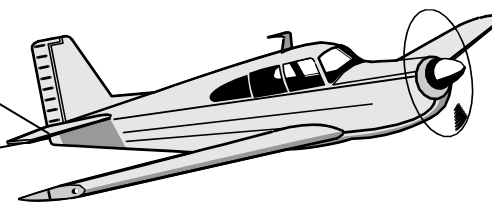


SKYWRITING



May 2010

<u>Aircraft</u>	<u>Hrs</u>	<u>April Flight Time</u>	<u>Last Annual</u>	www.flyingcc.org
N5303L	3	July 2009	<u>Surcharge: \$.00/gal</u>	Local ASOS Numbers
N80213	8.4	August 2009		Moline 309-799-7096
N6231F	12.4	May 2009		Davenport 563-388-2154
N8114F	14	July 2009		Clinton 563-243-8934
N2516V	19	September 2009		Muscatine 563-263-0902
Total Hours:	43.9	(Down from 82.8 in March)		Dues Paying Members: 47

Plane Wash

We held a plane wash Saturday but our turn-out was not very good, only 9 pilots showed up to help. We had a breakfast for those who showed up.

Those who did show up started as early as 8:00 and many stayed until 1:00 to get the planes washed and clean the hangers.

The weather was perfect. Those who had flown since the last plane wash but did not show up have been billed \$50 on this month's statement. Some of those who were there made comments that we should make the no-show fee higher. If we had had a better turnout it would have gone much quicker.

Another reason why the US military is superior:

On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far.

A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition", according to the military historian Phillip

Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.

A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly, and climbed sharply to three hundred feet. Then it stalled, turned on one wing, and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill (thus Hill AFB, Ogden, UT).

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error", the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features.

While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly." The Army Air Corps declared Douglas's smaller design the winner. **Boeing nearly went bankrupt.**

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the

aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.

In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage. But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went on to fly the Model 299 a total of 18 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War, which enabled its devastating bombing campaign across Nazi Germany.

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N6231F – Dick Kvach N8114F – Tim Leinbach
N2516V – Charlie Typinski

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Flying Country Club

