

THE LANDINGS

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

June 2021

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

From the Desk of the President



I would like to start out this month by thanking Rick and Shari Meyer for their great hospitality on May 1st for our chapter's First Saturday Coffee & Donuts event. I will tell you, this event was more than a just a coffee. It was one of the best farm breakfasts and social activities that I ever attended! Rick and Shari outdid themselves with their great hospitality. Thank you so much from Chapter 75. Rick even got a chance to break away from the grill to show his progress on his Van's RV-14A project.

Speaking of the next First Saturday Coffee & Donuts event, it will be happening on June 5th at Charlie 9 hangar at the Davenport Municipal Airport (DVN/KDVN) in Davenport, Iowa to introduce everybody to the hangar that can be used for social events, anything aviation related, or for EAA Chapter 75 events. This location is open to most anything that the chapter members would like to get involved with. A good example is storage of aircraft kit parts or projects that need to be kept intact at a secure location. We are planning on coffee and donuts and maybe a little extra special something for food that morning.

The next event I'd like to talk about is about the EAA Young Eagles. Bob Thomas, the Young Eagles Coordinator, held a Young Eagles Rally on May 29 at the Davenport Municipal Airport. We are always looking for ground crew and pilots to participate. Civil Air Patrol Cadets who we've been working well with lately may be available to marshal airplanes. Col. Jonathan W. Lartigue, CAP Commander, Iowa Wing, Lt. Col. Don Hahn, Commander, 41st Iowa Composite Squadron, and I want to send out a BIG BIG 'THANK YOU' to Chris Walvert for showing the Civil Air Patrol Cadets what a real homebuilt airplane looks like. Lt. Col. Hahn and the cadets were really impressed with Chris's progress on his Van's RV-10!

The month of June starts out with our first summer potluck. The first potluck will be at noon on June 12th at the Clinton Municipal Airport (CWI/KCWI) in Clinton, Iowa. Please bring your favorite dish to would like to share as Nick Anagnos, one of our board members, stepped up and will be cooking brats on the grill. We still need someone to step up to bring cold drinks to share for all, paid for by the chapter. Please bring your favorite dish that you like to share. It will be a great event.

The Emergency Aircraft Repair Barn is in its final stages of prep for EAA AirVenture Oshkosh – we will be loading our tools on July 21-22. The convention opens July 26 and runs through August 1st. We need newer younger members, for questions concerning how you can become a member of this team, e-mail Bernie Nitz at bernien@visioncrest.com.

We saved the best till last - the Van's RV-12iS project that was put on hold because of COVID-19 is now back on track. The funding is to be officially allocated on May 25th. Once the funding has been received, we will be needing to order kits to be able to start with

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Next Meeting - June 12, NOON - Potluck Lunch
[P&N Flight Charter - Clinton Airport - 2000 S. 60th St. Clinton, Iowa \(click for a Map\)](#)

June 12 Chapter Meeting

The June Meeting will be held on **Saturday, June 12 from NOON to 2:00 PM**. It will be held at the P&N Flight Charter - Clinton Airport, located at 2000 S. 60th St., Clinton, Iowa 52732.

A lunch will be served at NOON and as always bring your favorite dish or dishes to share. Your dish or dishes that you bring will be served by our dedicated gloved food servers. If you have any questions contact Jim Skadal at 563-320-6896.

See you there!

From The Desk of the President

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the mentorship of the build. The project will be starting up in the fall semester of the 2021/22 school year. We need all the members to get behind this project and be available for a couple of hours a week; and all those that have had past build experiences would be prime candidates for this activity. Mentorship is the key role and purpose of this project. As stated by Tom Shelton about the project, “the project is for the clear and substantive benefits to students, the school system and other constituents. This will provide the students with the opportunity to acquire leverage-able life skills...as this project is aligned with science, technology, engineering and mathematics (STEM) focused initiatives.” High School students from North Scott Community School District, Pleasant Valley Community School District and perhaps Bettendorf Community School District will be affiliated with the project. We are not building the Van’s RV-12iS, the students will be the primary builders. More on this in future newsletters as Tom Shelton, Jim Smith and myself will be the prime contacts for future development.

I’ll never be able to compete with our past chapter president, Jerry Coussens, on his description of flying his 2002 Lancair 360! But, I will tell you, one of the things that members liked was that even called out even his “inadvertent events” during his flights. Well, last month, I flew up to Clinton in a 1946 Taylorcraft BC-12-D at about 11:30 in the morning and noticed it was starting to build clouds. The cumulus clouds were starting to build from the heat of the day. I did realize I was checking myself out for summer flying. It was quite an “uplifting event” if you get my drift.

Now, I’m going to tell you about one of my “inadvertent events”. The 1946 Taylorcraft BC-12-D now became a motorized glider; it would jump two or

three hundred feet from thermals without even raising the nose or using the accelerator. I am now truly ready for summer’s flying. Upon arrival I squeezed myself in between two Beechcraft turbo charter aircraft. This was a major distraction! After fueling, I proceeded to do a normal hand prop to get it started. It kind of hesitated a little bit, so I had Tanner Rau hold the tail for me. I got her started, but it jumped ahead a little - I had the throttle cracked open just a little bit too much because I thought I flooded it. Thankfully, Tanner was there to hold the tail. I proceeded to taxi out and everything seemed to be fine. When I landed back at Davenport, I noticed the aircraft was moving a little slower than normal. It was at that point, I realized that I had left the brakes locked on!! Wow!! that could have been disastrous on landing. I could have put it on its nose so easily!! This just goes to show you what can happen when you get in a hurry and don’t follow the checklist like I preach to everybody all the time! I almost screwed up! I got away with this one! Have a good summer.

Last Month’s Program Presenter - Carl Brown



EAA Chapter 75 May Board of Directors Meeting Minutes

CALL TO ORDER: The meeting was called to order by President Jim Skadal on April 7, 2021, at 7:04 PM via ZOOM.

MEMBERS PRESENT: Jim Skadal, Ron Franck, Ron Ehrecke, Matt Ulmer, Adam Santic, Nick Anagnos, Marty Santic, and Carl Brown.

THOSE NOT PRESENT: John Riedel

OTHERS PRESENT: Tristan Miller, Mark Brault, and Tom Shelton.

TREASURER'S REPORT: The treasurer's report was read by Ron Ehrecke. A motion to accept the treasurer's report was made by Carl Brown and was seconded by Nick Anagnos. Approval by the board was unanimous.

APPROVAL OF MEETING MINUTES: A motion to approve the minutes as published in the last newsletter was made by Ron Ehrecke and was seconded by Carl Brown. Approval by the board was unanimous.

OLD BUSINESS: There is still an ongoing effort to get enrolled in the Amazon Smile Program. The appropriate paperwork is still in the works.

Ray Aviation Scholarship funding has been received and \$2000 has been disbursed to Carver Aero. Nick Anagnos gave a brief report on Jake Miller's progress and requirements that need to be met for the scholarship.

Ron Ehrecke proposed providing the Emergency Aircraft Repair Barn with \$1,000.00 from the General Fund. Motion by Nick Anagnos, second by Carl Brown, to approve the transfer of funds. Ayes - Jim Skadal, Ron Ehrecke, Matt Ulmer, Nick Anagnos, Marty Santic, Carl Brown. Nays - Ron Franck, Adam Santic. Absent - John Riedel. Motion carried 6-2-1.

Clinton potluck is tentatively scheduled June 12 and is still pending approval from P&N Flight Charter - Clinton Airport. The First Saturday Coffee & Donuts on June 5th was proposed to be a fly-in at C-9 hangar at the Davenport Municipal Airport (DVN/KDVN).

There was further discussion on how to best utilize the previously donated Van's RV-6 parts. No decision was made.

Tom Shelton discussed several concerns on how to proceed with the Pleasant Valley School District's

Van's RV-12iS build. The following points were discussed: motivation from the chapter and the school board, facility availability, plan for marketing the airplane when it is complete, and the registration requirements once completed. It was determined that a stand-alone meeting will be scheduled to address these issues. There was also discussion on syllabus requirements, the Aviation Nation syllabus, which is recommended by Van's for the student-build.

NEW BUSINESS: Mark Brault, who owns 14 shares in Flying Country Club of the Quad Cities, would like to donate them to the chapter. There was discussion on how to utilize the shares with the club's requirements once the shares are held. A member of the EAA Chapter 75 Board will attend a Flying Country Club of the Quad Cities board meeting to clarify rules and procedures for the shares.

A motion to adjourn the meeting was made by Carl Brown and was seconded by Nick Anagnos. The meeting was adjourned at 8:00 PM.

These minutes were respectively submitted by Matthew Ulmer, Secretary.

May 8 General Membership Meeting Minutes

CALL TO ORDER: The meeting was called to order by President Jim Skadal on May 8, 2021, 7:00 PM at the Deere-Wiman Carriage House.

VISITORS AND NEW MEMBERS: Steve Nolan; Jake Miller, Ray Aviation Scholar recipient and John Miller, Jake's father.

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

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

TOOL LIBRARY: No new information to report.

TECH COUNSELOR REPORT: No new information to report.

FLIGHT ADVISOR REPORT: No new information to report.

EMERGENCY AIRCRAFT REPAIR: No new

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May 8 General Membership Meeting Minutes

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information to report.

YOUNG EAGLES: A EAA Young Eagles event will be occurring on Saturday, May 29, 2021 at the Davenport Municipal Airport (DVN/KDVN). Attendance will be limited.

PROGRAM COORDINATOR: No new information to report.

AIR ACADEMY ADVISOR: No new information to report.

RAY AVIATION SCHOLARSHIP COORDINATOR: Jake Miller gave an update on his flight training as part of the Ray Aviation Scholarship program.

NEWSLETTER EDITOR: No new information to report.

WEB EDITOR: No new information to report.

IMC CLUB: No new information to report

OLD BUSINESS: Tristan Miller gave an update on hangar C-9 at the Davenport Municipal Airport (DVN/KDVN). The chapter is looking for any items someone might like to donate and any suggestions for possible uses of the hangar.

There is still an ongoing effort to get enrolled in the Amazon Smile Program. The appropriate paperwork is still in the works.

Ray Aviation Scholarship funding has been received and \$2000 has been disbursed to Carver Aero. Jake Miller gave a brief report on his flight training progress.

Clinton potluck is scheduled June 12th at the P&N Flight Charter - The first Saturday coffee is on June 5, and will be a fly-in at C-9 hangar at Davenport Municipal Airport.

There was further discussion on how to best utilize the previously donated Van's RV-6/6A parts. No decision was made.

There was discussion on several concerns on how to proceed with the Pleasant Valley School District RV-12 build. The following points were discussed: motivation from chapter and school board, facility availability, plan for marketing the airplane when complete,

and registration requirements once complete. It was determined that a stand-alone meeting will be held on May 13 to discuss the project further.

NEW BUSINESS: Mark Brault owns 14 shares in Flying Country Club and would like to donate them to the chapter. There was discussion on how to utilize the shares and the Club's requirements once the shares are held. The shares are inactive; therefore dues do not have to be paid at this time.

PROGRESS REPORTS / GENERAL DISCUSSION: Several members gave updates on recent projects and flying activities.

A motion to adjourn the meeting was made by Nick Anagnos and was seconded by Carl Brown. The meeting was adjourned at 7:39 pm.

EVENING PROGRAM: Carl Brown gave a presentation on is Luscombe 8E restoration project.

These minutes were respectively submitted by Matthew Ulmer, Secretary.

P&N Flight and Charter - Clinton Airport Hosting Private Pilot Ground School

P&N Flight Charter - Clinton Airport will be hosting Private Pilot Ground School at the Clinton Municipal Airport (CWI/KCWI), 2000 S. 60th, Clinton, Iowa 52732. It will be held every Thursday night from 6:30 PM to 9:00 PM, starting on Thursday, May 13 and ending on Thursday, June 24.

The cost for this course is \$250.00 plus tax. The supplies are included in with this fee.

To sign up for this event, please call the office number at 563-244-4770. Please make sure that you call them between the hours of 8:00 AM and 5:00 PM during the weekday.

P&N Flight Charter's 1st Annual Poker Run & Scavenger Hunt

P&N Flight Charter's 1st Annual Poker Run and Scavenger Hunt that was scheduled for May 29th, has been postponed to August 28th. The event will start at 8:00 AM and will end at the Clinton Municipal Airport (CWI/KCWI) at NOON with lunch to follow. More information will be announced in an upcoming newsletter.

Fall Color Flight Up the Mississippi

Part 3 of 3 Parts
Article by - Kent Johnson

This story is dedicated to Bill Rutherford and Tom Zwica, two of my original Cub partners who have since gone west.



Photo (Left-to-Right): Kyle Ganson, Kent Johnson and Doug States at the Buffalo Municipal Airport (KCFE/CFE) in Buffalo, Minnesota. Not pictured: Todd Sieben and Sid Kemmis.

The Return Trip

Todd and Doug had planned to return on Tuesday in the Tiger and the 170A. The surface winds were forecast to be westerly gusting 30 to 35 knots through the Minneapolis area. I did not want to wreck a Cub on this adventure; so I said I would have to wait a day or two. I could have flown the Cub back solo but fuel stops are much easier with two people due to hand propping to start, ground handling of a light tail-dragger as you tie it down, etc. Sid was nice enough to volunteer to wait and fly back with me and Todd was nice enough to go solo in the Tiger. Kyle rode with Doug in the 170A.

Todd, Doug, and Kyle left early Tuesday morning before it got windy and were able to go high to take advantage of more northwesterly winds aloft. Sid and I enjoyed the day exploring the area and hiking in the woods. We were able to depart in the Cub early Wednesday morning. Surface winds were much lighter than the day before and more from the northwest. Since we were flying with a tailwind on a much more direct route rather than following the river, we were able to overfly two of our pre-planned fuel stops. With only three total en-route fuel stops, we arrived in Geneseo around 3:30 pm.

This trip was a fantastic adventure! I was a little anxious about several things leading up to the journey: How am I going to keep the group entertained during our time at the lake? What if the leaves don't start turning colors until after the trip? What if the leaves turn early and fall off the trees before the trip? What if we don't see any wildlife in the woods?

With the friends that joined me on this one, I should have known better than to give any of that a moment's thought. My fellow pilots are outstanding individuals and together we had great fun and could have handled any scenario. Turns out the weather was good to perfect, the leaves were pretty much at their peak fall color in Northern Minnesota, we saw deer up close on our hikes in the woods, and except for an outboard motor that wouldn't run, everything worked out great! I always smile when I'm in the cockpit of the Cub, looking out along the wing with the aileron cables that run outside the struts and finally disappear into the wing, and the sun shining low on the horizon highlighting the slight curvature of the fabric between the ribs. Now imagine that view with a great friend sitting in front of you and another great friend flying the highly polished 1951 C-170 a couple hundred yards off your wingtip!! It just doesn't get any better!!

Dan Marine's Milestone

Congratulations to EAA Chapter 75 member Dan Marine on completing his Commercial Checkride.

He accomplished this feat with the Indian Hills Aviation Pilot Training program in the month of April 2021 in a 1974 Piper PA-28-151 Cherokee Warrior (N41474) owned by the Indian Hills Community



Remembering LCDR (ret.) Robert "Bob" Benjamin Johnson, U.S. Navy (May 4, 1930 - January 28, 2021)

Article by - The Johnson Family

This story is in remembrance of the remarkable life Robert "Bob" Johnson lived. He was a member of EAA Chapter 75 - Quad Cities IA/IL & EAA Chapter 14 - San Diego, CA.

Burial services were held at the Davenport Memorial Park in Davenport, Iowa on Friday, May 7, 2021 at 11:00 AM.

Good day Friends and Family of the Johnsons, Drenters, Petersons, active and retired members of the military and their families, aviation aficionados worldwide, and so many others.

Ladies and Gentlemen, it's no exaggeration for me to say that I stand here before you proud to be the son of my dearly departed father, Robert Benjamin Johnson, along with my brother Dan, and our families.

How does one take the measure of a man who lived a truly remarkable life?; A man who accomplished truly incredible things; A man who roamed the planet on land, sea and in the air; A warrior who defended his country in war and peace? This is, indeed, a daunting challenge.

So let me begin today as we gather here to celebrate the life of an incomparable man. A Naval Aviator, a Korean and Vietnam War veteran, A brilliant and exacting pilot, a leader, an officer and gentleman. A man who loved peace as only those who have been surrounded by war and chaos can - a global citizen and a proud American.

Today, we celebrate the life of a legendary man who counted among his countless friends, droves of former military personnel, and pilots from around the world. His friends and colleagues included the greatest generation of Americans, peacemakers and men and women who have often lived on the dangerous edge of life.

Today, we celebrate the life of an amazing man, a son of a hardworking family from the Midwest, a man who served and rose to prominence in the most conservative and tradition-steeped of the armed services yet a man who gave of himself and his treasure in his quest for greater diversity, equality, fairness and opportunity for his family and for all Americans.

Today, we celebrate the life of a truly gallant gentleman, a man who loved his wife Jackie with all his heart and soul and his children, And he who was loved in turn by them.

Will Rogers, the Native American Actor and Social commentator once said, "We can't all be heroes. Some of us have to stand by on the curb and clap as they go by."

Today, we all get to stand here as one of those heroes passes by.

Robert "Bob" Johnson indeed lived a life in full. He was born in Moline, Ill., to John Benjamin Johnson, a WWI veteran, and Lillie Elizabeth Hedlund, second generation descendants from Sweden. As a young boy Bob grew up with dreams of flying. His Uncle Al, a bi-plane pilot, gave Bob his first flight at 4 years of age ...sitting in his uncle's lap in the cockpit at a county fair.

Bob grew up during World War II working in his father's garage, became a master mechanic, raced Harley Davidson motorcycles, and graduated from Moline High School in 1948, and he spent as much time around airplanes as possible.

Bob pursued his dreams of flying and joined the Naval Reserves in 1947, on active duty training until 1955 when he began continuous active duty and entered the NAVCAD program in Pensacola, FL. His drive and technical smarts made him stand out, and he became a Naval Aviation Cadet in a program where you were sent to flight school and, if you were good enough to earn your Wings of Gold, you also got a commission. A college degree was not a requirement. Mastering flight early in his career helped him safely ditch a plane, a Navy SNJ, at sea as a result of a mid-air collision over the Gulf of Mexico in 1956. Undaunted, he got "back in the cockpit" and went on to receive his Naval Aviator's Wings and was commissioned as an officer in the US Navy Reserves in 1957, right in the midst of the Cold War.

As a Navy pilot between 1957 and 1977, Bob was assigned to numerous squadrons and aircraft carriers as he served his country. He also attended Naval Science College in Monterrey, CA, and graduated with a Bachelor's Degree in 1964, the first in his family. With multiple deployments including two to WESTPAC, among many significant events in his military career, he participated in the Vietnam airlift and evacuation of Saigon in 1975. Bob was also a Naval flight instructor at NAS Corpus Christi 1971-74, and at NAS North Island in TACRON ONE 1974-

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Remembering LCDR (ret.) Robert "Bob" Benjamin Johnson, U.S. Navy (May 4, 1930 - January 28, 2021)

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77.

In the long and difficult wartime campaigns, including being stationed on aircraft carriers, for a year at time or more - a struggle that culminated in the victory of democracy over communism, of freedom over oppression, of thoroughfares and gateways over blockades and barricades, LCDR Johnson figured prominently. He was incredibly successful in both airmanship and leadership and he rose up through the ranks, finishing his military career with honors.

Bob received the Navy Achievement Medal, Naval Reserve Medal, Navy Unit Commendation Medal, Armed Forces Expeditionary Medal (Korea), Vietnam Service Medal, Vietnam Campaign Medal, Vietnam Armed Forces Meritorious Unit Citation, and the National Defense Medal.

After 30 years in the military, Bob's skill set would serve him well, and he continued to work as a technical writer with a top-secret clearance, ending his civilian career at Cubic Defense Systems. When he finally retired, he continued to fly planes every chance that he had, despite his wife's objections - but he was the happiest when he was in the air.

Also a family man, Bob married Jacquelyn Lee Dreter on April 19, 1958 in Davenport Iowa, and fathered two sons, Timothy Robert in 1960 and Daniel Clark in 1965. This may in fact be his most successful accomplishment taking a wife and starting a family when the marriage required long distances apart and time away and raising two boys at a time when the world was changing socially, culturally and politically. Certainly, the adventure of keeping a family together was as challenging as any military assignment.

As a father myself, I wonder if my father questioned his own ability and success at being a good father, as do I. Well, I can say that he was a great father. In addition to always providing for his family, he taught me how to broaden my thinking, to embrace technology and innovation, to be patient when navigating life's challenges, and to think boldly and critically. He taught me that integrity, accountability, and reputation were worth more than promotion, medals, and treasure...in fact, they counted for everything.

Throughout my life, especially at those junctions when the flight plan was cloudy and where certain

turbulence and hidden wind shears awaited any bad decision I might make and I made plenty my father was there for me, and he always gave me the steering correction to keep me on the right path.

After his wife's passing in 2005, Bob stepped up his aviation career and was an active member of many organizations. He continued to maintain his licenses as a pilot and flight instructor and flew several times a week until his late 80s. In 2018 at the age of 88, he pulled off an emergency landing in a tailwheel plane that had landing gear issues, even stopping the prop at the 3 and 9 o'clock positions to minimize damage to the plane, and landing with just one front wheel the epitome of grace under pressure. When you become great at something, you can do it successfully for 70 years and live to tell about it, it no matter how inherently dangerous it may be.

All of his life Bob was a kind, wise, generous, honest man, and he was loved by everybody that knew him. He had a quick wit and sense of humor that was contagious, and he was always willing to help anybody in need. He was given the nickname "Good 'Ole Bob" for a good reason.

About two years ago after having a stroke, Bob moved into an assisted living facility where he kept in touch with his old cronies and made new friends as well. After last year's Christmas holiday with his family, Bob went into a tailspin and was never quite able to pull out. He went into hospice for the final day of his life where he was joined by his daughter-in-law Chrissy, who was with him when he took his last breath. Bob passed peacefully from natural causes.

He was a husband, a father, a sailor, a pilot, a leader and always a mentor, a friend, and a patriot. Indeed, throughout his uncommon life, Bob was always there for his country, his family, his friends, and his Navy. Fiercely loyal, he was a man of rare accomplishment, even rarer ability and, rarest of all, a man of conspicuous integrity.

His legacy, however, lies not in the flights that he took, nor landings he made, and even the squadrons he commanded. Rather, his legacy lies in the men and women he taught and molded and led and in the indomitable spirit of America that he epitomized.

And so, ladies and gentlemen, I believe Bob Johnson's spirit moves about us today, reminding us that courage, commitment, intelligence, integrity, and love transcend death, and that dreams are worth striving for.

I, for one, will forever be indebted to him. I'll never

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Remembering LCDR (ret.) Robert “Bob” Benjamin Johnson, U.S. Navy (May 4, 1930 - January 28, 2021)

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forget him. And I miss him every day.

The English writer and Poet Samuel Johnson said, “It matters not how a man dies, but how he lives.”

LCDR Robert B. Johnson lived life to the fullest. He is a legend and he was the best of us. Thank you, Dad. Someday we’ll see you on the other side of the rainbow. May God keep you and may God bless your family and friends and the Navy and Nation you loved.

Rest in Peace dad. We love you and we will always miss you.

Closing prayer: “An Airman’s Prayer”

On Eagle’s Wings

And He will raise you up on eagle's wings, bear you on the breath of dawn, make you to shine like the sun, and hold you in the palm of His hand.
Amen.

Bob is survived by his two sons and their families and his grandchildren in San Diego, his sister-in-law and nieces and their families and relatives in Iowa, Illinois, as well as his loving friends everywhere in the world.

Gene Hubbard on the Passing of LCDR (ret.) Robert “Bob” Benjamin Johnson, U.S. Navy

Article by - Gene Hubbard, Past President of EAA Chapter 14

This article first appeared in the February 2021 issue of Spirit of Flight, the monthly newsletter for EAA Chapter 14.

This message is about Bob Johnson and Bob Johnson was all about flying. I found that out soon after I joined the Chapter over 20 years ago. PA-22s aren’t supposed to stall but Richard Kalling once told me how Bob was able to persuade his Colt to stall, sort of, during a BFR—as I remember, it’s full-up elevator AND fly into your own wake. Most, if not all, of my flights in the First Flight Champ were with Bob—he would answer questions and give advice, but

didn’t grab the controls and say I was doing it all wrong. On my last flight with him in the Champ, he claimed that he never touched the controls. Not surprising, Bob was one of our EAA Flight Advisors. When Bob was coordinating the United Flying Octogenarians (UFO) the membership criterion was to have pilot-in-command (PIC) experience over age 80. Bob made a blanket offer to prospective UFOs that if anyone needed the PIC time, talk to him and they’d go flying in the Champ.

I’ll stop talking now. We’re going to miss Bob at the Chapter. If you didn’t know him, Jim’s and Chuck’s stories below say a lot about what he was like.

EAA Chapter 14 Members Remember LCDR (ret.) Robert “Bob” Benjamin Johnson, U.S. Navy

Article by - Jim MacKinnon and Chuck Stiles

This article first appeared in the February 2021 issue of Spirit of Flight, the monthly newsletter for EAA Chapter 14.

Jim MacKinnon: In all my years of flying small airplanes, the most fun I ever had were in the Champ with Bob Johnson. We would putt-putt out to Barrett Lake just to see how much water was in it. Along the way I would practice my stalls, steep turns, slow flight, and lazy eights. Bob would sit in the back and talk about "stuff". We'd fly over Barrett, and say, "Yep, there's water in it", and then putt-putt back while I practiced more maneuvers. Occasionally, when I was struggling with one, Bob would say "Let me try that one." He'd take the stick and perform it perfectly. I would say "G\$@&!:/ it", and we'd fly on. So make way for a stick and rudder man! Somewhere up there, a bunch of people are flying with Bob Johnson, and they be having' some fun now!

Chuck Stiles: During lunch at the hangar, I could say something to him, like, “Do you remember the fold down radio antennas in the center of the windshield on the 50’s Buicks?” Then sit back and off he would go...I could listen to him for hours! I loved that old guy! We were scheduled to fly one day when the wind was blowing crosswind. I tried to beg off and he said, “Oh heck no, just makes it more interesting.”



Gone West: LCDR (ret.) Robert “Bob” Benjamin Johnson, U.S. Navy

Article by - Donna Ryan, EAA Chapter 14 Secretary

This article first appeared in the February 2021 issue of Spirit of Flight, the monthly newsletter for EAA Chapter 14.



LCDR (ret.) Robert “Bob” Johnson, U.S. Navy serenading people with his trumpet skills.

EAA Chapter 14 Lifetime Member Bob Johnson passed away on Thursday, January 28, 2021. A long-time member of the chapter, he was generous with his time and knowledge, not only to the chapter, but to individual members as well. Bob contributed many articles to the chapter newsletter. In 2010, he described landing in a snowstorm on the crown of a rolling hog pasture (a white-knuckle adventure aptly described “When in doubt, don’t” about the perils of “get-home-itis.”). Another article in 2013, talked about suddenly losing power over East Lake and making an emergency landing. “Subsequent tear-down of the C-65 engine revealed that the #2 piston had stopped at the top of the stroke and the wrist-pin had broken the pin bosses, resulting in the connecting rod banging around and becoming quite deformed.” A superb pilot, he wrote an article in August 2018 about an eventful second flight during a tailwheel endorsement for a student pilot. He had to take control for a harrowing landing when the right landing gear had collapsed – but thanks to his skills and years of experience, pilots and plane landed safely. He constantly provided short articles to improve pilot skills, including Frequency Etiquette, the Art of Hand-Propping, PCA! PCA! (Pitch Controls Airspeed, and Power Controls Altitude).

A former naval aviator, he continued with his love of aviation and instruction in civilian life, with commercial, certified flight instructor (CFI), instrument, multi-engine, and advanced ground instructor

ratings. Not only did he act as a CFI for many student pilots, but he also provided annual reviews and tail-wheel endorsements to many experienced pilots, frequently using the old Champ from First Flight. He handled our December holiday banquets for many years, and when we held a couple at the chapter who he serenaded us with his trumpet. He also was the long-time leader of our local UFO (United Flying Octogenarians) group. He not only arranged for interesting speakers on aviation topics, but always provided a home-cooked lunch feast, ably supported by his son Dan. One topic was by Gil Rud, onetime Commander of the United States Navy Flight Demonstration Team Blue Angels. After the talk, Bob got a ride in Gil’s beautiful Cirrus. Bob wrote an article about the flight, called “From Stone Age to Space Age” and was like the proverbial kid in the candy store describing all the features on the plane.

A lifetime EAA National member, Bob was an ardent supporter of the EAA Young Eagles program. Since he was also a docent at the USS Midway Museum, he also arranged for groups of Flying Midshipmen and Naval Air Cadets to visit the Chapter and take flights provided by our EAA Young Eagle pilots. He always made sure he was chef-in-charge that day and the attendees got bountiful lunches of food - hotdogs, hotdog buns, potato salad, beans, nachos, and ice cream to help remember their visit. He was a constant attendee at chapter meetings, always willing to help out budding or experienced pilots, and many of our members relied on him for advice. He had a great sense of humor, lots of stories to share, and a love for people and planes.

We will sorely miss him.



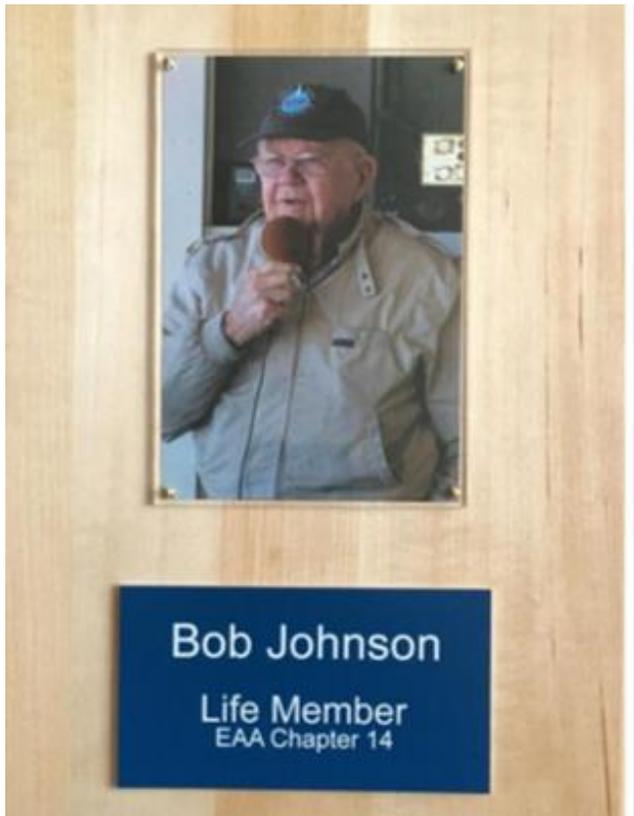
Dan Johnson and LCDR (ret.) Robert “Bob” Johnson, U.S. Navy after lunch on a United Flying Octogenarians (UFO) group outing.



LCDR (ret.) Robert "Bob" Johnson, U.S. Navy in uniform.



LCDR (ret.) Robert "Bob" Johnson, U.S. Navy inspecting a landing gear.



LCDR (ret.) Robert "Bob" Johnson, U.S. Navy - EAA Chapter 14 Lifetime Member plaque.



LCDR (ret.) Robert "Bob" Johnson, U.S. Navy cooking lunch with Gerry Boehner and Keven Roche.



LCDR (ret.) Robert "Bob" Johnson, U.S. Navy serving as Sean. D. Tucker's pole holder at an airshow.

May's First Saturday Coffee & Donuts

Hosted by - Rick & Shari Meyer

Photos - John Riedel



May's First Saturday Coffee & Donuts

Hosted by - Rick & Shari Meyer

Photos - John Riedel



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	Yes	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	timotoal@mchsi.com	No	Yes	Yes	Yes	Yes	DVN, MLI	Owner
Barry Logan	309-303-0211	manager@marshallcountyairport.com	Yes	No	No	Yes	Yes	C75	Owner, FBO, Club

Geneseo Father's Day Pancake Breakfast Event

The annual Geneseo Father's Day Pancake Breakfast will be taking place Sunday, June 20, 2021 at the Gen-Airpark Airport (3G8) in Geneseo, Illinois from 7:00 AM to 11:00 AM. There will also be an EAA Young Eagles event hosted by EAA Chapter 75. Gen-Air will be having skydiving, a vintage car and aircraft displays. Prices are \$7.00 for adults, \$4.00 for children, and pilots-in-command eat for free.

Correction Notice

There is a correction to last month's President's Article on page 1. The date listed for the EAA Young Eagles event was incorrect. The correct date is Saturday, May 29, 2021.

Jack Pelton on SocialFlight

Jack Pelton, EAA Chairman & CEO is back to talk about EAA AirVenture Oshkosh 2021, what is new and why it will be one of the most rewarding aviation gatherings ever in another informative and exciting episode of SocialFlight Live. Watch [here](#).



EAA Chapter 75 IMC Club

"To promote instrument flying, proficiency, and safety"

<http://eaa.org/imclub>

Meets First Tuesday of each month at 18:00
Lindquist Ford, 3950 Middle Rd., Bettendorf, IA

For more information contact:

Paul A. Fisher - rv7a.n18pf@gmail.com

Bernie Nitz - bernien@visioncrest.com

Ron Franck - ronaldfranck1@gmail.com

For Sale: 1948 Piper PA-15 Vagabond N4442H \$17,900 (OBO)



For sale is a 1948 Piper PA-15 Vagabond. This regularly flying airplane has a 1868.1 TTAF and 761.1 SMOH on a Continental C85. It comes with a fresh oil and spin-on filter change, a bracket air filter and new tires that are just 2 years old. There are no electrical systems installed and only the 12 gallon fuel tank in the nose. This is truly an easy to fly and maintain airplane! Compressions at the last annual inspection (10/2020) were 75,75,72, and 72. This bird only has single controls, but drawings to add the other side in are included! Currently hangared in Davenport, IA (DVN/KDVN). The owner has another Vagabond with dual controls if a checkout flight is desired. More pictures and questions are quickly available upon request. Asking \$17,900 OBO. Contact Glen Desplinter at 309-738-4401.



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



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 wing 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.



Local Calendar of Events

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

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

Upcoming EAA Webinars

Go to www.eaa.org/webinars to view the schedule and to register.

What Plane Should I Buy? June 2 at 7 p.m. CDT.
Presenter: Mike Busch

Decision Making & Loss of Control Inflight (LOC-I) June 15 at 7 p.m. CDT
Presenter: Chris Henry and Ben Page

Aviation and Aircraft Taxes June 16 at 7 p.m. CDT
Presenter: Gordon Penner

Tips for Flying into EAA AirVenture 2021 June 23 at 7 p.m. CDT
Presenter: Fred Stadler

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 Tom Vesalga at 563-326-7783 or tvesalga@ci.davenport.ia.us for more information.

For Sale: One share in the Four Seven Jays Flying Club The club plane is an extremely well maintained 180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new in 2003, with the following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin GTX37 Transponder.



Installed in 2021 was a Garmin G5 HSI & Garmin G5 AH with a GFC 500 Autopilot. Contact Dan Murphy 309-752-3887, Ron Ehrecke 309-236-9785, or Ralph Stephenson 309-737-6902.

Hangar Space at 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.

For Sale: Garmin Aera 550

\$350.00 (OBO).

Contact Mike Nightingale at 309-798-0028 or

mvnight@icloud.com

Contact Roger Nightingale at 309-207-0266 or

r.nightingale@mchsi.com



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 and 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 \$50.00/wet. Contact Bernie Nitz at 563-508-8200 or bernien@visioncrest.com.



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, June 5, 2021
8:30 – 11:00 AM (RAIN OR SHINE)

Hosted this Month by:
Tristan Miller
and
Jim Skadal



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 Tristan Miller and Jim Skadal. Please come and see the Van's RV-6/6A project that EAA Chapter 75 just received and for some good hangar talk.

FLYING: Fly to the Davenport Municipal Airport. When taxiing, use Taxiway B to the west end to get to the old T-Hangars. Parking will be in the grass nearest the taxiway.

DRIVING: Drive to the Davenport Municipal Airport. We will be meeting at Tristan Miller's hangar (C-9). He is located at the west end of the old T-Hangars. Call Tristan Miller at 815-202-6639 or Jim Skadal at 563-320-6896 for access if the gate is closed.

Private Pilot Ground School

Thursday Nights from 6:30-9:00 PM

May 13-June 24, 2021

Clinton Municipal Airport, Clinton, IA

Contact us and begin your Aviation journey!

Space is limited so call today!

Cost: \$250 plus Tax

Supplies included in Cost



Office Phone: 563-244-4770

Office Hours: 8AM-5PM Monday-Friday

Chapter 75 Merchandise Now Available

As mentioned at the chapter meetings, the baseball caps are now available with the EAA Chapter 75 logo on them.

If you would like a cap, please send an e-mail to marty.santic@gmail.com. We have lots of caps in stock.

The caps are of nice quality as the logo is embroidered. The caps are available for purchase for \$10.00 each. The hats can be delivered personally to you at the next chapter function.

If you decide that 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.



Baseball Cap in Light Khaki

Chapter Website: <https://chapters.eaa.org/ea75>
 Facebook: <https://www.facebook.com/EAA75/>

EAA CHAPTER 75 OFFICERS

(Effective January 2021)

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Terry Crouch (Contact Info Above)

Paul Fisher (See Below)
Ron Franck (Contact Info Above)

Jim Smith (Contact Info Above)
Bernie Nitz (Contact Info Above)

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Jim Smith (See Above)

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Jim Skadal - (Air Academy Advisor)
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Paul Fisher (IMC Club Coordinator)
 rv7a.n18ptf@gmail.com 309-230-8719

Tristan Miller (Program Coordinator)
 tristanmillern57hr@gmail.com 815-202-6639

Fly-Out Coordinator - ??

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

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We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 75, regardless of the form, format, and/or media used, which includes, but is not limited to: *The Landings*, audio/video recordings are presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. There fore, no responsibility or liability is expressed, or implied, and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event, including EAA AirVenture Oshkosh. Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.



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

Chapter Websites
chapters.eaa.org/ea75
facebook.com/EAA75/

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
 Renewal
 Info Change

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

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

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

National EAA Membership:
 1-800-JOIN-EAA (564-6322)
 Phone (920) 426-4800
 Fax: (920) 426-6761
<https://www.eaa.org/ea/ea-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? _____
