

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

President's Notes



Summer is in full swing. Hope everyone is getting as much flying time in as they would like.

Our Young Eagles event was a huge success and worked very well in working with the QCAA and their Wannabe event. We flew approximately 105 Young Eagles. A sincere thank you to all who helped, the registration crew, ground crew, and the pilots, it takes all of you to make a successful event. Bev and I are sorry we were unable to be present, but have heard many good comments from several people.

The CAP helped with traffic control, and some of them got their first ride in an airplane. This same day we were in Mt Vernon, Ohio at the 50th anniversary of the National Waco Club. While there, Joe Norris who is on the EAA staff in Oshkosh and another Waco pilot gave rides to about 20 CAP cadets who were helping there. For many of them this was their first ride also, and in a Waco UPF-7 open cockpit airplane. They were smiling when they landed. Am I seeing a pattern here, CAP cadets are getting their first ride in something besides the CAP airplanes?

The folks who planned the National Waco Club event in Mt. Vernon did a great job. You can tell they had worked on it for two years. There were 53 Waco's in attendance, at least one of every kind Waco had made. The day we came home we had 30

knots on the nose. The flight out was four hours and it took 5 ½ hours to come home.

This month meeting is at my hangar, E-1 at the Davenport Airport, co sponsored by Bob & June Olds. We will cook brats and hotdogs on the grill and will have coffee, soda and water available. Bring your own table service and something for the potluck, along with chairs, if you have some.

DATE: Saturday, July 11, 2009 TIME TO EAT: 12:00 NOON

Conversation and hangar talk to follow. Airplane parking in the hangar area. Auto parking at the end of the hangar parallel to the hangar. GATE OPENING - Runway 0321 is a good runway.

We now have three candidates for Air Academy

1. Joshua Dang, Davenport - referred by Bernie Nitz
2. Adam Lavery, Milan - referred by Mike Nightengale
3. Kyle Hester, Eldridge - referred by Jim Smith

Our granddaughter, Courtney VenHorst is attending the three day program "Women Soar".

See you all on Saturday.

Happy flying - Jim

July Meeting

Jim covered this pretty well in his president's message. This month's "meeting" will be at the Davenport Airport for the second of the chapters three potlucks. The potluck this Saturday will work the same as all the rest of them so bring your own tableware and a dish to share. See you all Saturday!



The Leader In Recreational Aviation

Next Meeting • Date goes here • Program info here

Interesting B-52 Story

Below is a story sent to me by Mike Nightingale. Thanks Mike!

January 10, 1964, a cool morning even by January standards, started out as a typical day for the flight test group at Boeing's Wichita plant. Test Pilot Chuck Fisher took off in a B-52H with a three-man Boeing crew, flying a low-level profile to obtain structural data.

Over Colorado, cruising 500 feet above the mountainous terrain, the B-52 encountered some turbulence. Fisher climbed to 14,300 feet looking for smoother air. At this point the typical day ended. The heavy bomber flew into clear-air turbulence. It felt as if the plane had been placed in a giant high-speed elevator, shoved up and down, and hit by a heavy blow on its right side.

Fisher told the crew to prepare to abandon the plane. He slowed the aircraft and dropped to about 5,000 feet to make it easier to bail out. But then Fisher regained some control. He climbed slowly to 16,000 feet to put some safety room between the plane and the ground. He informed Wichita about what was happening. Although control was difficult, Fisher said he believed he could get the plane back in one piece.

Response to the situation at Wichita, and elsewhere, was immediate. A makeshift emergency control center was set up in the office of Wichita's director of flight testing. Key Boeing engineers and other specialists were summoned to provide their expertise. Federal Aviation Administration air traffic control centers at Denver and Kansas City cleared the air around the troubled plane. A Strategic Air Command B-52 in the area maintained radio contact with the crew of the Wichita B-52.

As Fisher got closer to Wichita, a Boeing chase plane flew up to meet him and to visually report the damage. When Dale Felix, flying an F-100 fighter, came alongside Fisher's B-52, he couldn't believe what he saw: The B-52's vertical section of the tail was gone. Felix broke the news to Fisher and those gathered in the control center. There was no panic. Everyone on the plane and in the control center knew they could be called upon at any time for just such a situation. In the emergency control center, the engineers began making calculations and suggesting the best way to get the plane down safely. The Air Force was also lending assistance.

Another B-52, just taking off for a routine flight, was used to test the various flight configurations suggested by the specialists before Fisher had to try them.

As high gusty winds rolled into Wichita, the decision was made to divert the B-52 to Blytheville Air Force Base in Northeastern Arkansas. Boeing specialists from the emergency control center took off in a KC-135 and accompanied Fisher to Blytheville, serving as an airborne control center.

Six hours after the incident first occurred, using just his throttles to control direction, Fisher and his crew brought in the damaged B-52 for a safe landing.

"I'm very proud of this crew and this airplane," Fisher said. "Also we had a lot of people helping us, and we're very thankful for that. The B-52," Fisher said, "is the finest airplane I ever flew."

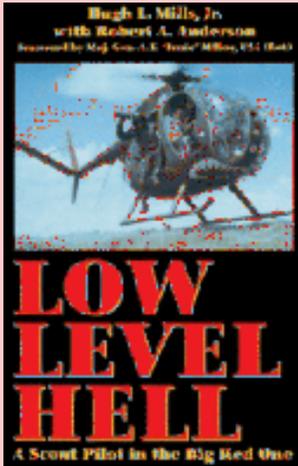
The B52 sure flies a lot better than an A300-600 without a vertical stabilizer – reference NY AA crash upon departure from JFK where over control by pilot during wake turbulence caused the vertical stabilizer and rudder to separate from the aircraft.



Book Report

Here's a book report sent to me by member Ron Franck. Looks like an interesting read.... Thanks for sharing, Ron!

LOW-LEVEL HELL BY HUGH MILLS



In recalling the war in Vietnam, when we heard the words “aerial combat” we envisioned fighter jet aircraft pitted one against another in mortal combat, or pilots evading surface-to-air missiles as they flew their missions over North Vietnam. Lesser known were the exploits of brave group of fliers known as scout pilots. Flying small, maneuverable helicopters, these daring young men would drop down to treetop level to flush out the enemy. In LOW-LEVEL HELL the author brings you into this world where the enemy is literally invited to fire upon you as a tactic of exposing his position. You will soon appreciate the skills and sacrifice of these little known aviators.

The Outcasts had three words emblazoned on their unit patch, and they described perfectly the environment in which these men lived and fought: “LOW LEVEL HELL.” They were the aeroscout platoon with the mission of flying Hughes OH-6A helicopters at treetop level to find the enemy and destroy him. The young fliers devastated the enemy, earning the highest combat effectiveness rating in the division, but

they also took the most casualties. Hugh Mills arrived in Vietnam in 1969 and commanded this elite aeroscout unit for one year. LOW-LEVEL HELL is his story.

Operating from the Cambodian boarder to the “Iron Triangle” northwest of Saigon, the Outcasts tracked enemy troops from the air and searched the jungle for their base areas. They teamed with Cobra attack helicopters to form “hunter-killer” teams to pursue the NVA and the Viet Cong. These young pilots “wrote the book” as they went along and, in so doing, created a new chapter in the history of aerial warfare.

LOW LEVEL HELL is a first-hand account of a special breed of aviator, by a man whose exploits in armed helicopters became legendary.



Crash Landing Story

Here's some more filler because I don't really have anything important to say. Thanks again to Ron Franck for sending me this. I got a kick out of it...

Crash Landing

As he reviewed pilot crash reports, my Air Force military science professor stumbled upon this understated entry: “After catastrophic engine failure, I landed long. As I had no power, the landing gear failed to deploy and no braking was available. I bounced over the stone wall at the end of the runway, struck the trailer of a truck while crossing the perimeter road, crashed through the guardrail, grazed a large pine tree, ran over a tractor parked in the adjacent field, and hit another tree. Then I lost control.”

President Jim Smith

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More RV Stuff

Pretty soon I'm not going to be able to put the Paul's RV Status section in the newsletter. It's all at the airport and ready to get inspected by the FAA. The engine now has over an hour on it. Congrats Paul!



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