

THE LANDINGS

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

November 2013

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



And the list goes on.

The Chapter Leaders Conference still has space in it for any chapter leaders wishing to attend.

We still have several books that belonged to long time member Larry Dorgan in the tool room at the Davenport Airport that were donated by Larry's wife Jan. Let one of the members of the tool committee know about seeing these books.

See you Saturday at the meeting!!

Happy Flying, Jim

From The Desk of the President

Have just returned from the monthly Coffee & Donuts gathering at Jim Goetsch's hangar at the Moline Airport. Thanks Jim for hosting this event.

This brings up the memories of the first Coffee & Donuts just a few months ago and how well it has been received by our members. This activity began from a comment made by Tom Shelton making a suggestion to try the event.

How many more good ideas for the chapter are out there? The program for the November meeting would be a good time to look into the future for Chapter 75. Let us review what we are doing now, what to do in the future to continue the success of the chapter and how we should get there. Bring your thinking caps, good ideas, likes and dislikes for input at the November meeting.

Some of the areas that come to me that we should review are Air Academy, Programs for Meetings, Coffee & Donuts, Fly-Outs, Name Tags, New Member Activities, Repair Barn, Chapter Building Projects, Summer Events, Tools, Young Eagle Program.

Last Month's Program - Chapter 75's Air Academy Attendees



Next Meeting - November 9th - 7 PM - Elections and Brainstorming
[Deere Wiman Carriage House — 817 11th Avenue Moline, Illinois \(click for a Map\)](#)

November 9th Chapter Meeting

The November Chapter meeting will be held on **Saturday, November 9th at 7 PM**. It will be held at the Deere-Wiman Carriage House, located at 817 11th Avenue in Moline, IL.

We will be doing extended progress reports. Please bring your stories about the flying, building and projects you are working on. Let us know where you have been flying, anything you have been doing related to aviation. Chapter elections will take place and we will have an extended brainstorming session.

Bring a friend! Donuts and coffee as usual.

October 12th Board Meeting Minutes

CALL TO ORDER: The meeting was called to order by chapter president Jim Smith at 6:03 pm.

MEMBERS PRESENT: Jim Smith, Ed Leahy, Mike Nass, Marty Santic, Tom Shelton, and Dave Jacobsen.

THOSE NOT PRESENT: George Bedeian

OTHERS PRESENT: Gina Gore

TREASURERS REPORT: The treasurer's report was read by Ed Leahy. A motion to accept the treasurer's report was made and was seconded. Board approval was unanimous.

OLD BUSINESS: YOUNG EAGLES AT CLINTON, 40 kids received rides from 7 pilots on September 21st.

COFFEE AND DONUTS, The October gathering was held at the new Chapter Tool Room at the Davenport airport on October 5th.

AIR ACADEMY, Jim Smith has reserved 3 positions, 2 in the advanced camp and 1 in the intermediate camp. Gina Gore has the 2013 Air Academy attendees at tonight's meeting to give a presentation on their experience at the Air Academy.

NEW BUSINESS: We need to make the effort to get back to being more welcoming to new members. It probably will take over the first year of membership special invitations to the potlucks, coffee & donuts, and project visits to these people to make them feel welcome and give them an opportunity to get to know the members with similar interests to theirs. To help with this issue it was suggested that the chapter get a

name tag, to be kept at the Carriage House, for all members to wear at meetings. These would initially be purchased for those who regularly attend meetings and 'stick ons' would be used for guests and occasional out of area visiting members.

OSHKOSH DEBRIEFING: Jim Smith said he will set up a meeting as soon as it can be arranged.

NOVEMBER MEETING: Jim is attempting to have our November meeting held at the Guard hanger at the Davenport Airport.

The meeting was adjourned at 6:48 PM

These minutes respectively submitted by David L Jacobsen.

October 12th General Meeting Minutes

CALL TO ORDER: The meeting was called to order at 7:05 PM by chapter president Jim Smith.

VISITORS AND NEW MEMBERS: The following Air Academy attendees; Kody Lambert, Scott Summers, and Shaylee Mortensen and their parents and families attended the meeting.

TREASURERS REPORT: The treasurer's report was read to the membership by Ed Leahy. The report was approved at the Board of Director's meeting earlier in the evening.

OLD BUSINESS: None

NEW BUSINESS: The minutes of the September meeting were received and approved at the Board meeting.

TREASURERS REPORT: Treasurer Ed Leahy reviewed the report approved at the Board meeting.

NOVEMBER ELECTION NOMINATIONS: Keith Williams of the nominating committee announced that the following members agreed to serve another term: Jim Smith, President; Mike Nass, Vice President; Marty Santic, Newsletter Editor; and Tom Shelton and Dave Jacobsen, Board Members. Ron Franck will run for Tool Librarian and Ron Ehrecke will run for a Board position. Keith made 3 calls for nominations from the floor and received none. The election will take place at the November Chapter meeting scheduled for November 9th.

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October 12th General Meeting Minutes (cont.)

(Continued from page 2)

NAME TAGS: Name tags for all meeting attendees were discussed as a way to help assimilate new members into chapter activities. A board to store the tags at the carriage house was suggested by Jim Smith and stick on tags were suggested by Bob Olds.

YOUNG EAGLES: 40 young eagles were flown by 7 pilots in Clinton on September 21st.

After project reviews the meeting adjourned for coffee and donuts at 7:55 pm. The program was a presentation by the Air Academy attendees. Marty Santic completed the evening with a video highlighting Paul Poberezny's life.

These minutes respectively submitted by David Jacobsen.

The Chapter is STILL Looking for Someone to Step Forward and Volunteer!!

We are still looking for someone to step forward and help the chapter! We need a Young Eagles Coordinator. The job is NOT hard and there is a lot of help available. The kid's expression after a Young Eagles flight tells all. Please call Jim Smith!!

That someone is YOU!! Volunteer!!

EAA Chapter 33 Fall Social Announcement - Save the Date!

The EAA Chapter 33 board would like to announce that we are in the throws of organizing our EAA 33 Fall Social.

We are still working on solidifying our venue, however we are tentatively planning on the evening of Saturday, November 23rd.

Our speaker for the evening will be our very own Dave Lammers, who will be giving a presentation on his recent trip to Alaska. More details to follow, but mark your calendars now!

Will pass more info as soon as possible.

An Aviation Story - by Richard Lowe

In 1969, I was assigned to teach Army ROTC at the University of California at Berkeley. When I got to the Bay Area, I transferred my military flying club membership from Aberdeen Proving Grounds, MD, to the Hamilton AFB Aero Club, north of San Francisco.

It was a big jump for me as I went from the good old Cessna 150 to the Cherokee 140. The club instructor assigned for my checkout was Joe Patrick. He was a retired USAF pilot who had a lot of time in the P-51 Mustang and the last plane he flew on active duty was the F-101 VooDoo which was assigned to Hamilton at the time of his retirement. When I got there, the base had the F-106 Delta Dart. Joe and I had some nice conversations during my checkout flights. He was going to art school in Oakland as he was a talented cartoonist. I lost track of Joe when he left the club, but before I went to Korea in 1973, there was a bad flying accident in Sacramento. It seems a pilot was departing an airport after an airshow in a restored F-86 Saber Jet. He was offered the long runway which had a line waiting for take off, but he requested a shorter runway which was available.

Make a long story short, it was not enough runway. He ran off the end, crossed a highway and hit an ice cream parlor. A birthday party was in progress and several kids were killed. Needless to say, it was all the news for days. I discovered a voice being interviewed on the local radio that sounded familiar. It was Joe. He had been hired as a chief instructor at a local FBO by the owner of the F-86. Joe had F-86 time, so he gave the checkout to the pilot who was in the accident. The pilot survived the accident and big lawsuit followed. The owner of the F-86 was not the pilot, but someone who had made a lot of money in a cosmetic company. After Joe singed the pilot off in the F-86, and before the accident, he was let go as chief flight instructor at the FBO. Seems all they wanted was Joe's name in the log book, not his skills as a CFI.

Joe stated on the radio that the pilot involved in the accident was a good pilot and he saw no reason not to sign him off, but he questioned his decision making skills. How often have we seen or heard that one in our flying careers? Before the case came to trial, the owner of the FBO, and the F-86, was flying a P-51 which he also owned on a clear afternoon. The plane did not come out of a dive and hit ground at high speed. It took a lot of shovels and men to find the engine after the accident. I never heard from Joe again. The cosmetic company went under as I recall. There are many stories in our flying days. We just have to take time to recall them.

October's 1st Saturday at the Davenport Airport - New Tool Room!!



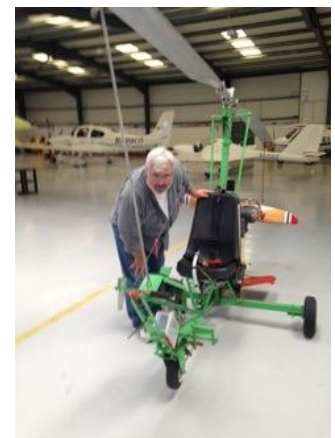
Visiting Our Chapter Member in Ireland (from Mike Nightingale)

Flight 123 into Dublin for a scheduled 5:30 am arrival, and we're an hour ahead of schedule due to 125 knot tail wind plus we got through entry customs very quickly at this early hour. Loman O'Bryne is going to meet us at the Terminal (it a new terminal since my last visit) and I'm hoping my wife's iPhone with the international plan activation is working. With his phone number and international country code, I called Loman after we claimed our checked bags and got out to the Terminal # 2 entry area.

Needless to say the phone didn't work. We found a coffee shop and settled down to wait. Our coffee and a snack had just been consumed when I turned around to see Loman walking towards us with his big smile.



He had been watching arrivals on the internet and headed for the airport at this very early hour. Off to the car park and then to #11 Terenure Park, Loman and Dorothy's house. After getting settled in the guest room and visiting for a while before Dor left for work, Chris and I slept till about noon to shake off the jet lag.



Visiting Our Chapter Member in Ireland (cont.)

The rest of the week we visited sights all around Dublin. There was a very well received aviation flyover on Sunday with everything from RV 7s to the A380 flying a path down the River Liffy. The paper the next day said over 150,000 had gathered along the Liffy to watch all the planes. We drove south of Dublin toward Wicklow and then to Aughrim, Loman's childhood home. We went to Mass at Mary Pro Cathedral in the center of Dublin, it was a Latin sung Mass with massive boys choir. On a second trip south we ended up at New Castle Airfield and met up with Bryan Sheane (Bryan was at OSH this year and stayed with Rog and I), and I went flying with Bryan in his Salvador Dolly paint job RV 7.

We flew over the Wicklow Mountains, Glendalough, and landed at Kilrush (EIKH) for fuel. I didn't ask the price of 100LL as Mogas was 1.55 euro per liter. After flying we adjourned to Hunters Hotel (<http://www.hunters.ie>) for a lunch that was WOW! Our next outing was north to Newgrange and Hill of Tara a ring fort site. We also stopped at Trim Flying Club where Loman is looking into doing flight training.

Just the experience of visiting with Loman and Dorothy was worth the trip; such gracious hosts and easy to be with. Also Bryan more than went out of his way to make our visit the best.



LESSER KNOWN AIRCRAFT OF WW II

(Cont.)

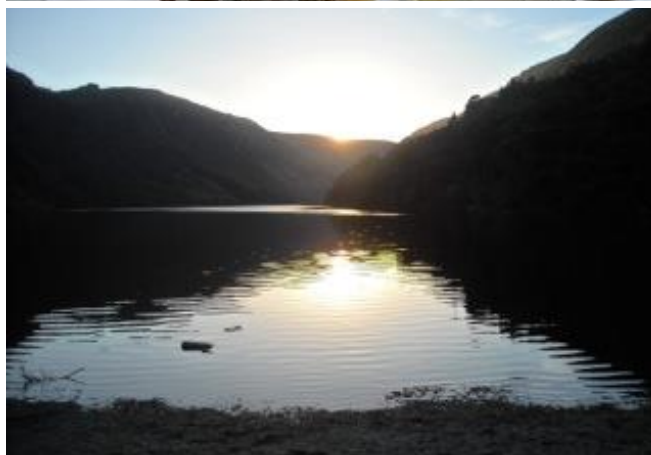
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Variants

XR-1 = First prototype; one built.

XR-1A = Second prototype with increased cockpit glazing and improved engine; one built.

YR-1A = Seven pre-production aircraft ordered; contract cancelled before any completed.



General characteristics

Crew: Two (Pilot and observer)

Length: 29 ft 4 in

Wingspan: 65 ft 0 in

Height: 9 ft 0 in

Gross weight: 4,730 lb

Powerplant: 1 × Pratt & Whitney R-985-AN-1 radial piston engine, 450 hp

Main rotor diameter: 2 × 31 ft 6 in

Performance

Maximum speed: 110 mph

Disk loading: 4.1 lb/sq ft

Power/mass: 10.8 lb

LESSER KNOWN AIRCRAFT OF WW II

(By Ron Franck)

The Platt-LePage Helicopter Design and development

Developed during 1939 from an earlier, unsuccessful design, the PL-1, the Platt-LePage Model PL-3 was the winner of a 1940 design competition, held under the terms of the Dorsey-Logan Act, for the supply of a helicopter design to the United States Army Air Corps. Platt-LePage's submission was judged by the Army to be superior to its competitors, which included a helicopter submitted by Vought-Sikorsky, and autogyros developed by Kellett and Pitcairn.

Following the selection of the Platt-LePage design in May 1940, a contract for the construction of a prototype and a static test airframe was issued in July of that year. The contract specified delivery of the flying prototype in January 1941, however the aircraft was not completed until three months later than the contract schedule, a delay that led to Sikorsky receiving Dorsey-Logan Act funding for development of its design, which became the XR-4.

XR-1 early in testing

In its design, the XR-1 bore a strong resemblance to the Focke-Wulf Fw 61, a helicopter developed by Heinrich Focke in Germany that, flown by Hanna Reitsch, had impressed Platt-LePage co-founder Wynn LePage during a tour of Europe. The XR-1 was powered by a Pratt & Whitney R-985 radial engine, mounted in a buried installation within the fuselage. The aircraft had two, three-bladed rotors, mounted in a side-by-side arrangement on wing-like pylons. The pylons were aerodynamically designed to produce some lift when in forwards flight, slightly unloading the rotors. The construction of the XR-1 was conventional by the standards of the time, with the aircraft's frame consisting of a steel-tube framework, which was covered with fabric. The XR-1 had tail surfaces similar to those of a conventional aircraft, and was equipped with a fixed, taildragger landing gear. The aircraft's wheels freely castered for easier maneuvering on the ground.

The cockpit of the XR-1 seated the aircraft's two crew members in a tandem arrangement, the pilot located ahead of the observer, and was extensively glazed to provide good visibility in the aircraft's intended observation and army co-operation role. During the development of the aircraft, Major General Robert M. Danford proposed to the War Department that the XR-1 be evaluated against the Stinson YO-54 and the Kellett YG-1B autogyro.



Early XR-1 with original glazing

Operational history The improved XR-1A

Following several months of ground testing, the XR-1 conducted its maiden flight on May 12, 1941, although the aircraft was restrained by a tether for its early flights. On June 23 the aircraft conducted its first free flight, albeit remaining within a few feet of the ground. As flight testing continued and the aircraft's performance envelope was expanded, the XR-1's quickly proved troublesome, the testing showing a variety of troubles with the design. These included issues with the aircraft's controls, insufficient control authority being present, and in addition there were resonance issues with the airframe that made the XR-1 prone to pilot-induced oscillations. The aircraft was modified in an attempt to resolve these issues, and the Army modified Platt-LePage's contract to provide additional funding for improvements to the design, but despite this the XR-1's problems continued. In addition, the company's test pilot, Lou Leavitt, lacked confidence in the design, refusing to fly the aircraft to its full potential. The situation was only resolved when Colonel H. Franklin Gregory, director of rotor-wing projects for the Army Air Forces, flew the aircraft himself, reaching 100 mph (160 km/h) on his first flight in the aircraft.

With the worst of the aircraft's problems believed to have been resolved, the XR-1 was submitted for service testing by the Army Air Forces in 1943. During the course of the Army's evaluations, the XR-1's empennage failed during structural testing, the surfaces being strengthened as a result and testing, following the repairs, resuming in 1944. Despite the modifications to the design, however, the XR-1 still proved to be deficient in control authority. In July 1943, the XR-1 program suffered a setback when the aircraft crashed, seriously injuring test pilot Jim Ray, who had replaced Leavitt following the latter's dismissal from the company. The crash was caused by an inspector's error in leaving a suspect part on the aircraft,

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LESSER KNOWN AIRCRAFT OF WW II

(Cont.)

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the rotor hub failing in flight as a result of the decision. The aircraft was repairable, but it would be a year before the XR-1 was ready to fly again.

Testing was, however, able to continue in the meantime, as Platt-LePage had re-negotiated the XR-1 contract to cover a second flight-test aircraft. Built to a revised and improved version of the XR-1's design and designated XR-1A, the second aircraft had flown for the first time in May 1943. The XR-1A featured a revised cockpit covering compared to that of the XR-1, with the area of glazing being increased for improved visibility, and the pilot and observer's positions being reversed, the pilot now seated in the rear cockpit. During flight testing the XR-1A was found superior in flight performance to the XR-1, however, the controls were still proving troublesome, although the worst of the bugs did seem to have been worked out.

Following a cross-country flight to Wright Field in Ohio from Platt-LePage's Pennsylvania plant, testing of the XR-1A continued until a mechanical failure in the rotor hub led to a crash landing on 26 October 1944, the company deciding to sell the wreckage for scrap.

The XR-1, having been repaired in the meantime, was once again flying, and a contract had been awarded to Platt-LePage for the construction of seven pre-production aircraft, to be built to an improved version of the XR-1A design, and designated YR-1A. Motivated by Congressional concerns about potential favoritism towards Sikorsky Aircraft, which had in the meantime been given a contract for development of an improved version of their VS-300 experimental helicopter, the contract called for delivery of the first YR-1A to the Army in January 1945. However, due to continued financial and flight-testing problems, Platt-LePage proved incapable of meeting this schedule.

Although the XR-1's problems seemed to be approaching resolution by late 1944, the protracted development of the aircraft meant that alternative, improved helicopters, such as Sikorsky's XR-4, were becoming less expensive and more maneuverable than Platt-LePage's aircraft, were becoming available. In addition, even the XR-1A's improvements had failed to cure the aircraft of all of its control and vibration problems, and the AAF's Air Material Command considered the company "inept" in its work, applying a "hit-or-miss method" to research and development. As a result of this assessment, the Army's contracts with



XR-1A with improved glazing (picture is a 1/72 scale)

the company were universally cancelled in early April 1945.

Following the cancellation of the Army's contract, the XR-1 was returned to the company, Platt-LePage believing that the design had potential as a civilian aircraft. The planned civilian version, the PL-9, would have been an enlarged, twin-engined aircraft; however Platt-LePage was by now in serious financial difficulty following the cancellation of its Army contract, and in mid 1946 the XR-1's flight test program was concluded, the aircraft being retired to the Smithsonian Institution.

In the meantime, the company's former test pilot, Lou Leavitt, had purchased the wreckage of the XR-1A at a price of 4 cents per pound. Leavitt had formed a new company, Helicopter Air Transport, intending to provide helicopter flight training in anticipation of a postwar aviation boom, and he returned the XR-1A to flying condition. The projected boom failed to materialize, however, and H.A.T. quickly entered bankruptcy, Leavitt selling the XR-1A to Frank Piasecki, another former Platt-LePage employee who had now started his own helicopter company. Piasecki soon grounded the aircraft due to airworthiness concerns, and used the airframe in the development of the PA-2B, a planned tiltrotor which failed to proceed beyond the mock-up stage.

Survivors

Following the conclusion of flight testing, the XR-1 was returned to the Army Air Forces, who placed the aircraft in storage before donating it to the Smithsonian Institution's National Air and Space Museum. The unrestored aircraft is stored at the Paul Garber Restoration and Storage Facility in "remarkable condition".

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4500 Nautical Miles, 36 Flight Hours in 12 Days

(from Shane Swift via Jim Groetch)

In May 2013 I had the opportunity to make a series of flights that almost circled the continental U.S. For my family and I (wife & two kids) it was the trip of a lifetime. During the many hours in the seat of N59090, I had the thought several times that I should share my experience regarding what worked and what did not work in places like The Rocky Mountains. Even over the flat lands, the sheer distance and flight time caused some technology issues. The whole trip covered a little over 4,500NM and more than 36 flight hours in 12 days. It spanned from Teterboro, NJ (KTEB) to Missoula, MT (KMSO) to Phoenix, AZ (KDVT). We encountered IFR flight conditions, bad weather, mountains and high altitude flight and ice. I had only an hour of flight instruction in mountain flight prior to this trip. I learned a lot on this trip and hopefully my experiences will help someone else one day.

KMLI to KTEB

We filed an IFR flight plan but had mostly VFR flight conditions and VFR on top for the whole flight. We diverted around a few minor storm cells, but we had a mostly uneventful flight with a nice tailwind. We were making as much as 195NM ground speed and made the flight direct from MLI to TEB in about 4 hours 30 minutes. The New York City airspace is extremely busy and you have to be on your toes to keep up with the radio calls. But, we landed and parked at Teterboro amidst about 100 private jets and only 2 prop planes on the tarmac. They parked us in the back of the lot by a corn field but they were very nice.

KTEB to KCAK to KMLI

We lined up and waited at KTEB with all of the private jets and we were number three for departure. We departed KTEB and was in and out of IMC during the flight to KCAK. (The two pictures above/right were taken on the morning that we departed.) Very soon small storm cells were popping up around us. ATC was very good about helping us to divert around the weather so we continued to pick our way through. I continued to look for nearby airports in case we had to land, but it was not bad enough that we could not divert around the cells. However, there was one cell that popped up on the Garmin 496 directly in front of us and we did not have time to divert around it. We were solid IMC at the time and suddenly a red/yellow cell appeared directly in front of us that appeared to be about 4-5 miles in diameter. By the time we saw it, we were almost in it, so we



decided to push through it. I do not recommend this! On the radar, it was yellow with a red dot right in the center. The duration was no more than two or three minutes inside the cell, but it was incredibly intense. Turbulence, strong driving rain [no, make that a wall of rain] and wind. Also, it's very daunting when the clouds go from pale white to almost black around you. Then, suddenly we broke out the other side into blue sky just like nothing ever happened. We made it through just fine, but I have no desire to ever do that again! When we arrived at CAK there was a strong cell directly over the field that was moving northeast and causing severe turbulence for the jets that were on approach. After our recent experience with storm cells, we had no desire to try the approach at that time. We circled for about 20 minutes to the east of the field and the cell passed over and allowed us to land in VFR conditions at CAK.

The flight from CAK to MLI was fairly uneventful. We departed CAK between to small storm cells and dodged them completely with the assistance of ATC and in-flight weather radar. We were quickly outside the storm formation zone and were now solid IMC from CAK to just south of KORD. From there we were VFR on top the remainder of the way to MLI and landed in VFR conditions at MLI. We stayed the night in Moline and departed early the next morning for KMSO.

KMLI to KRAP to KMSO

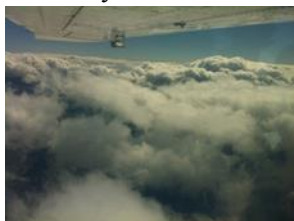
We were IMC for about ¼ of the way from MLI to RAP and perfect VFR the rest of the way. We did a VFR approach into RAP for fuel, food a check of weather and new flight plan to MSO.



4500 Nautical Miles, 36 Flight Hours in 12 Days (cont.)

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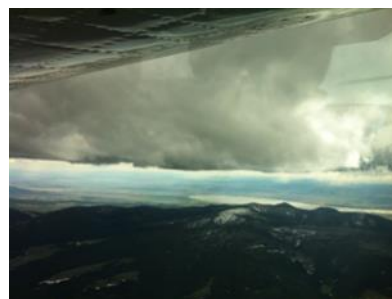
Departing RAP, we headed west and were almost immediately in mountainous terrain and turbulence on our climb-out from RAP. The picture to the left is on our climb-out from RAP. Those are snow-capped mountains in the background. The turbulence was bad enough that it made it difficult to climb, but we eventually got to 12,000 and leveled off. It was still pretty rough so I requested higher and it smoothed out. Along this route of flight I first encountered a few new issues that I had not really considered prior to this trip. The freezing level was at about 7,000 feet but there were mountain peaks as high as 11,500 feet along our route of flight. We were VFR on top by half way to MSO from RAP and on oxygen at 16,000



feet. There was a solid overcast below us, but we should be fine once we get to MSO because the METARS on the Garmin 496 showed that currently it was clear and forecast to remain so. About 90

minutes from MSO, I checked the O₂ tank and saw that it was empty! Oh shit! I asked Denver Center for the lowest altitude they could give me and they got me down to 11,000. This got us below the overcast for now, but west of Helena, MT we were back in a layer and picking up ice. They could not give me any lower due to MEA's if I stayed on an IFR flight plan. I checked the sectional on the I-pad and saw that the current terrain was around 3,500 feet, so I canceled IFR and dove below the layer. At this point we were about 60 miles east of MSO and the weather was alternating between rain, sleet and snow. We were below the overcast, but the OAT was still about 25°F and we were still getting ice. Between us and MSO we still had mountain peaks up to 7,000 feet and we needed to get below that for the freezing level. I checked Foreflight sectionals and saw that there was a road and valley that led directly to the airport between two mountains and it would allow us to get under 7,000 and into warmer air. During all of this it was incredibly turbulent and was beating us up pretty good. The road was just 2 miles to our south, so we headed for it and followed it thru the valley for the next 20 minutes. To make matters worse, the battery on my I-pad was down to 7% and the 496 battery was

totally dead [and not charging for some reason] so I had to keep it plugged in because it had the most reliable weather data. 5 – 7 miles south-



east of MSO, the weather cleared and we landed in clear skies, zero wind and perfect VFR! OK, mental note: the weather can change quickly in the mountains.

KMSO to KOGD to KDVT

We decided to depart MSO a day earlier than planned due to the weather forecast. The weather was forecast to deteriorate the rest of the week and we thought we might be there for a long time if we didn't get out now. The conditions from MSO to OGD were essentially IFR but there was a clear sky immediately over MSO surrounded by what appeared to be multiple layers up to an unknown altitude. The TAF's showed that the skies were supposed to clear as the day went on, so we sat and waited at the FBO for a couple of hours. Apparently the TAF was wrong, because it now looked worse than before. I started talking with a Net



Jets pilot that was getting ready to depart, and I asked him if he would radio back the cloud tops. He did and the tops were at 12,600 so we filed our flight plan and made a run for it. We did a few 360's in the VFR conditions over MSO until we were over the layer and proceeded on course. The freezing level was at 8,000 feet this day, so we still had to remain clear of the clouds. VFR on top, we had a beautiful flight to OGD and landed in VFR conditions. However, I had learned my lesson from the flight into MSO and made sure that I planned a route that would give us multiple opportunities to land if we needed to.

OGD is at 4,473 feet and it was the middle of the day and warm. The departure roll seemed to take forever but we eventually lifted off and climbed out over the Great Salt Lake. OGD to DVT was uneventful weather-wise, but flying over the Grand Canyon was awesome! I had never seen it before and it was a

4500 Nautical Miles, 36 Flight Hours in 12 Days (cont.)

great sight; especially from the left seat of N59090. J We were flying along at 15,000 feet and the terrain was around 8,500 in the area to the north of The Grand Canyon. So, it doesn't look like you are all that much higher than we are used to in the Midwest. But, over the canyon the bottom drops out from under you quickly and you get a true sense of your altitude. The desert in this area of the country is really something to behold. With canyons, cliffs, plateaus, cactus, red rocks and total desolation, I could not help but think of the pioneers who first explored that ground. It is very rugged terrain to say the least. We arrived at KDVT in VFR conditions.

KDVT to KDHT to KMLI

The flight from DVT to DLT was under perfect VFR conditions. It was about 100°F when we departed Phoenix and it was only 9:00am! ATC vectored us around while we climbed to 13,000, then on course to DHT. We eventually climbed to 15,000 to maintain radio contact and for a smoother ride. As we passed Las Vegas, NM we finally started to leave the mountains behind. I was very happy to see the last of them and to be over flat land once again. The mountains are beautiful, and it was the trip of a lifetime, but the mountains create a challenge to flying that I have hopefully conveyed. At that point, I was happy for that segment to be behind us.

We landed at DHT to stretch our legs and top off the fuel and O₂. On departure, the turbulence was pretty bad so we kept climbing and leveled off at 13,000. Soon we were IFR on top of a solid overcast which continued the rest of the way home to MLI. Of all the places we saw on this trip, none of them looked quite so good as good old MLI. We made a VFR approach to runway 27 at MLI and ended a 4,500 NM trip that had been 9 months in planning and anticipation.

Technology and Equipment

On this trip I had both a Garmin 496 with XM weather and an I-pad 2 with Foreflight and Stratus ADS-B weather (generation 1). By far, the 496 was more reliable and up to date. There are a few areas where the Stratus loses reception and it always seems to be when you need it the most. Out west in the mountains, there was NO RECEPTION at all. West of Rapid City, SD, weather data for Stratus stopped and we did not pick it up again until we were east of Las Vegas, NM. The 496, on the other hand, performed perfectly in all areas. This being said, I still am glad that I had both. The Stratus greatly improves the GPS capabilities of the I-pad and was invaluable during the last 45 minutes of our flight into KMSO. The situa-

tional awareness and geo-referenced charts quite possibly saved our lives. The challenge was to keep everything charged and functional. I have a charger for the I-pad and the 496 also has a charger. But, on the long flights I had to swap them back and forth and try to keep them both functional. I found that even plugged in, the I-pad will discharge. So if you have it turned on long enough, it will go dead.

I also had an oxygen tank (thank you Jim Wiegand!) and I can't imagine making this flight without it. (It took some trial and error to see how long it would last with 4 people on O₂. About 2 hours of continuous use is what we were getting. With some rationing on the backseaters J, we stretched it to 2 ½ to 3 hours, but no more. Every time we stopped for fuel, we also filled the O₂.) In the mountains there were many areas where the minimum IFR altitude was 15,000. Without O₂, we would not have been able to file IFR pretty much anywhere we went west of RAP. And, with the freezing levels being lower than the mountain peaks it was almost impossible to be VFR if there were any clouds at all. And then you need to climb to get over the cloud layers if you are IFR. Ugh!

I was very impressed with the C210. I had planned to climb to 14,000 and had previously confirmed that it was capable of that. I never would have guessed that it would climb to 16,000 at max gross weight. It might have even gotten 17,000 with some patience. And, this was on an engine that was due for overhaul! I can't wait to see what it will do with a fresh engine! What a fantastic airplane.

For anyone traveling west into the mountains, who like me, has no experience, I would strongly recommend at least reading a book on mountain flying. I did so based on Jim Wiegand's advice and it was a huge help. The wind flows and "mountain waves" are something that needs proactive thought and the accompanying turbulence is a challenge for sure. What the book did for me, was to give me at least a basic understanding of what to expect and some things to look for on the day of the flight that would have been reason to postpone for a better day. When I encountered the downdrafts for example, I fought the instinct to try and out-climb them and just pushed through. Had I not read the book, my stress level would have been significantly higher because I would not have known that what I was experiencing was actually normal and to be expected.

I hope you've enjoyed reading this. If anyone has any questions, feel free to contact me at: shane_swift@mediacombb.net

Happy flying!
Shane Swift

Local Calendar of Events

For many other Aviation Related events, visit the following websites. Click on the following links. Will only list events submitted to the editor and other most local events here.

[EAA Aviation Calendar of Events](#)
[AOPA Aviation Calendar of Events](#)
[Iowa DOT Office of Aviation Calendar](#)
[Wisconsin Fly-Ins and Airshow Event Calendar](#)
[Illinois DOT Division of Aeronautics Newsletter](#)
[Fly-In Calendar Website](#)
[Fly-Ins.com Calendar Website](#)
[Fun Places to Fly Website](#)
[Social Flight Calendar](#)
[Midwest Flyer Magazine Calendar](#)

November 9, 2013
EAA Chapter 75 Monthly Meeting at the Deere-Wiman Center at 7PM. www.eaa75.com

In November
EAA Chapter 33 Fall Gala (See the Post on Pge 2)

December 14, 2013
EAA Chapter 75 Monthly Meeting (Christmas Potluck) at the Deere-Wiman Center at 6PM.
www.eaa75.com

2014 EAA Calendars Will be Available at the November Chapter Meeting - Get Started with a Nice Xmas Present



Send event information on those activities that would interest the membership. Will be delighted to include any information on aviation related activities, fly-in breakfasts, etc. e-Mail your information to marty.santic@gmail.com

Classified Ads

DAR Services: Amateur Built/Light Sport Airworthiness Certification Inspections, Ferry Permits (Certified and Experimental), Replace lost/damaged Airworthiness Certificates (Certified and Experimental). Call Ross Carbiener (A&P) at 309-738-9391.

For Sale: Overhauled Std bare cylinders 320 wide deck 150 hp. I have all the other old cylinder parts as removed. Starter, flywheel, alternator, alternator brackets, vac pump, fuel pump & air shroud, oil filter adapter. Contact Terry Crouch at 563-370-6126.

Partners WANTED: Looking for other pilots to buy an LSA. Bob Nash. 309-944-2212

Hangars Available: At the Davenport Airport!! Call Tom Vesalga at **563-326-7783**.

For Sale: One share in the Four Seven Jays Flying Club. The club plane is an extremely well maintained

180HP 1973 Cessna 172M hangared at MLI. IFR equipped. Paint and interior new 2003. The following avionics were installed in 2010: Garmin GMA-340 Audio Panel/ICS/Marker, Garmin GNS-430W WAAS GPS/Garmin GI-106A CDI, Garmin 496 GPS, panel mounted, coupled to 430, Garmin GTX37 Transponder. Asking \$4000. Dan Murphy 309-230-2679, Ron Ehrecke 309-762-3210, or Ralph Stephenson 309-737-6902.

For Sale: Piper Tri-Pacer located at the Davenport Airport. The plane is listed for \$17,000 but I will take \$15,000. I just need to get rid of it because it's too expensive down here in Florida and cheaper for me to just rent. I do have someone up there to show it. I can e-mail additional photos. Rich Bartschi. 563-349-4886



To place an ad: Submit requests for aviation related For Sale or Want ads to the newsletter editor. Ads are free to Chapter 75 members. Ads from nonmembers will be run on a space available basis. Ads will be run / re-run at the newsletter Editor discretion. If we run out of room, will make some more!!

Chapter 75 Merchandise Now Available

(from Marty Santic)

As mentioned at the last meeting, baseball caps are now available with the new Chapter 75 logo. The caps are of nice quality and the logo is embroidered, not printed. The caps are available for \$10 and will be available at our future monthly meetings. I will ship in a Priority Mail package for an additional \$5.00, if you cannot make one of the meetings. The normal price from Vistaprint.com is \$16. I ordered 30 and received a discount. If you would like a cap, please send me an e-mail. marty.santic@gmail.com If you would like me to ship, send a check to Marty Santic, 3920 E. 59th St., Davenport, IA 52807

Also available via CafePress are men's clothing items such as T-shirts, sweatshirts and jackets, women's clothing items, child's clothing items, accessories and holiday items with the logo. The logo is printed and not embroidered on all of the items from CafePress.

I displayed one of the T-shirts at the last meeting. Nice quality, the printing is not raised on the fabric surface. So the fabric remains nice and soft.

You can visit the Chapter 75 store by going to www.cafepress.com/eachapter75. All items are shipped directly to the buyer. All you need is a credit



Baseball Cap in Light Khaki



Men's Polo and Women's T-Shirt

card. Many items are available from CafePress (www.cafepress.com),

If you see an item that you would like added to our webstore, let me know.

EAA CHAPTER 75 OFFICERS

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Marty Santic
 Chapter 75
 3920 East 59th Street
 Davenport, IA 52807-2968



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

Chapter Website
www.eaa75.com

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

<p>New Member <input type="checkbox"/></p> <p>Renewal <input type="checkbox"/></p> <p>Info Change <input type="checkbox"/></p> <p>Membership dues for EAA Quad Cities Chapter 75 are \$10/year.</p> <p>Make checks payable to EAA Chapter 75</p> <p>Mail application/renewal to: Ed Leahy - EAA Chapter 75 3211 South 25th Avenue Eldridge, IA 52748</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 http://www.eaa.org</p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 http://www.eaa.org/membership</p>	<p>Name: _____</p> <p>Copilot (spouse, friend, other): _____</p> <p>Address: _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone (Home): _____ (Work): _____ (Cell): _____</p> <p>Email Address: _____</p> <p>EAA#: _____ Exp Date: _____</p> <p>Pilot/A&P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with: _____</p> <p>_____</p> <p>_____</p> <p><input type="checkbox"/> Tool Committee <input type="checkbox"/> Tech Advisor <input type="checkbox"/> Flight Advisor</p> <p><input type="checkbox"/> Repair Barn <input type="checkbox"/> Young Eagles <input type="checkbox"/> Social/Flying</p> <p><input type="checkbox"/> Hospitality <input type="checkbox"/> Board Member <input type="checkbox"/> Newsletter</p> <p>What are You Building? _____</p> <p>What are You Flying? _____</p> <p>_____</p>
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