbirds in Review program, Air Force Special Operations Command aircraft, and humanitarian aircraft.



Image Courtesy of George Bedeian

On Monday, July 26th, EAA AirVenture Oshkosh returned after 1 year, 11 months, 29 days and 13 hours; or a 730 day and 13 hour hiatus as the 2020 event was not held in person as a precaution against COVID-19. The event, however, was converted to a five-day online event called the *EAA Spirit of Aviation Week*.

For this year's event, the organization took safety precautions to the forefront by implementing a set of procedures such as adding significant numbers of sanitizing facilities; more port-a-potties; more frequent cleaning throughout the day; reduced seating capacity at Theater in the Woods, forums pavilion and other outdoor venues; elimination of events such as the Monday night concert, EAA Lifetime Member Dinner, International Visitors Dinner, Young Eagles Volunteer Dinner, Runway 5K, Seaplane's Watermelon Social and large corporate events. They also had an option for attendees to receive admission wristbands, parking passes and Camp Scholler passes in advance through their Express Arrival program, a new program that debuted this year. All these changes worked well, and I hope to see all cancelled events return next year.

If you managed to visit the Twilight Flight Fest at the Fun Fly Zone, you were in for a treat. The event was held on Monday, Tuesday and Friday nights beginning at 8:00 pm. The Twilight Flight Fest featured the returning EAA STOL Invitational,



3D RC flying aircraft and new acts such as a Viking Dragonfly towing a Willis T2 Hang Glider and Airythmia, a paramotor flight demonstration team.



If you arrived ahead of time between 6:30 pm and 8:00 pm on any given night you could see the regular activities such

as demonstrations in ultralights, light sport, light planes, paragliders 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.

On Wednesday, June 30, 2021, Wittman Regional Airport unveiled a brand new 12,500 square foot general aviation terminal facility.



I had a privilege to go look inside during my visit to the big aviation convention to see the many improvements. This new facility also provides space for Basler Flight Service, one of the fixed-based operators that offers services at the airport. This new terminal replaces both the existing commercial service passenger terminal, built in 1971, and the former general aviation terminal, built in 1958. Inside you will find a beautiful display case showing memorabilia about the airport as well as its connection to EAA and Paul Poberezny, meeting rooms, a waiting room, bathrooms and offices. If you were unable to take a trip to this place, I hope you'll take the time to visit when you return next year.

On Monday, July 26th, I went to my first ever Chapters Pancake Breakfast.



The Chapters Pancake Breakfast, which is in its third year of operation, is located at the Camp Scholler Chapter's Pavilion in the Camp Scholler Campground, located directly south of the Fly Market on the west side of Paul Woods. This function was a great fundraising opportunity for the various EAA

Chapters that got selected via lottery. It was open for eight days from Saturday to Saturday, 7:00 am to 11:00 am. The cost was \$8.00 per person and you got two buttermilk pancakes, scrambled eggs, a choice of two sausage links or two bacon strips, and beverages. On the day that I went, EAA Chapter 292 from Independence, Oregon was hosting the event. They did a marvelous job serving over 500 attendees.

Wittman Rgnl
Oshkosh, WI

70°F Light winds, Clear skies
No major airport delays

LOCAL TIME
7:26 PM CDT

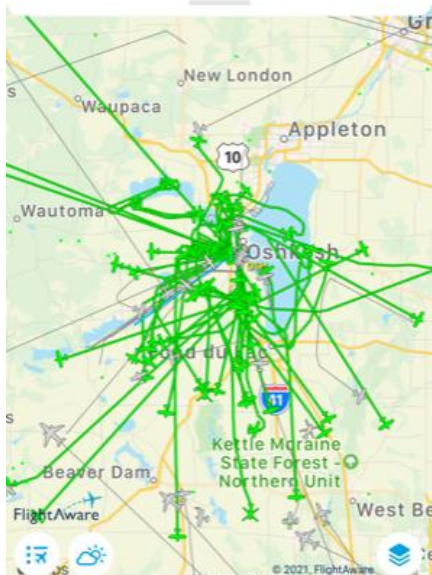


Image Courtesy of Jim Skadal

On July 28th, a mass exodus of aircraft departed the convention to keep their prized possessions safe from an impending storm that was coming in the evening and into Thurs. am. As the evening approached, senior EAA officials closed all operations pertaining to the event at 5:00 p.m. This meant that the airshow, exhibitors and restaurants had to close early. This also meant that there would be no evening programming as the happenings at the Fun Fly Zone, Theater in the Woods, Fly-in Theater and the night air show. Thankfully, the EAA AirVenture Oshkosh grounds at Wittman Regional Airport dodged a bullet as they only received torrential rain that produced lightning and winds with no major damage or deaths, which was fortunate, as thousands of campers, vehicles, airplanes and people attending had to take appropriate precautions. However, a tornado did go through about 10 miles west of the airport. In Ripon, WI, they received massive damage with downed trees, damage to buildings, loss of power, and a fatality. In other areas of the state, fourteen confirmed tornadoes touched down, with nine being EF-1 and five being rated as EF-0. All in all, the remainder of the week turned out to be fantastic!

The major highlight of the show was the participation of the Air Force Special Operations Command (AFSOC), a major command in the United States Air Force (USAF). The AFSOC was initially established on February 10, 1983, as the Twenty-Third Air Force (23 AF), a subordinate numbered air force of the Military Aircraft Command (MAC), with 23 AF

headquarters initially established at Scott Air Force Base, Illinois. On August 1, 1987, 23 AF headquarters moved to Hurlburt Field, just east of Pensacola in western Florida, where it remains today. On May 22, 1990, the 23 AF was elevated to major status and was redesignated as the Air Force Special Operations Command (AFSOC). The AFSOC is also the U.S. Air Force component command to United States Special Operations Command (USSOCOM).



The aircraft AFSOC brought to The World's Greatest Aviation celebration were a Beechcraft MC-12W Liberty, Bell-Boeing CV-22B Osprey, Dornier C-146A Wolfhound, General Atomics MQ-9 Reaper, Lockheed AC-130J Ghost Rider, Lockheed EC-130J Commando Solo III, Lockheed MC-130J Commando II, Pilatus U-28A Draco and a PZL-Mielec C-145A Combat Coyote. Except for the MQ-9 Reaper which arrived before the event started, all of these aircraft arrived on Thursday.

The AFSOC even performed aerial demonstrations during the afternoon air shows on Thursday, Friday, Saturday and Sunday and the Thursday and Saturday night shows. These aerial demonstrations included a low-level aerial refueling demonstration before the CV-22B Ospreys came in to deploy ground forces. Once the objective has been secured, the MC-130J Commando II conducts an assault landing to retrieve the ground forces before quickly taking back off. Other parts of their demonstration included an AC-130J Ghost Rider that did circles overhead that showed how they provide fire cover. Then a very special treat occurred during both night shows as a MC-130J deployed angel flares, a tactic they use to protect aircraft from heat-seeking threats such as missiles, as the heat from the flares will draw a missile toward the flare and not the aircraft's heat signature.

Another major highlight of the event was the focus on aircraft and organizations that deliver aid to those in need. Many of these missions would not be possible without the use of air transport. These aircraft and their crews fly to people who live in remote locations around the globe and do not have daily access to items

like clean water, food, shelter and healthcare. These organizations are also playing a critical role during the coronavirus pandemic by delivering COVID-19 vaccines and tons of personal protective equipment (PPE) to those in need. The organizations that came to the event were Adventist World Aviation (AWA), International Association of Missionary Aviation (IAMA), Jungle Aviation and Radio Service (JAARS), Mission Aviation Fellowship (MAF), Orbis International, Pilots for Christ International, Remote Area Medical (RAM), Samaritan Aviation, and Samaritan's Purse and Wings of Mercy.

Orbis International returned to EAA AirVenture for the first time since 2012 by bringing their one-of-a-kind Orbis Flying Eye Hospital, a 1973 McDonnell Douglas MD-10-30F (N330AU).



When they appeared at the event in 2012, they brought their now retired 1971 McDonnell Douglas DC-10-10 (N220AU). N220AU is currently on public display at the Pima Air & Space Museum in Tucson, Arizona. I was very fortunate to get to tour the insides of both aircraft.

N330AU is a unique aircraft that brings training to doctors and nurses and much needed surgeries in developing countries with little access to professional development and training. Inside the aircraft you will find state-of-the-art equipment such as classrooms, operating theaters, a patient care area and even lasik rooms. The doctors who provide the most important task also do the duties a flight attendant would normally provide. FedEx donates their pilots and finances the missions for Orbis International.



Image Courtesy of George Bedeian

The patient care area has many functions - it serves as a patient waiting room, simulation center and for lasik eye treatments. The operating room is a fully accredited, ambulatory care operating room. The pre- and post-operative care room has space for three patient beds. It is also equipped with separate male and female changing rooms that also serves as a locker room. The main cargo area functions as a maintenance room that carries their heavy equipment needed to run their operations and also stores and carries other essential cargo.



Image Courtesy of George Bedeian

It takes a full half-day to prepare the aircraft for hospital mode with all of the above features. This includes setting up the air conditioner, ground power units, liquid cooling systems, HVAC systems, water systems and medical gas compressors. With all of this, Orbis International is doing a marvelous job bringing the world together to fight blindness around the globe.



Samaritan's Purse uses an eponymously named 1968 McDonnell Douglas DC8-72-CF (N782SP), an iconic four-engine long-range narrow-body jet airliner produced by Douglas Aircraft Company (then McDonnell Douglas) came to the event to participate in the festivities. It was on display at Boeing Plaza where it also gave tours for the entire week. The jet once served with Finnair and the French Air Force before Samaritan's Purse bought it in 2015. Samaritan's Purse uses the DC8-72-CF to carry up to 84,000 pounds of cargo and 32 relief personnel as it provides emergency response relief to families in need and critical medical supplies to aid victims of war, natural disasters and other emergencies.

Queen of the Skies (N628UP), a Boeing 747-8F, the newest in the 747-line, returned to the event for the first time since 2019. It was parked on Boeing Plaza

for visitors to see from July 26th to July 29th.



Visitors got a chance to go inside and tour the cargo jet that was on display. It was most recently used for a leading role in the delivery of over 400M COVID-19 vaccines and tons of personal protective equipment used to fight the COVID pandemic in the U.S.

Military Aircraft

The Lockheed AC-130J Ghost rider is a highly modified version of the Lockheed MC-130J that replaced the Lockheed AC-130H Spectre and Lockheed AC-130U Spooky.



Its primary missions are close air support missions that include troops in contact, convey escorts and point air defense. Air interdiction missions are pre-planned targets of opportunity and include strike coordination and reconnaissance and overwatch mission sets. Direct fire platform for urban ops and low-yield munitions against ground targets. It takes two pilots, one combat systems officer, one weapon sys-



tem operator, one sensor operator and four special mission aviators to operate this lethal machine.

It features a 105mm cannon, 30mm GAU-23/A Auto Cannon, GBU-39/B Small Diameter Bombs, GBU-44/B Strike Glide Bombs, GBU-69 Small Glide Munition, AGM-176 Griffin Missile and AGM-114 Hellfire Missiles making this the most lethal Lockheed C-130 on the market.

The Lockheed EC-130J Commando Solo III made its first-ever visit to EAA AirVenture Oshkosh at this year's event. The EC-130J is a particular version of the Lockheed EC-130 with many modifications being done to the Lockheed C-130J Super Hercules to create this version. This version replaced the Lockheed EC-130E Commando Solo. Its primary mission are PSYchological OPERATIONs (PSYOPS), civil affairs broadcasts in AM, FM, VHF/UHF, color television and military communications bands. One of its unique characteristics is that it features four fin-mounted, TV-antenna pods, a distinctive tail fin and two bulky pods containing VHF/UHF broadcasting equipment. It takes a pilot, copilot, combat systems officer, mission crew supervisor, three electronic communications systems operators and two loadmasters to operate this unique machine.



The Lockheed MC-130J Commando II made its first-ever visit to EAA AirVenture Oshkosh at this year's event.



The MC-130J Commando II is a modified version of the standard Lockheed C-130J Hercules that replaced the Lockheed MC-130 E Combat Talon I and Lockheed MC-130P Combat Shadow. Its primary missions are clandestine, single ship / formation, low-level in-flight refueling, infiltration, exfiltration, resupply missions and air drops and landings in remote places. It takes two pilots, one combat systems officer (officers), and two loadmasters (enlisted) to operate this version.

The Beechcraft MC-12W Liberty is a twin-engine turboprop aircraft based on the Beechcraft Super King Air 350 design, which is a variant of the Beechcraft C-12 Huron series. The Liberties are used primarily for medium-to-low level intelligence surveillance and reconnaissance (ISR) roles.



It is crewed by two pilots and two sensor operators. The sensors that are used are a Wescam MX-15 system that has the ability to use electro-optical, infrared camera, and lasers.

For the first time, the Bell-Boeing CV-22B Osprey, the United States Air Force variant, made its arrival at EAA AirVenture Oshkosh. However, this is not the first time a Bell-Boeing V-22 Osprey has appeared at this event as a Bell-Boeing MV-22B Osprey belonging to the United States Marine Corps MV-22 Osprey Demo Team came in 2015.



The CV-22B Osprey is a vertical takeoff and landing (VTOL) and short takeoff and landing (STOL) transport tiltrotor aircraft that conducts long-range infiltration, exfiltration, resupply and transport missions. Some of the characteristics features are a maximum gross weight of 60,500 lbs. (self-deployed),

57,000 lbs. (STOL), 52,600 lbs. (VTOL), a maximum speed of 280 knots, a range of 500 combat nautical miles with one internal auxiliary fuel tank, and a payload of 24 personnel (seated), 32 personnel (floor loaded) or 10,000 lbs. of cargo. With their unique Rolls-Royce Liberty AE1107C engines that rotate from vertical after takeoff to a forward or horizontal position during flight, the AFSOC made this an excellent choice by adding this to their fleet.



The Dornier C-146A Wolfhound is the military version of the Dornier 328 turboprop commuter aircraft. Its primary missions are to convert insertion, extraction, resupply and transportation. With its two Pratt & Whitney PW119C turboprop engines providing 2,828 max takeoff shp per engine, the C-146A Wolfhound can carry up to 27 passengers or 6,000 lbs. of cargo depending on its configuration. To this day, the AFSOC relies heavily on this aircraft to suit their needs.

The General Atomics MQ-9 Reaper returned to the event for the first time since 2009. The MQ-9 Reaper is an unmanned aerial vehicle (UAV) capable of remote controller or autonomous flight operations. They perform a variety of tasks including intelligence, surveillance and reconnaissance, close air support, combat search and rescue, and precision strike.



The armaments that are used can include a combination of AGM-114 Hellfire missiles, GBU-12 Paveway II, GBU-38 Joint Direct Attack Munitions, GBU-49 Enhanced Paveway II and GBU-54 Laser Joint Direct Attack Munitions. Some characteristics of the Reaper are that it is powered by a single Honeywell TPE331-10GD turboprop engine that produces a maximum 900 shp, a wingspan of 66 ft., a length of 36 ft., a height of 12.5 ft., a maximum takeoff weight of 10,500 lbs. or 11,700 lbs. (ER), a fuel capacity of 602 gal. or 903 gal. (ER), a range of 240 KTAS, and can go up to 50,000 ft.

The Pilatus U-28A Draco is a modified single-engine turboprop based on the Pilatus PC-12. Its primary missions are passenger transport, cargo transport,

tactical airborne ISR support for humanitarian operations, search and rescue, and conventional and special operations missions.



They can carry 10 passengers at a time and up to 3,000 lbs. of cargo. They especially like to use this aircraft to land on unimproved surfaces which makes this aircraft a great fit for the AFSOC.

The PZL-Mielec C-145A Combat Coyote is a modified version of the PZL-Mielec M28 Skytruck. They use these planes to provide light cargo and passenger transportation.



The C-145A can carry 16 passengers or 10 combat rigged paratroopers and is also capable of carrying a maximum capacity of 2,400 lbs. of cargo. The Combat Coyote can land and takeoff at 1,800 ft. with a max gross weight of 16,534 lbs., can go up to 25,00 ft. with supplemental oxygen equipment onboard, cruise at 223 knots and travel 1,010 nm.

A Boeing C-17A Globemaster III made its third consecutive visit to the event. It was parked on Boeing Plaza for visitors to see from July 26th to July 29th. Visitors also got a chance to go inside and tour the large military transport aircraft. The C-17A registration number 02-1099 belongs to the 911th Airlift Wing, an Air Mobility Command-gained unit of the Air Force Reserve Command (AFRC), based out of the Pittsburgh Air Reserve Station at the Pittsburgh International Airport in Pennsylvania.



It has a Negatively Pressurized CONEX (NPC), which filters contaminated air with clean air to prevent the spread of disease and contamination. This unit and aircraft were most recently used in recent COVID pandemic relief missions.

The Lockheed U-2 Dragon Lady (80-1065) made a special flyby with two passes between 2:35 and 2:43 pm on July 28th. These marked its first appearance since the 2016 event.



The first pass was during the National Anthem. The second pass was a simulated landing approach without a touchdown and then it climbed to altitude to depart the airspace. It is always so neat to see the U-2 Dragon Lady because they often do not make air show appearances quite frequently.

An Airbus A400M Atlas operated by the Air Transport Wing 62 (Lufttransportgeschwader 62), a wing of the German Air Force (Luftwaffe) with the registration 54+06 was on static display all week on Boeing Plaza. This marked the second time an A400M has visited the event as in 2016 an Airbus A400M Atlas (ZM413) operated by the Royal Air Force (RAF) made an appearance. The A400M is a European four-engine turboprop military transport



aircraft sized between the Lockheed C-130 Hercules and the Boeing C-17 Globemaster III. The military aircraft features 8-bladed Ratier-Figeac FH385 and FH386 variable pitch tractor propellers with feathering and reversing capability (FH385 anticlockwise on engines 2 and 4, FH386 clockwise on engines 1 and 3) making it one of the most unique airplanes to see up close.

Warbirds

In the warbirds area sat a Douglas SBD-1 Dauntless BuNo. 1612 in pieces on a trailer with the fuselage intact. This particular dive bomber and scout plane was recovered from Lake Michigan by A&T Recovery in 1994 from a crash that occurred on November 23, 1942, during a training mission.



On that day, the pilot, Ensign Herbert Welton McMinn, USNR of Gouldbush, Texas did not survive. In 2012, the Flying Leatherneck Aviation Museum in San Diego, CA started the process of restoring BuNo. 1612 to full airworthiness until the museum permanently closed on March 28, 2021. Since then, BuNo. 1612 was able to find a new restoration team with the folks at the Air Zoo in Kalamazoo, MI. I give a big thanks to the Air Zoo for bringing this Dauntless project here to showcase the amazing restoration work that the hardworking teams have done.

The *Bally Bomber*, a 1/3-scale B-17 bomber, built by Jack Bally, Sr. (1940-2020) from Dixon, Illinois returned to EAA AirVenture Oshkosh for the first time since 2018. This aircraft, once owned by Jack Bally, Sr., is now owned by Lawrence Neu out of San Antonio, Texas.



This is a 1/3-scale that is based on the legendary heavy bomber, the Boeing B-17G Flying Fortress. This is not a radio control airplane as it is manned by a real person. The aircraft was built by using plans from a one-ninth scale radio control model aircraft. If you search the FAA database under the registration num-

ber N41ME you'll find the aircraft description for this unique type. It is powered by four Hirth 3002 4-cylinder 2-stroke engines, spans 34' 7" and weighs an estimated 1,800 lbs. It has a fuel capacity of 42 gallons. If it flies by person or a remote control you are going to see it here at AirVenture.

An airworthy 1945 Lockheed P-38 Lightning returned to the event for the first time since 2015 as the Fagen Fighters Museum brought back *Scat III* (N79123). This Lightning which never saw combat service and had major restoration completed in November 1995 by the David Tallichet/Military Aircraft Restoration Corp., Chino, CA.



During restoration, the nose on this aircraft was swapped from the standard nose on the L model to the E model nose. When they sold the aircraft in 2015 to its current owners; it was renamed from *Ruff Stuff* to *Scat III* to honor the famous triple ace pilot Brig. Gen Robin Olds, USAF. The Lightning sports two Allison V-1710-111/113 liquid cooled engines producing 1425 shp and a unique looking tail that makes this aircraft a crowd pleaser.

A 1947 Hawker Siddeley Mk 10 Sea Fury (N15S) owned by Periscope Asset Management LLC. was also represented for the first time since 2019. The Mk 10 was a single seat fighter bomber version for the British Royal Navy. These were fitted with Bristol Centaurus 18-cylinder twin-row radial engines.



But this one has a new engine - a Wright R-3350-26WD radial engine. The uniqueness of the Sea Fury was also a big hit with viewers.

OV-10 Squadron LLC arrived with their North American Rockwell Broncos BuNo. 155474 to the event. The Broncos are an American twin-turboprop light attack and observation aircraft that is still in limited use with the military today; but most are in the hands of civilians. BuNo. 155474 is a veteran of three wars – having served in Vietnam with Light Attack Squadron Four (VAL-4), Operation Desert Storm with Marine Observation Squadron Two (VMO-2) and in Columbia with the Department of State Air Wing. The OV-10D+ version, like the one that visited, is the USMC upgrade consisting of the OV10-A & OV-10D versions.



The Bronco has a span of 40 feet, a length of 41 feet, a height of 15 feet 1 inch, a range of 700 nm with internal fuel or 1200 nm with 150 gal drop tank, and a fuel capacity of 252 gal or 150-, 230-, or 300- gal. external tanks. Some features the OV-10D+ sports are new wiring, strengthened wings, with some engine instrumentation changes. Armaments can include four 7.62 mm M60C machine guns, high explosive 70 mm rockets, AIM-9 Sidewinder missiles and bombs up to 500 lb. This unique aircraft can be flown with one pilot and one observer, or you can eliminate the observer for addition fuselage cargo capacity. If you were not at Oshkosh, you missed this wonderful opportunity to see an OV-10D+ Bronco.

Representing the Dakota Territory Air Museum in Minot, ND this year was their newest acquisition, a Canadian Car and Foundry (CC&F) Hurricane Mk. XII, RCAF 5708 registered as N96RW & a restored Warbird, a 1945 North American P-51D Mustang *Miss Kitty III* (N376TM) to the event for the first time to EAA AirVenture Oshkosh.

Out of the 14,483 Hawkers built, CC&F built approximately 470 of them while Hawker Aircraft built the rest. On July 20, 1944, pilot Robert McDonald from No. 19 (F) Sqn. Successfully ditched RCAF #5708 in a swamp near RCAF Gander forcing it to be written off by the No. 4 Repair Depot. Warbird restorer Ray Middleton of Q.G. Aviation restored this

Warbird back to life for several years from 1991 to 2007. Shortly after completing its major restoration and post-restoration flight, this aircraft was involved



in a landing accident during an airshow on April 26, 2008. Since that crash the Hurricane was placed in storage where Hurricane Ike caused further damage. Since that landing incident and hurricane incident, RCAF 5708 has been restored by a team that included Robert McDonald. Today, you will find this Hurricane painted in remembrance of flying ace Wing Commander Lance Cleo “Wildcat” Wade, DSO, DFC & Two Bars (1916 – 1944).

Cpt. John Rosenbaum (Sep. 21, 1923 - Nov. 13, 2007) of the 75th Fighter Squadron, 23rd Fighter Group named all of his planes *Miss Kitty* in honor of his wife, Lavinia Rosenbaum. The current plane is *Miss Kitty III*.

Image Courtesy of Mike & Audrey Rosenbaum



Image Courtesy of Abby Rankin & the Rosenbaum family



Cpt. Rosenbaum served his country for 31 yrs. During his service, he was awarded the Distinguished Flying Cross with two Oak Leaf Clusters, the Legion of Merit and pilot’s wings by France and China.



Miss Kitty III was restored by the AirCorps Aviation in Bemidji, MN. They brought the aircraft back to life when the engine ran for the first time in September 2019 and then on October 24, 2019, it had a successful post-restoration first flight. After that post-restoration first flight, *Miss Kitty III* received a paint scheme to match *Lope's Hope 3rd*, a 1943 North American P-51C Mustang. Seeing these two paint matching Mustangs side-by-side was a thing of beauty, and I would like to thank the Dakota Territory Air Museum for having both on display.

Main Aircraft Display Area

Italian manufacturer Blackshape made its United States and North American debut of its all-new Gabriél bk160TR. The Gabriél bk160TR is intended for leisure and military training. Some of the features of their all carbon-fiber, low-wing aircraft are tandem seats, retractable landing gear, a Hartzell Raptor Series Composite propeller driven by a Lycoming IO-320 engine that produces 160 hp, and a full glass cockpit. This low-winger will cruise at 140 to 145 knots true airspeed (ktas) with top speed of about 160 ktas. It has a stall speed at 48 knots and burns 8-9 gallons of fuel per hour.



The model will include a Garmin G3X Tough Flight Display, Garmin GTN 650, Garmin GTX 335R, Garmin GFC 500 autopilot, Garmin GNC 225, Garmin GMA 340, Bendix AOA Indicator, and a ACK E-04 406 MHz ELT. Ameri Aircraft, the official and exclusive dealer for Blackshape in the United States, will sell the base model for about \$735,000.

Diamond Aircraft also made its North American, United States and EAA AirVenture Oshkosh debut of their brand new five-place, piston-engine, retractable-gear composite Diamond DA50 RG. The new DA50 RG uses a MT-Propeller MTV-12-D/2-10-56 and is powered by a Continental CD-300 turbocharged, FADEC controlled jet fuel engine with 300 hp TOP. The aircraft comes with the standard Garmin G1000NXi Flight Deck and a Garmin GFC 700 autopilot making it compatible in today's world. Inside the cabin, it will look identical to the Diamond DA62; with their amazing, roomy and comfortable seats that feature adjustable backrests, and a 60/40

split folding three seat second row.



This low-winger clocks in at a length of 30'3", a wingspan of 44', a height of 9'4", and has an empty weight of 3,175 lb, and a useful load of 1,232 lb. It has a fuel capacity of 50 US GAL., maximum speed of 181 knots, stall speed of 57 knots, with a range of 750 nm, and a service ceiling of 20,000', a takeoff distance of 1,444-2,427' and a landing distance of 1,115-21,00'. The base price is expected to start at \$1.15 million with other options of this version price in the \$1.3 to 1.4 million range.

Honda Aircraft Company brought their newest version of the HondaJet, the HondaJet Elite S to the event for the first time. The Elite S includes a 200 lb. increase in max takeoff weight & can fly up to 120 nm. further. Other improvements include an avionics software upgrade, Advanced Steering Augmentation System and new styling options.



This version, powered by their reliable GE HF120 engines, has a top cruise speed of 422 ktas, 1,437 nm. range and a maximum cruise altitude of 43,000 ft. making it the fastest, farthest and highest flying plane in its class.

Cirrus Aircraft also had showings this year with its worldwide debut with their all-new Cirrus SF50 Vision Jet G2+ at The World's Greatest Aviation Celebration and their new 8000 Limited Edition SR Series to the event for the very first time. The Vision Jet G2+ variant features a 20% increase in takeoff performance, Gogo's Avance L3 in-flight Wi-Fi, a 1,275 nm range and a 1,400 lb. payload.



Some of the other features that are included in this model are an auto throttle, airplane parachute, Safe Return Emergency Autoland and the Garmin Perspective Touch+ Flight Deck. The fully loaded version will set you back at \$2.97 million. The 8000 Limited Edition SR Series, with only eight total being made, strikes your eye from the distance as it stands out due to its sleek, stylish, bright and shiny colors that match perfectly with the graphics featured on the



interior and exterior. With its luxury perforated leather on the seats, power lever and the yokes puts a nice niche in celebrating the delivery of the 8000th SRs being sold.

DAHER also had a first time event when they brought their newest Kodiak model, the Kodiak 100 Series III to the EAA AirVenture Oshkosh. The Kodiak 100 Series III features a Garmin G1000 NXi flight deck, Garmin GFC 700 autopilot, Garmin SurfaceWatch runway monitoring technology, Garmin Synthetic Vision Technology and an optional



Garmin GWX 75 Doppler. You can also include additional features such as an eight-seat Executive Edition VIP cabin with increased oxygen volume and air conditioning for both cockpit and cabin zones. This model, powered by a Pratt & Whitney Canada PT6A-34 turboprop, has a range of 1,132 nm., a 183 knot top speed and 3,530 lbs. of useful load. The base price of \$2,278,750 includes the four-year maintenance plan and full avionics or you can get the Executive Edition package for \$2,632,996.



Costruzioni Aeronautiche Tecnam brought their two newest models, the Tecnam P92 Echo Mk. II

and the Tecnam P2010 TDI to the event. The Tecnam P2010 TDI utilizes a liquid-cooled, four-cylinder 170-hp Continental CD-170 that can be operated on diesel or Jet-A.



The diesel version burns an average of 5.2 gph and has a 961 nm. range at about 136 ktas. The P2010 TDI currently has the longest range with the lowest fuel consumption of the entire Tecnam fleet.

The Tecnam P92 Echo Mk. II is an Italian high-winged, light aircraft that features a refined engine cowl and the company's sleek window design. It can be powered by either a 100 hp Rotax 912 ULS 2 engine or the Rotax 912iS. Some of the things found in the cockpit are a glass panel featuring a Garmin G3X Touchscreen Flight Deck with two 10.6-inch screens, transponder with GPS / ELT, Garmin GFC 700 autopilot, and ADS-B In/Out. It'll cost you \$412,000 to own a P2010 TDI and about \$160,000-\$200,000 for the P92 Echo Mk. II. Both can be ordered by using their Tecnam North American dealers.

Stratos Aircraft made its public debut of its six-seat Stratos 716X at EAA AirVenture Oshkosh. The 716X is an American very light jet aircraft that can be built from a kit. The jet is powered by a single Pratt & Whitney Canada JT15D-5 turbofan engine and has a



Garmin G3X Touch Flight Display. This model is expected to have a cruise speed of Mach 0.7 at 41,000 ft. and a range of 1,500 nm. This machine will cost about \$2.5 million for the kit version and \$3.5 million for the certified version.

Cessna 408 SkyCourier

Textron Aviation's Cessna 408 SkyCourier also made its public debut at EAA AirVenture Oshkosh. The SkyCourier can be yours for \$6.8 million for the freighter configuration and \$7.3 million for the 19 passenger configuration. The twin-turboprop, high-

wing, utility aircraft was on display Monday and Tuesday on the Boeing Plaza and then departed after participating in its first public demonstration during that Tuesday's air show.



The SkyCourier uses the 4-bladed McCauley Blackmac aluminum, auto feathering reserve propellers that power their two Pratt & Whitney Canada PT6A-65SC (SC for SkyCourier) 1,100 shp engines. The most unique and impressive feature of this design is that the cargo door is 87 inch by 69 inch making it able to load and carry very large items.

Electric Aircraft

On July 24th, Opener made history with their Blackfly at the event as it was their first ever public crewed flight. Blackfly is an electric-powered vertical takeoff



and landing (VTOL) personal air vehicle that features 8 × 112 lb. thrust/engine electric motors, 42.0 hp (31.3 kW) each. The cruise speed is 80 mph, range is 40 mi. and the fuel capacity is 12KWh. During that day's airshow, two pilots operating the single-seater showed the capabilities of VTOL, cruise flight, hover, rotating, sideways flight, forward flight, and return-to-home. If you have not seen a Blackfly in person, you can always visit the EAA Aviation Museum to see this amazing machine.



Volocopter made history on July 24th with their first ever public crewed flight of a Volocopter 2X. The 2X is a two-seat, optionally piloted, multirotor electric helicopter that features 18 ×

three-phase PM synchronous brushless DC electric motors. The max speed is 54 kn., with a range of 15 nmi, and a service ceiling of 6,600 ft. The 2X wowed the crowd with a four minute demonstration of what their unique design could do. They showcased take-offs, landings, in flight cruising and hovers. I was amazed at how far the team has come along to get to this point.

Tetra Aviation's new eVTOL, Mk-5, a fully electric-powered VTOL personal air vehicle that seats one person was also unveiled at the event.



However, unlike the Opener Blackfly and the Volocopter 2X, the Mk-5 did not showcase a flying demonstration of its design. Its cruise speed is 162 mph, with a range of 162 m., and a flight time of one hour. The aircraft has 33 propellers, 33 electric motors, tandem wings (the rear wing sports winglets), one vertical tail stabilizer (no rear horizontal stabilizers) and tricycle fixed wheeled landing gear. This is one of the most unique looking eVTOL personal air vehicles that I have seen.

Homebuilt Aircraft

Have you ever heard of a Twin JAG? Well, if you attended and made your way to Wittman Road, just north of the Brown Arch near the Homebuilders Headquarters, sitting opposite of the Van's Aircraft



exhibit sat a 2018 Twin JAG (N622JG). This homebuilt aircraft was built by James Tomaszewski. His Twin JAG started its life out as a Van's RV-6A. Then he had an idea to modify this creation. The Twin JAG he built is 21', with a 26.5' wingspan, two Corvair 120 hp engines incorporating the Weseman 5th bearing modification, and a Van's RV-10 style nose gear that makes this the most sleek-looking highly modified and unique Van's Aircraft flying today.

Mike Patey's highly modified Carbon Cub E3 - better known as *Scrappy*, made its big debut at this year's show in front of the Garmin exhibit booth. His magnificent design attracted a large crowd of on-lookers that it was nearly impossible to get a photograph



unobstructed with people. But I managed to get a few great pictures of this magnificent machine. After his highly modified 2008 PL-104MA Wilga 2000 (N123T) named *Draco* crashed on September 16, 2019, at the Reno-Stead Airport (RTS/KRTS) in Reno, NV after participating in the STIHL National Championship Air Races, he set his sights on his next build project, *Scrappy* using some salvageable parts from *Draco*. *Scrappy*, an all carbon-fiber design features an insane eight-cylinder supercharged Lycoming 780-cubic-inch (13-liter) engine that was once used on his highly modified Lancair Legacy race plane, multiple leading edges, a BRS Aerospace parachute recovery system, seven Garmin multi-function displays, a very bright lightning system, a propeller from an airboat with four big fat blades, and a suspension that almost looks like it is from a Monster Truck.



Image Courtesy of George Bedeian

If you did not see *Scrappy* at this year's event, you missed seeing a unique looking plane. Also make sure to check out the build process of this machine that he documented on YouTube at the following [link](#).

Ultralight Aircraft

If you visited the ultralights area, you saw a unique replica of Otto Lilienthal's 1896 Vorflügelapparat on display at the Kitty Hawk Kites display booth. This unique looking hang glider is self-launched by using

your feet. A Kitty Hawk Kites spokesperson said they last flew this glider three weeks before it came to this event. The Lilienthal Glider is made out of wood, cotton, ferrous alloy, fabric and hemp cord and features



no sealant or paint of any kind. Would you even dare to fly this contraption? I know I wouldn't, but I respect their dedication in preserving the history of Otto Lilienthal and the very early days of gliding.

Vintage Aircraft

In the vintage area there was the world's only flyable Viking Flying Boat Company. Kitty Hawk B-8 (N975M). Bob Coolbaugh brought his 1931-era vintage open-cockpit biplane back to airworthiness standards after a restoration process that began in 2011. The Kitty Hawk B-8s were originally outfitted with a Kinner K-5 engine that is most commonly found on World War II-era Ryan PT-22s. But, you could have also outfitted this with the larger Kinner R-56 engine that sports 160 hp. Bob had to make several new parts



such as wooden wing structures and a steel fuselage tubing from drawings he was provided. The B-8 weighs 1,178 lbs. empty, has a gross weight of 1,950 lbs., a useful load of 772 lbs., a cruise speed of 83 knots, and a landing speed of 37 knots. Bob was very proud to showcase the craftsmanship he did to this vintage machine by bringing it back to life and to this year's event.

I would like to thank Jim Skadal, George Bedeian, Mike & Audrey Rosenbaum, Abby Rankin and the Rosenbaum family for photos. In addition thanks go to Ester Aube and Chuck Cravens from AirCorps Aviation for assistance in contacting the Rosenbaum family for their photographs. And as always, a very special thanks to T. Shark for his editing service with this issue.

Looking ahead to EAA AirVenture Oshkosh 2022

EAA AirVenture Oshkosh 2022 will be held from Monday, July 25 through Sunday, July 31, 2022, at Wittman Regional Airport (525 West 20th Avenue, Oshkosh, Wisconsin 54902) and I am sure it is already marked on your calendar. 2022 will mark the 60th anniversary of the Emergency Aircraft Repair, the 70th anniversary of the Cessna 180 Skywagon, the return of the One Week Wonder project - featuring for the first time ever, a Sonex Waix and many other great happenings. I am also looking forward to welcoming back more international visitors. You do not want to miss attending this event in 2022!



Brig. Gen. Charles McGee, Tuskegee Airman with Adam Santic, Newsletter Editor-in-Chief



1942 North American P-51C Mustang *Tuskegee Airman*



Lt. Col. George Hardy, Tuskegee Airman



Iowa native Erik Edgren performing in his 1946 Taylorcraft BC-12D



Two Buck Chuck featuring Erik Edgren & RJ Gritter.



The United States Special Operations Command (USSOCOM) Parachute Team, called the Para-Commandos



RJ Gritter performing in his 1977 Bellanca 8KCAB Decathlon



The son of airshow legend Sean D. Tucker, Eric performed three acts at the event in his 1941 Piper JC3-65 Cub - car-top landing, comedy, and a deadstick landing



Adam Baker performing in his Extra 330



Pilot Maj. Garret Schmitz and the Air Combat Command F-16 Viper Demo Team



Adam Baker performing in his Extra 330



This is a Fairchild Republic A-10C Thunderbolt II (80-0244) that is assigned to the Indiana Air National Guard's 122nd Fighter Wing "Blacksnakes"



Lee Lauderback performing in his 1944 North American/Aero Classics P-51D Mustang *Crazy Horse*



This is a Boeing F/A-18F Super Hornet (166980) that is assigned to the Air Test and Evaluation Squadron Nine "Vampires." They are based at Naval Air Weapons Station China Lake



Supermarine Spitfire Mk. IXc (N959RT) flying in formation with a Canadian Car and Foundry Hurricane Mk. XIII (N96RW)



Pitts S-1E (N45TS) owned by Patrick McAlee



1997 Baby Great Lakes (N14RN) owned by Corben Meyers and built by Guy Van Arsdale



The world's only flyable 1929 Travel Air 10-D (N418N) owned by Inga Carus



Famous aerobatic pilot Matt Younkin recently bought back his father, Jim Younkin's old 1957 Beechcraft E18S (N18RY) into the family fold



Rhino Demonstration Team from Strike Fighter Squadron 106 (VFA-106) "Gladiators"



Bill Stein performing in his Edge 540



North American P-51B Mustang *Old Crow* owned by Jack Roush



Jeff Boerboon & Dell Collier performing their formation act. Collier flies a highly modified 1929 Waco Taperwing while Boerboon flies a 2017 Yakovlev YAK-110



Andy Travnicek performing with the GEICO Skytypers Air Show Team

HIGH FLIGHT EDUCATION FUND

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

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



SUPPORT THE HIGH FLIGHT EDUCATION FUND WITH YOUR DONATION.

You are welcome to donate in the following forms:

- Memorials or Dedications
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- Bequeaths and Legacy Gifts
- Annual, quarterly, monthly or one-time gifts
- IRA or Stock gifts

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

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

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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

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THE LANDINGS

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The Time Spent Flying is NOT Deducted
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