From: Barry Campbell
To: Barry Campbell;
Subject: July Newsletter
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EAA Chapter 442 July 2008 Newsletter

EAA 442 Chapter Officers:
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The chapter webpage is: http://www.eaa442.com/

Minutes of the July 27, 2008 Chapter meeting:

Meeting started at 2:32

Treasurers Report:

$777.77 to date, 25 paid members.

Chapter Membership Renewal Time:
Membership in the chapter is on a calendar year basis and all members should renew their membership at the first of the year. Each chapter member must be a member of the national EAA as well. Annual dues are $15.00. You may renew your membership by completing the renewal form and sending **1) the dues and 2) your national EAA member number and expiration date** to Vincent Nicely, 2605 Suffolk Street, Kingsport, TN 37660 or you may pay Vince at the next chapter meeting.

Secretary's Report:

Minutes were distributed in the last News Letter. However there was no regular meeting held do to the two chapter events.

Young eagles Report:

Our Chapter has flown 665 so far, 40 is our goal this year and we have flow 30. There is an issue with some flights as old forms were used at the Ulster Project YE day, A discussion followed and a motion was presented, "If the proper YE forms are not filled out correctly, we will not fly them as a chapter activity. As per EAA's National Rules." Motion carried, all in favor.

Technical Counselors Report:

Jim Summers reported visiting an old Taylor Craft restoration, Stearman, RV, Supercub, and a Stingsport.

Old Business:
None

New Business:

President reminded us about our open house on Sept. 20th, a discussion ensued regarding meeting in Tri City or Abington to encourage those from that area to rejoin the chapter. Numerous suggestions were discussed and 4 members will do further research on the matter. There was a discussion on moving the regular meeting back

to Saturday, tabled till the 9/20. Barry mentioned some possible chapter outings within 150 miles and in particular the B 17 in Knoxville October 14 and 15th.
Meeting adjourned at 3:43

Program:
None

A Message from the Editor

Hi Everyone,
If you are working on a project, doing repairs take a picture, and send me a short blurb about it. A lot of you take short trips out and about to small airstrips, to lunch stops, and airplane museums. We would like to hear about it and share your story. Also if you hear of an event that is not listed in the newsletter or our web site, please email me with the information. This is "**your**" chapter newsletter, and thanks to those who have sent me material. As you read the articles in this newsletter you can appreciate the articles by fellow members. It sure makes reading the newsletter a better experience for us all.

This Newsletter includes the following Articles:

Rocky Mountain Road Truip: Jim Pensinger
Hillbilly PPC Flyer

Member Items For SALE or Rent

If you know of anyone looking for a good project I've got a couple to sell reasonable.
A Fergy F-IIB with Geo/Raven engine combination, wings built, fuselage on the gear $8,000
A 1938 Taylorcraft BC-65 totally original, especially the panel, fuselage bead-blasted and primed, right wing assembled, engine needs top overhaul. $9,000 If I can sell these projects my wife will let me look for a Kolb Mk III.
Bruce Bixler tocprez@yahoo.com

U/L Hangar for rent. Shangri-La has beautiful approaches but is only 500 feet long. Located two miles from Decker's at N. Lat 36degrees 12.71, W. Long 82degrees 27.55. Wheel-brakes are a 'must have.' For more details, call Bob Mausolf at 423-753-6721.

If you have an airplane project, or aircraft parts/items you want to sell, send me all the info.
mailto:barrya1946@yahoo.com

Rocky Mountain Trip Report

The idea behind this trip was to have an enjoyable flying trip to an area where we haven't flown before and visit friends and exhibit our plane at the National Air & Space Museum in Washington, DC at the end of the trip. We expected to be gone about 3 weeks. The plan was to limit flying legs, with a couple of exceptions, to around 3 hours, do mountain flying early in the day to have less bumpy air. Because of the high MEA altitudes out west, we planned to fly VFR and low most of the time. We also planned extra days along the route so that weather delays wouldn't be a factor. We expected the trip to be about 50 flying hours so I changed the oil right before the trip and changed the pitch of the prop to give me better climb in the high density altitudes we would be in.

Leg 1 - Greeneville to Branson Missouri

Plan:

Leave GCY on Tuesday morning and fly to PLK (4.75 hours). We had reservations in Branson for Tuesday, Wednesday and Thursday nights.

Execution:

High headwinds were predicted for Tuesday so we decided to leave on Monday and spend a night in a motel just south of Saint Louis. The small detour north would minimize the effect of the winds both on Monday and Tuesday. We stopped at OWB, Owensboro, KY, for gas (3.1 hours) and then went to FES, Festus, MO for the night (1.7 hours). On Tuesday, we flew direct to PLK (2.0 hours). That was a nice flight except for a major wind shear just off the threshold at PLK that required full power to maintain our glide path.

Leg 2 – Branson to Fort Collins, Colorado

Plan:

Leave PLK on Friday morning and fly to GBD, Great Bend, KS, for a stop (2.75 hours) then continue to FNL (3.1 hours). We planned to visit friends for the Memorial Day weekend.

Execution:

We left PLK and made a short hop for gas at M58, Monett, MO (.6 hours). After 1.8 hours flying, we put into WLD, Winfield, KS, to wait out a storm that was passing by. After the storm passed, we started again but only got as far as GBD (1.2 hours) before another storm came by.

We waited till everything looked clear to Colorado then left again only to make an emergency landing at 0H1 in Wakeeney, Kansas (.8 hours) because of a rapidly forming storm system on our flight path with multiple storm cells moving in our direction. There was no communication on the Unicom frequency so I set up for a normal pattern with the wind blowing straight down the runway. As I turned onto final, the wind shifted and I found myself blown about 100 feet beyond the centerline. With the wind now being a crosswind, I applied full power and made a low pattern to land the opposite direction from my original intentions. Upon taxiing to where the hangers were, we saw a lot of metal debris. We tied down using the tie down kit I carry and began walking to a Subway that we saw prior to landing to wait out this storm. When we got to the airport entrance, we found police "do not cross" tape. When we got to the Subway, we found that a tornado had struck the airport the previous night and had destroyed the old hangers there! The same storm pattern was again developing and they were expecting another night of tornados. We tried the motel next door and got the last room because of all the storm chasers who were staying there. That evening, the TV carried continuous weather reports and we got a lesson in Kansas geography. They kept apologizing for not mentioning areas getting less than golf ball sized hail and winds less than 60 mph! About 10 PM, we had a nock on the door and were told that the motel had opened the storm cellar and they wanted us to make sure we knew how to enter it. That was a first for us! We got lucky and didn't experience anything other than very hard rain. The next morning we continued on to FNL (3.1 hours). There was lots of traffic all around the nearby airports. We later found that a tornado had hit a town close by here the night before.

Leg 3 – Fort Collins to Durango, Colorado

Plan:

This would be a two-day trip. The first day would be FNL to ABQ (3.6 hours) flying south along the Rockies then spending the night near Albuquerque. The second day would be ABQ to DR0 (1.5 hours). We had reservations in Durango for Tuesday, Wednesday and Thursday nights.

Execution:

Monday morning, when we were to leave, dawned with light rain and a low ceiling. We waited for several hours but when no improvement seemed to be coming, we decided to fly this leg IFR. We left FNL but were routed north and east of Denver because of two presidential TFR's over the Air Force Academy. We flew to PUB, Pueblo, CO (2.3 hours) for gas and lunch but found no transportation to get food. We decided to fly low to TAD, Trinidad, CO (.8 hours) to get our late lunch. The winds were getting strong and gusty so we decided to spend the night here rather than Albuquerque and just get an early start the next day. The next day dawned with zero visibility and ceiling and wasn't improving so we decided to rent a car and drive to Durango.

Leg 4 – Durango to Scottsdale, Arizona

Plan:

Leave DRO Friday and fly to SDL (3 hours). We wanted to leave DRO early to get us out of the mountains before the turbulence started even though the friends we were visiting in Scottsdale couldn't pick us up till after work.

Execution:

We got up at 3 AM on Friday so that we could drive back to Trinidad for a departure as close to 8 AM as possible. It was a nice drive and we took a short detour to see some sights and didn't get to Trinidad till 9 AM and didn't get in the air until closer to 10:30 AM. We flew to LVS, Las Vegas, NM, for gas (1.5 hours) and then to TCS, Truth Or Consequences, for food (2.4 hours) but no one was at the airport so we flew on to DMN, Deming, NM, (1.0 hours) and decided to spend the night there because it was getting uncomfortably bumpy again. The next morning, we continued on to CGZ, Casa Grande, for gas (2.7 hours) then planned on a direct low level flight through the Phoenix airspace to Scottsdale but we were diverted by Phoenix approach, after I called them for flight following, directly over the Phoenix airport to SDC (.8 hours).

Leg 5 - Scottsdale to Page, Arizona

Plan:

Leave SDL Monday morning fly to 61B, Boulder City, (2.1 hours) for a fuel stop and to get a detailed chart of the Grand Canyon then to PGA (.5 hours direct but we expected longer because we planned to follow the path of the Grand Canyon. We would stay in a motel in Page.

Execution:

We left early Monday morning, on schedule and had a nice flight back north into the mountains to Boulder City (2.3 hours) for fuel and the Grand Canyon chart. No one at the airport had one! Finally a supply of them was located and I was able to purchase it. I also had discussions with a local instructor to go over my plans to over fly the canyon. There are large "no fly" areas, suggested helicopter routes and frequencies to monitor in different sections. With that information, we departed. There were a lot of thermals around the canyon, as expected, even though it was still mid morning. The commercial traffic was very heavy all through the canyon making me not want to be anywhere near their routes. We did have a nice 2.3 hour flight to Page. It took the motel courtesy car over an hour to get us (10 minute ride) because they had a new employee who didn't know where the GA terminal entrance was (same building as the main terminal but at the end) and was driving an unmarked car so we didn't recognize her.

Leg 6 – Page to Salt Lake City, Utah

Plan:

Leave 1G4 on Tuesday and fly to MLF for a fuel stop (1.6 hours) then to SLC (1.5 hours). The friends we were visiting there could get us anytime.

Execution:

We departed and flew west just north of the north rim of the canyon then turned north to get to Salt Lake City. There is a mountain just southwest of the airport and a ridgeline east of the airport. Because the traffic would be going between the mountain and the ridge, I approached on the west side of the mountain. My

problem was that I couldn't get radio contact to get into the Class B airspace until I was north of the mountain and very close to the airspace. We did get clearance just before entering and were asked to expedite our decent to 6000 feet (2000 ft AGL) and were vectored on a course of 80 degrees directly over the approach end of runway 35 and were cleared to land with a short approach! They really like you to loose altitude fast there. Total flight time was 2.5 hours.

Leg 7 – Salt Lake City to West Yellowstone, Montana

Plan:

Leave SLC on Wednesday and fly to WYS (2.5 hours). We planned on a rental car to get from the airport to our friends we were visiting who were working at the Old Faithful geyser.

Execution:

When we got up to leave, the ceiling was again zero with rain and snow predicted so we rented a car and drove to Yellowstone. We spent 2 nights there and experienced continuous rain, snow and sleet so were glad the airplane was in Salt Lake City.

Leg 8 – West Yellowstone to Custer, South Dakota

Plan:

Leave WYS on Thursday to 6S8 for fuel (1.9 hours) then to CUT (2.5 hours). We would fly around Mount Rushmore and Crazy Horse either that afternoon or early the next day and spend the night in a motel.

Execution:

We had to return the rental car to Salt Lake City (besides our airplane was there). It is a 5 ½ hour drive so we lost a day here.

Leg 9 – Rapid City to Minneapolis, MN

Plan:

Leave CUT on Friday for FCM (3.8 hours) visiting our daughter's family.

Execution:

This leg now starts at Salt Lake City. On Saturday morning, the mountains we had to cross were only half visible and there was freezing rain on the high plateau so we waited another day and finally left on Sunday morning. The climb up through the passes until we got to over 12,000 feet (1000 feet AGL) was nice although it is daunting to be that high and still be at pattern altitude. The crossing from SLC to TOR (Torrington, WY – 2.5 hours) where we planned on getting gas and lunch was nice. TOR is on the eastern side of the mountains so although the courtesy car wasn't available, we did get gas and I adjusted the prop back to a cruise setting. We had been getting great climb rates but had lost 15 knots of speed. They suggested that we go just a short distance to Scottsbluff, NE (BFF) for lunch so we did - .3 hours. After lunch, the gusty wind picked up again so we decided to spend a night there, skip Mount Rushmore and go directly to Minneapolis on Monday. We did leave early Monday morning and had a great flight to FCM (3.9 hours) getting ground speeds of around 165 knots due to a nice tailwind.

Leg 10 – Minneapolis to Washington, DC

Plan:

This would be a two-day trip. The first day would be from FCM on Thursday and fly to MGW (6.3 hours with a potential fuel stop near Toledo, Ohio). The second day would be a short IFR flight from MGW to IAD (1.1 hours)

Execution:

Tuesday was windy and gusty in Minneapolis. Wednesday had thunderstorms all day and into the night. Thursday was nice in Minneapolis but the thunderstorms had developed into a long line blocking our departure. On Friday they were still there but looked like there could be some places where we might get through so we departed about 8am to see how far we could get. We flew to Bloomington, IN (BMG – 3.9 hours) to get some fuel. We left BMG and shortly ran into another quickly developing thunderstorm so

retreated slightly to TIP to land (Rantoul, IL - .8 hours). There is a nice military museum there. The storm line was getting larger so we went to another motel with the intent on getting up at midnight when we would assess the situation and possibly fly directly to IAD in time for the show. At midnight, the storm line was still there so we went back to sleep to see what Saturday morning would bring. This was the storm system that caused all the flooding several days later along the river systems. Saturday dawned clear with the storms gone so we changed destinations and flew toward RYY to be there for the Young Eagles flights. Everything was going well until we got near London, KY and the ceiling abruptly dropped to 800 feet. We ducked into LOZ about 11am to wait for improving weather. When it didn't look like it would improve, we waited until a storm was over GCY, then filed IFR planning for the storm to have moved on by the time we got there. This time the plan worked! 1.1 flying hours.

Leg 11 – Washington to Greeneville, TN

Plan:

Leave IAD and fly to GCY (2.9 hours)

Execution:

Didn't do this because we didn't get there.

Summary:

We had a good time but a lot of the flying wasn't fun – 48.9 hours logged. We enjoyed the places we went and the friends we visited. The plane worked perfectly. I still would like to go to the west coast but will make the trip via the northern and southern routes and not go over the Rockies again. The FBO's out west are great. Good service, great facilities and no tiedown fees. We only had to pay for tiedown twice and both were $5. Gas ranged from a high of $6.30 in SLC (no tiedown fee) to just over $4 in several places and in most places was near or under $5. The big disappointment was missing the air show at Dulles where we were suppose to exhibit our airplane. Even with all the slack in our schedule, we didn't have enough and, besides missing IAD and Mt Rushmore, we were days late in several places. Flying and even a loose schedule are not compatible.

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