



***VAA Chapter 16  
June 2017 Meeting***

***Mark Bowden***

***Annual Taylorcraft Trip, Utah - California***

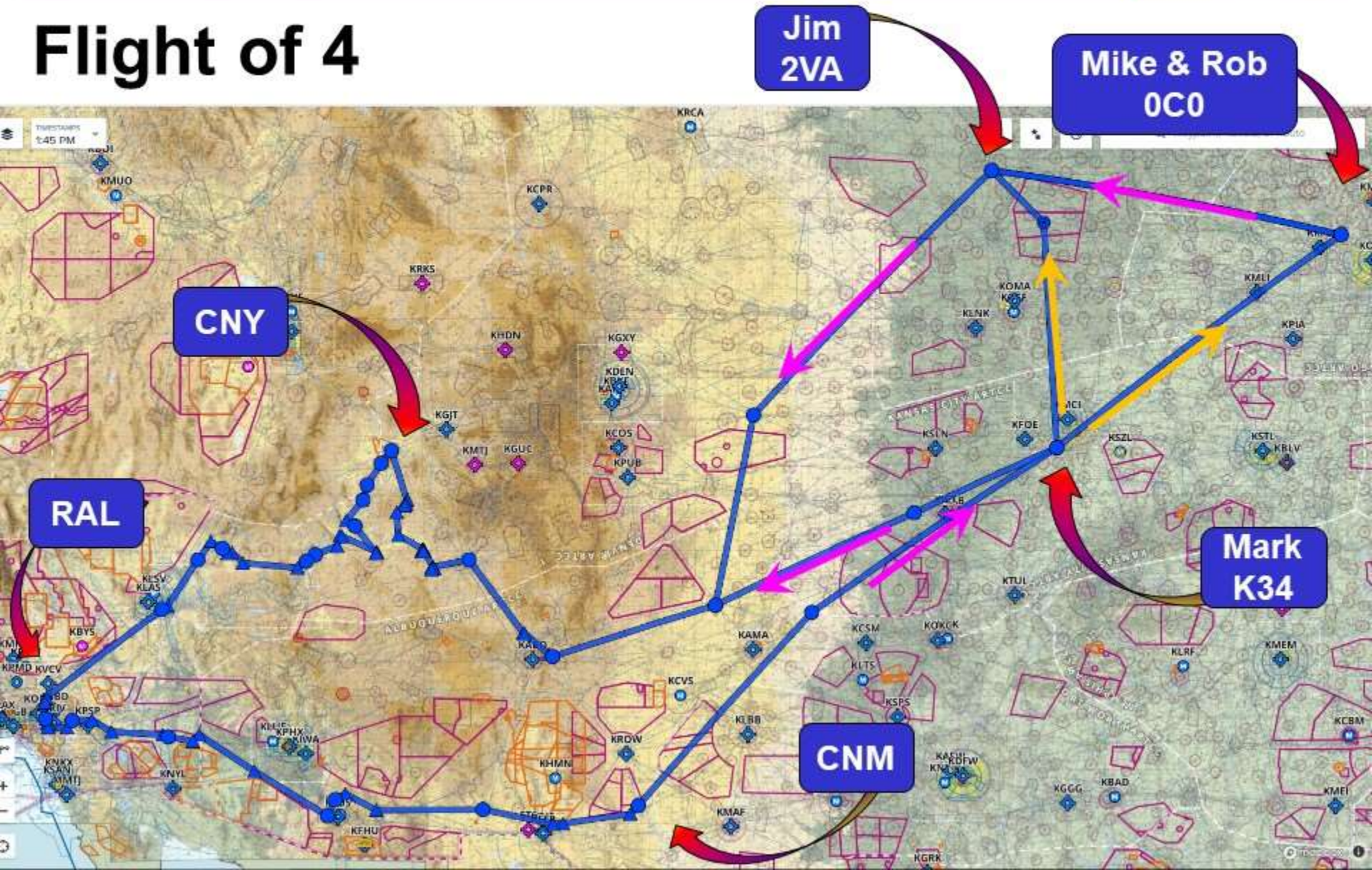




# 2017 Annual Taylorcraft Trip



## Flight of 4







# 2017 Annual Taylorcraft Trip



## Flight of 4

- 45 hrs flight time, 10 days
- 3200+ statute miles, K34 to K34
  - More for Jim, Rob & Mike !
- 165 gal of gas
- Slowest GS: 43, \*0 @ KGSU
- Fastest GS: 145
- Highest altitude, 10,400
- Fuel: 3.71 gph

Jim  
2VA

Mike & Rob  
0C0

Mark  
K34







# The Usual Suspects



Rob

Mark

Mike

Jim



# Jim Zangger, 2VA



1946 BC12-D **1998 Bronze Lindy**

Career test pilot for Collins

Trip planner and Lead Pilot







**Mike Jones,**  
**OCO, Dacy**  
Career electrical  
engineer



**1940 BC-65, Restored 2005**





# Rob Lees, Leicester, England



**UK: 1946 BC12-D C85**

**USA: 1946 BC12-D C75**

**UK A&P / IA. Taylorcraft Forum Moderator  
“Ambassador of Taylorcraftness”**



**UK Aircraft, restored  
1946 BC12-D C85**





# Rob Lees, Leicester, England



**USA aircraft 1946  
BC12-D C75**





**Mark Bowden, KLXT Kansas City**  
First Element Energy, Pres.  
Cessna Aircraft, Adv. Engr Supervisor



**1945 BC12-D**  
**2001 Bronze Lindy**  
**Flown West in 2015. Thanks for**  
**teaching me to fly Dad!**



**Insp. Conformity 7-28-1945 / Delivered 11-28-45**

**Dad purchased:**

**6-28-1960, \$1,050.00**



**“Matching” ‘56**





# Fun Flight Practices



**Pack / Preflight / Start**

**Team radio ready call**

**Taxi & Mag Check**

**Lead pilot does radio,  
formation Flight of 4**

**Formation Takeoff, roll on  
leading position lift off**

**Ship to ship: 122.75, or...**

**Left echelon**

**2100 rpm, 2250+ catch up**

**Tight as thermals allowed**

**Approach, Lead Pilot radio  
calls**

**Adjust formation spacing for  
pattern entry**

**One ship per pattern leg**

**Formation taxi & park**

**Sight See & Night planning**

- 1. Weather / NOTAM / TFR /  
MOA**
- 2. Winds and Gas stops**
- 3. What to go look at ?**



# Where to Sleep ?



**Preference in order:**

**1. FBO**

**2. Hangar**

**3. Camp, tent under wing**

**4. Motel 6**

**5. On up the hotel food chain (don't forget  
Casino's)**

➤ **If we're lucky, a friends place**





# Day One, K34 → KDHT



- Garden City to Dalhart, TX
- 464 miles
- GS: 59 (min 43)
- 2500 AGL





# Canola by Kingman & West TX Irrigation & encroaching dust







Turbine Nacelle fire

& Dalhart AFB #2 (pvt)





# Evening arrival at Dalhart TX, KDHT







# Dalhart FBO is really nice!





# Day 2, KDHT → KCNY







Dawn DHT Departure



West TX



Nice AZ pvt. strip on a mesa



Ship Rock loop



# Ship Rock lava lines



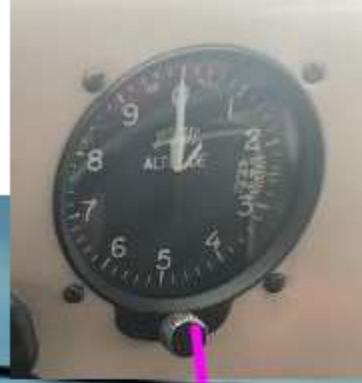


Four Corners



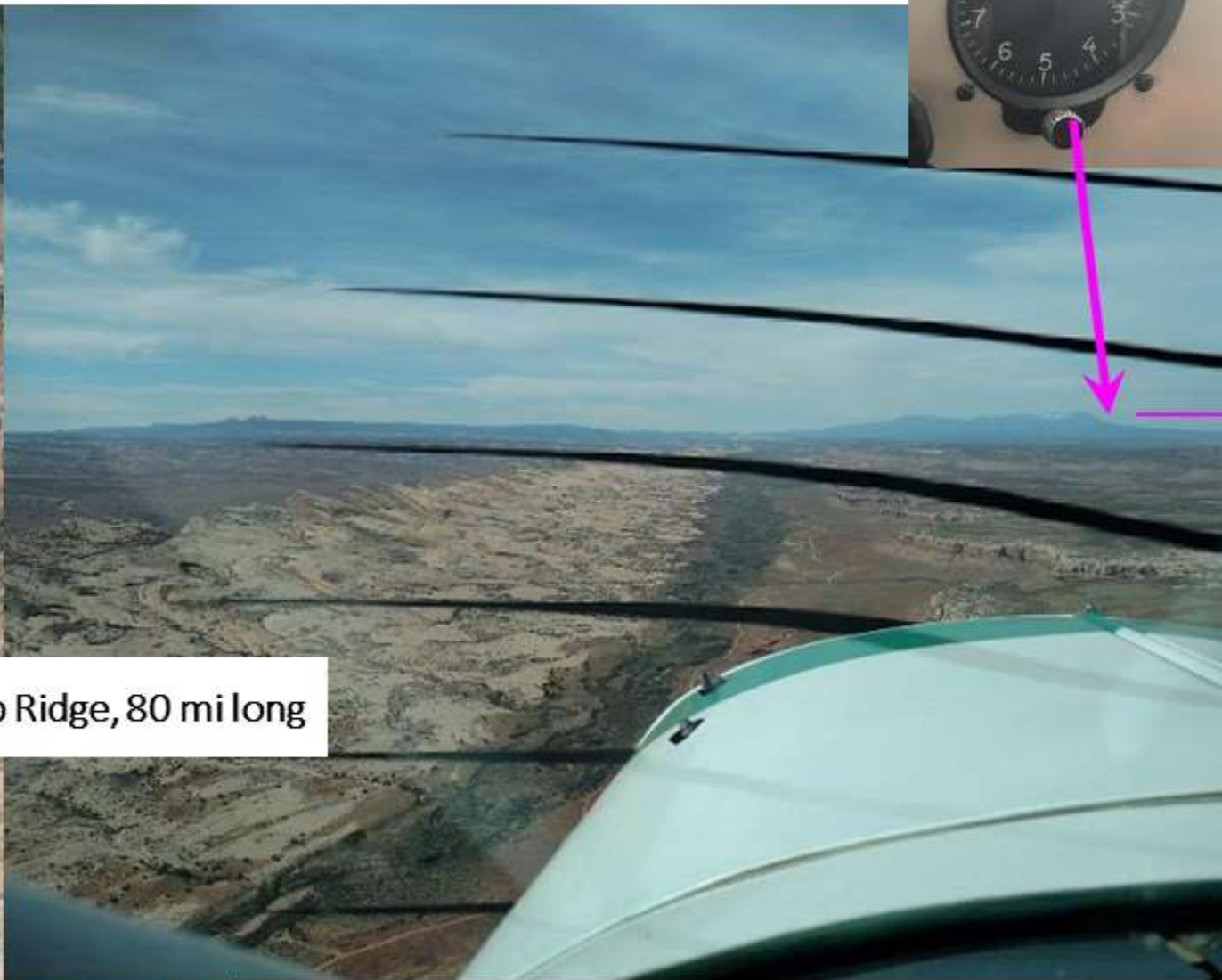


# 4-Corners to KCNY



Google sat view

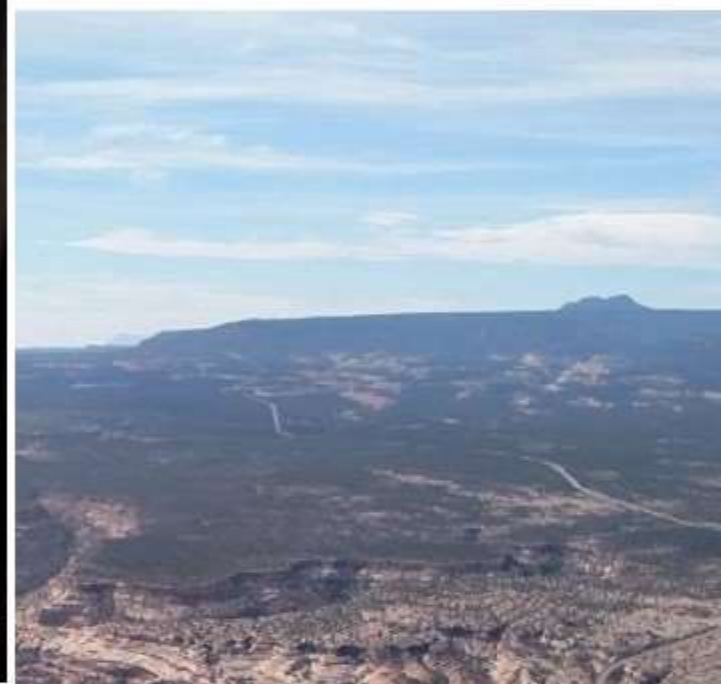
Comb Ridge, 80 mi long



Highest MSL on trip, Abajo Mtns



# Comb Ridge



Highway Cut

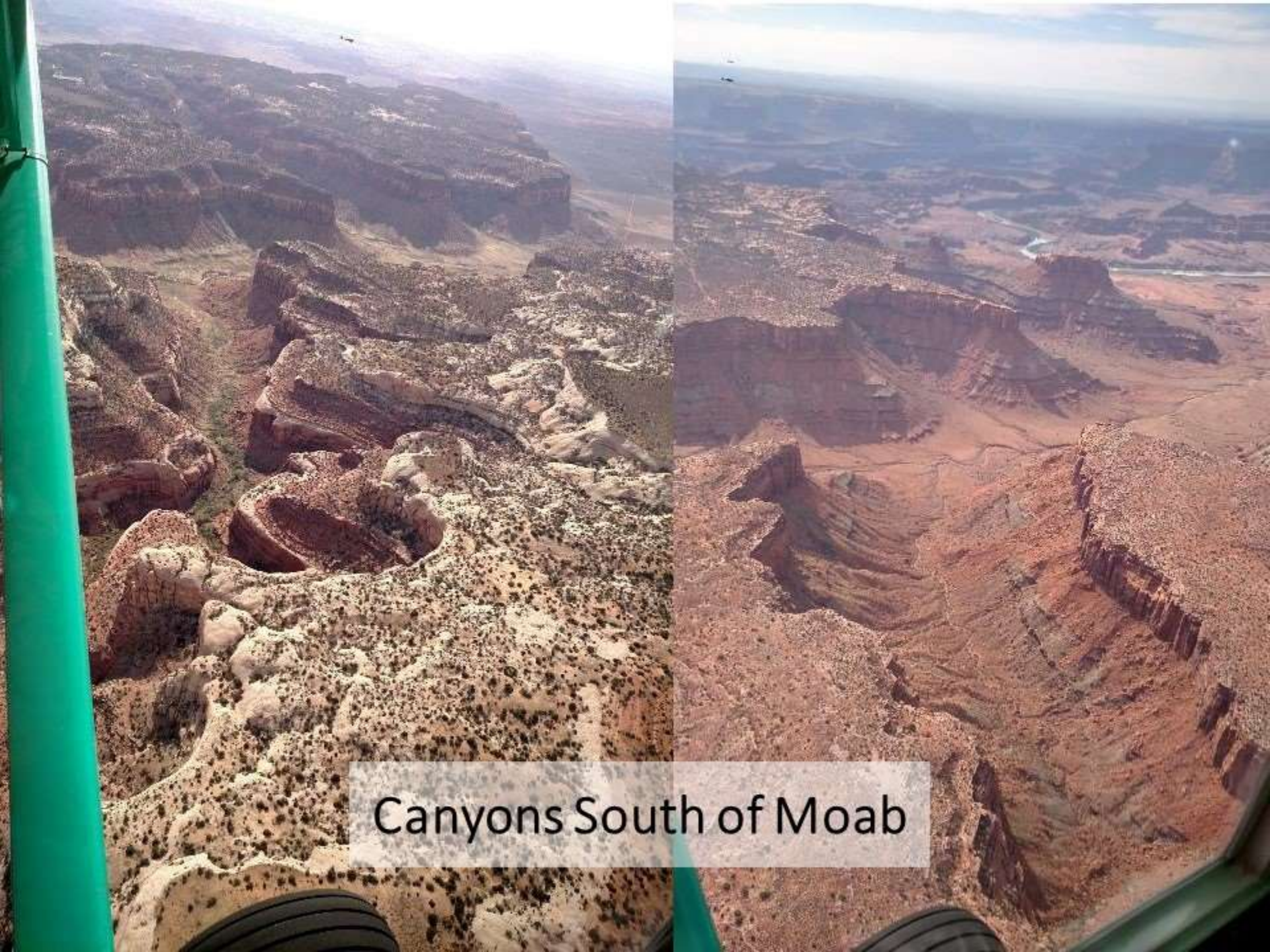




South of Moab,  
looking east @ La Sals

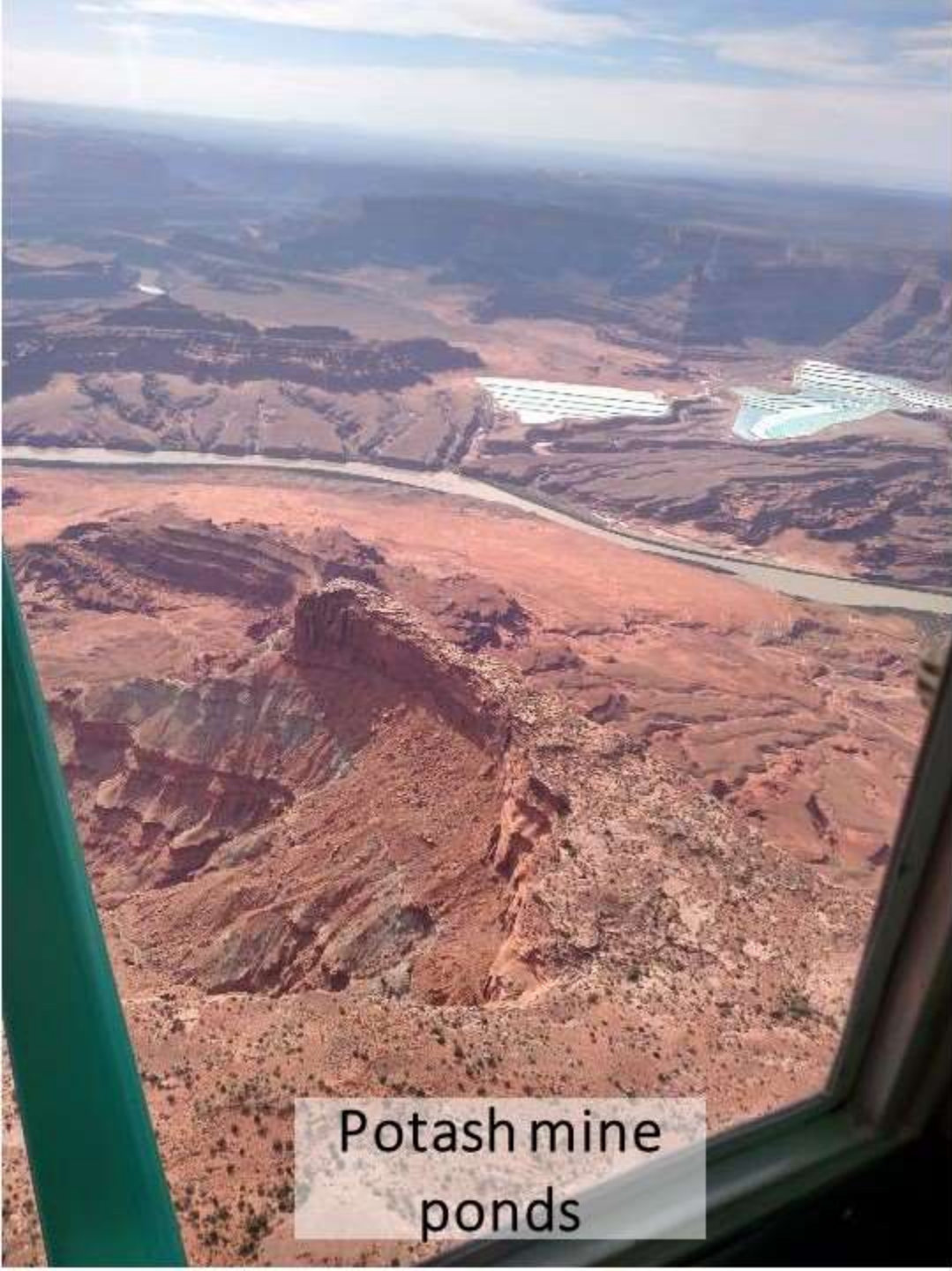






Canyons South of Moab





Potash mine  
ponds



Colorado into  
Moab





Intrepid Mine, potash  
evaporation ponds

UT66 Caveman Ranch resort



Monitor &  
Merrimac Rocks



Road to Moab





Upon arrival Moab, Rob fell ill and earned a night, life flight trip to Grand Junction due to lack of staff at Moab







Kinda how a great day came to a close. Rob recovered & released in 2 days, he flew UT backcountry and rejoined flight in Tucson, AZ



Arches Nat'l Park



# Arches Nat'l Park







Arches Nat'l Park





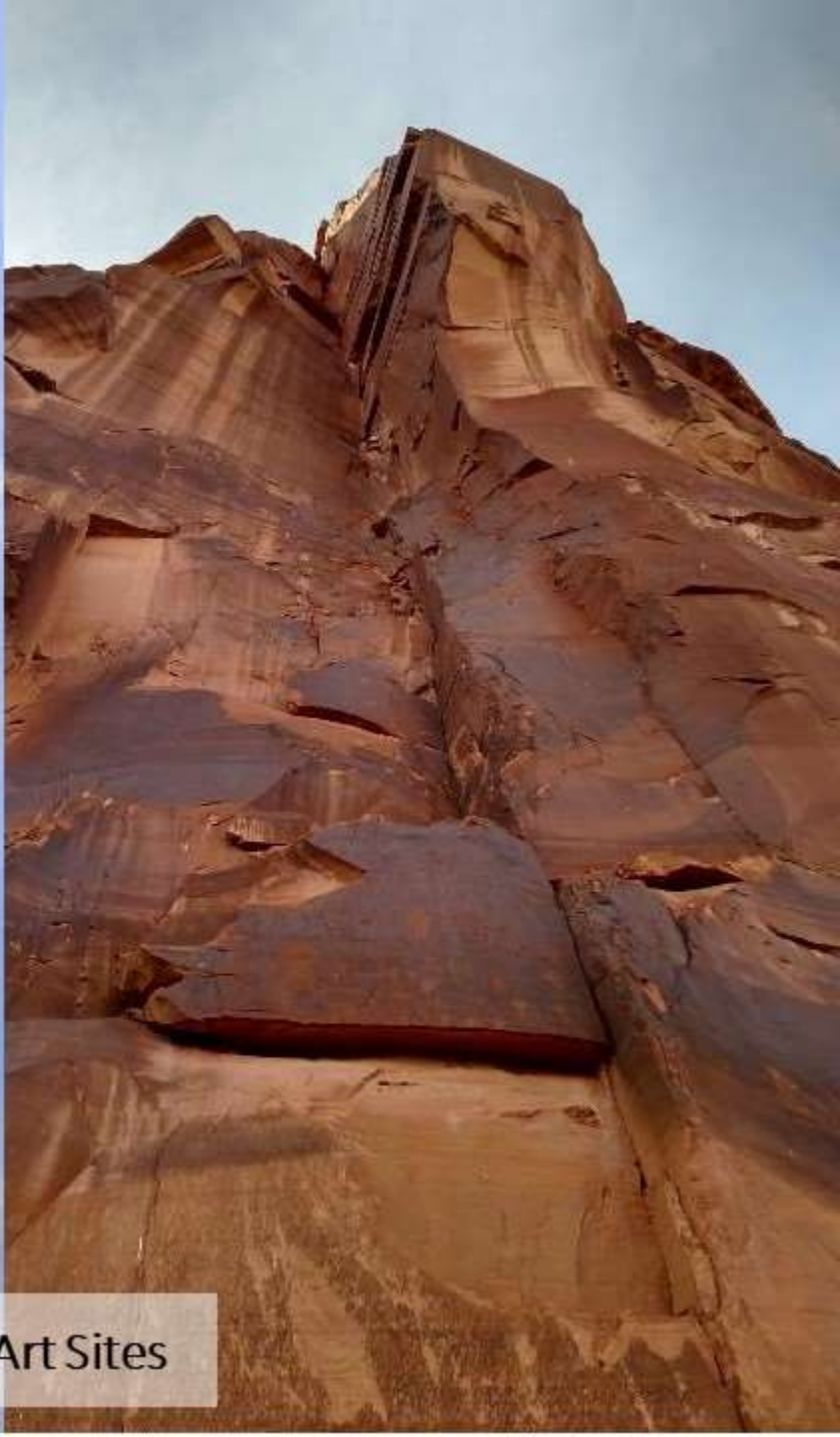


# Petroglyphs along CO River



## Potash Road Rock Art Sites





Potash Road Rock Art Sites



# Dead Horse Park, looking East @ La Sals





# Dead Horse Park, looking South @ Abajos

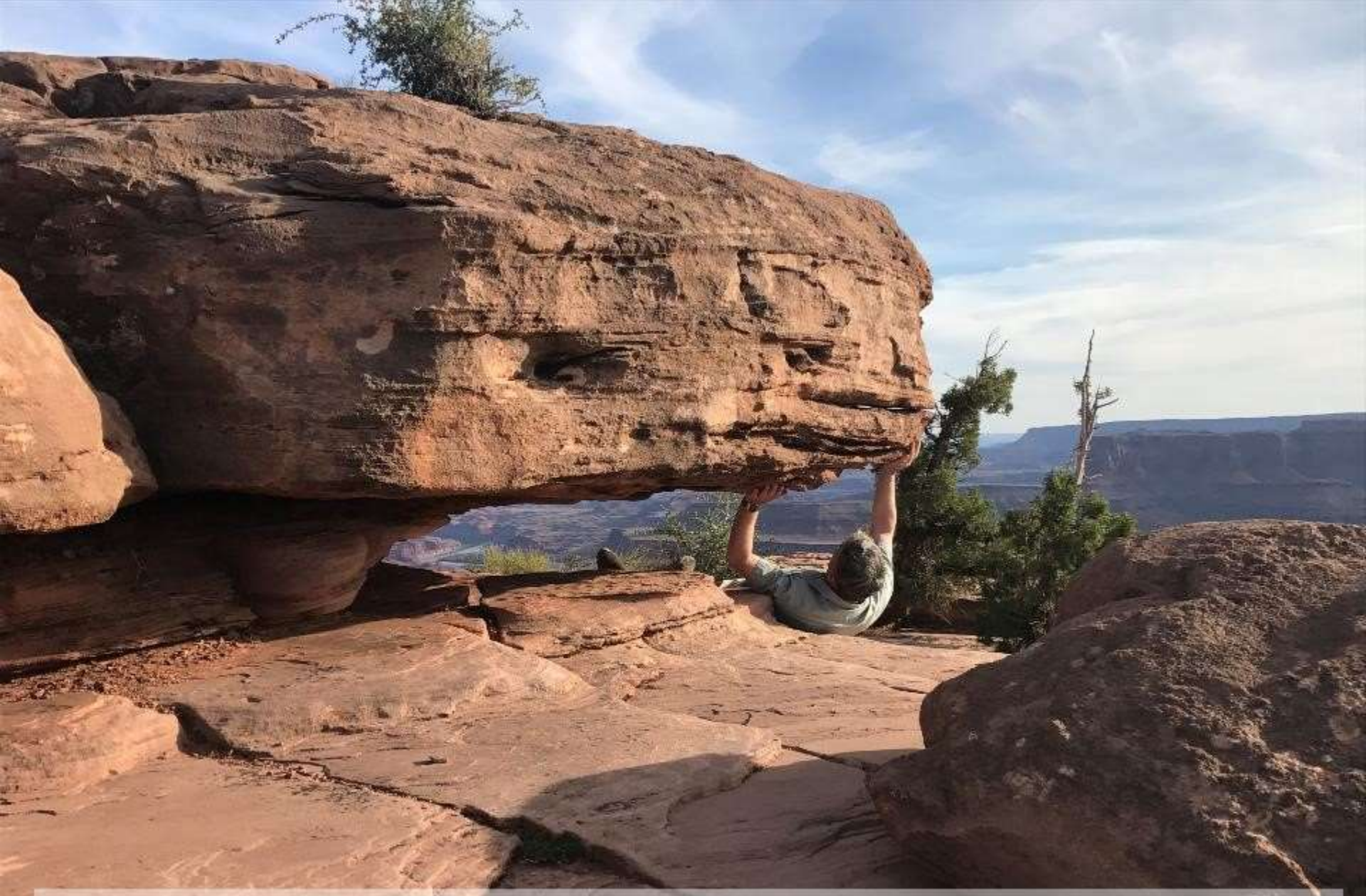






Dead Horse Park, looking SE, Thelma & Louise Pt.





Dead Horse Park, Jim doing rock exercises



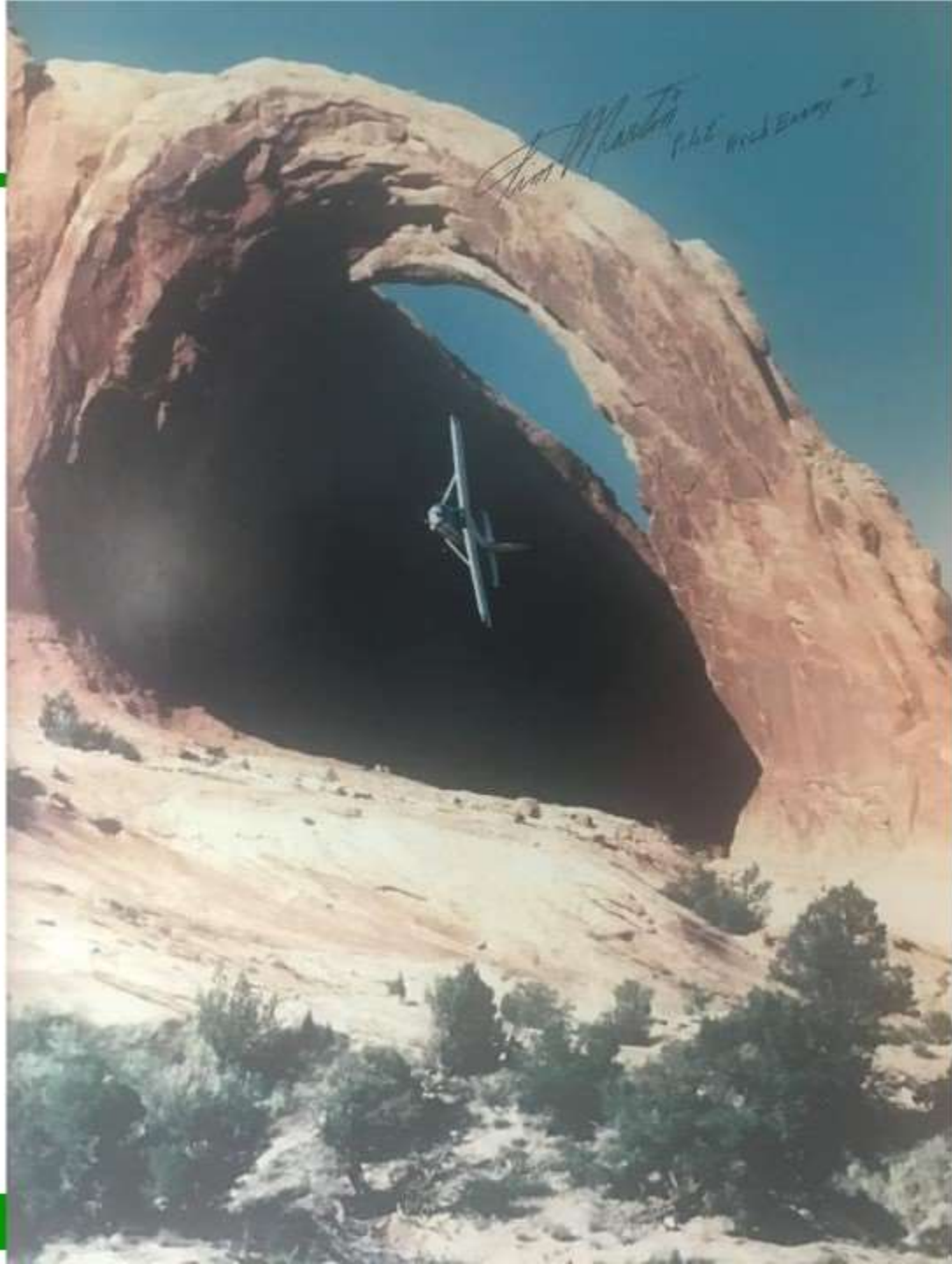


Dead Horse Park lookout point, looking North





Real photo,  
"Arch Enemy",  
Tim Martin



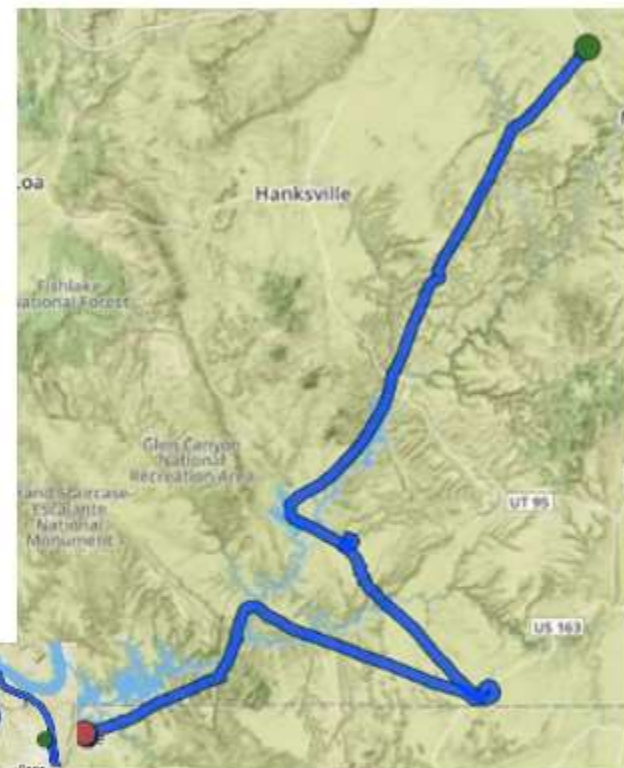




# Day 4, CNY → KSGU



- Moab → Back Strips → Cal Black → Page → Marble Canyon → St. George
- Nat'l Monument, dam, Rainbow Bridge
- 383 + 236 m GS: 89
- Marble Canyon, L41, lunch place to land inside the park
- Then winds get rough !!
  - 1800 fpm thermals
- **Rough into St George !!!**



- 50 mph GS after L41
- Divert from goal of Mesquite to St. George



Perfect morning leaving Moab for Marble







UT66, Caveman Ranch



# Mineral Canyon, UT75





# Mineral Canyon







# YouTube Videos



## Utah back country airstrip visits, YouTube video links

Videos taken by Rob Lees, used with permission

### **Video: Mineral (UT75) and Happy Canyons (UT97) airstrip touch & go**

<https://youtu.be/0bNnNuG5DOQ>

### **Video, Dirty Devil and Sandthrax airstrip touch & go**

[https://youtu.be/GAQ\\_41plzfM](https://youtu.be/GAQ_41plzfM)

### **Lake Powell**

<https://youtu.be/2RPDXc-mL9E>





Colorado into Powell



# Bull Frog Basin to Cal Black







# Monument Valley, “flying around the pylons”



# Monument Valley







Monument Valley

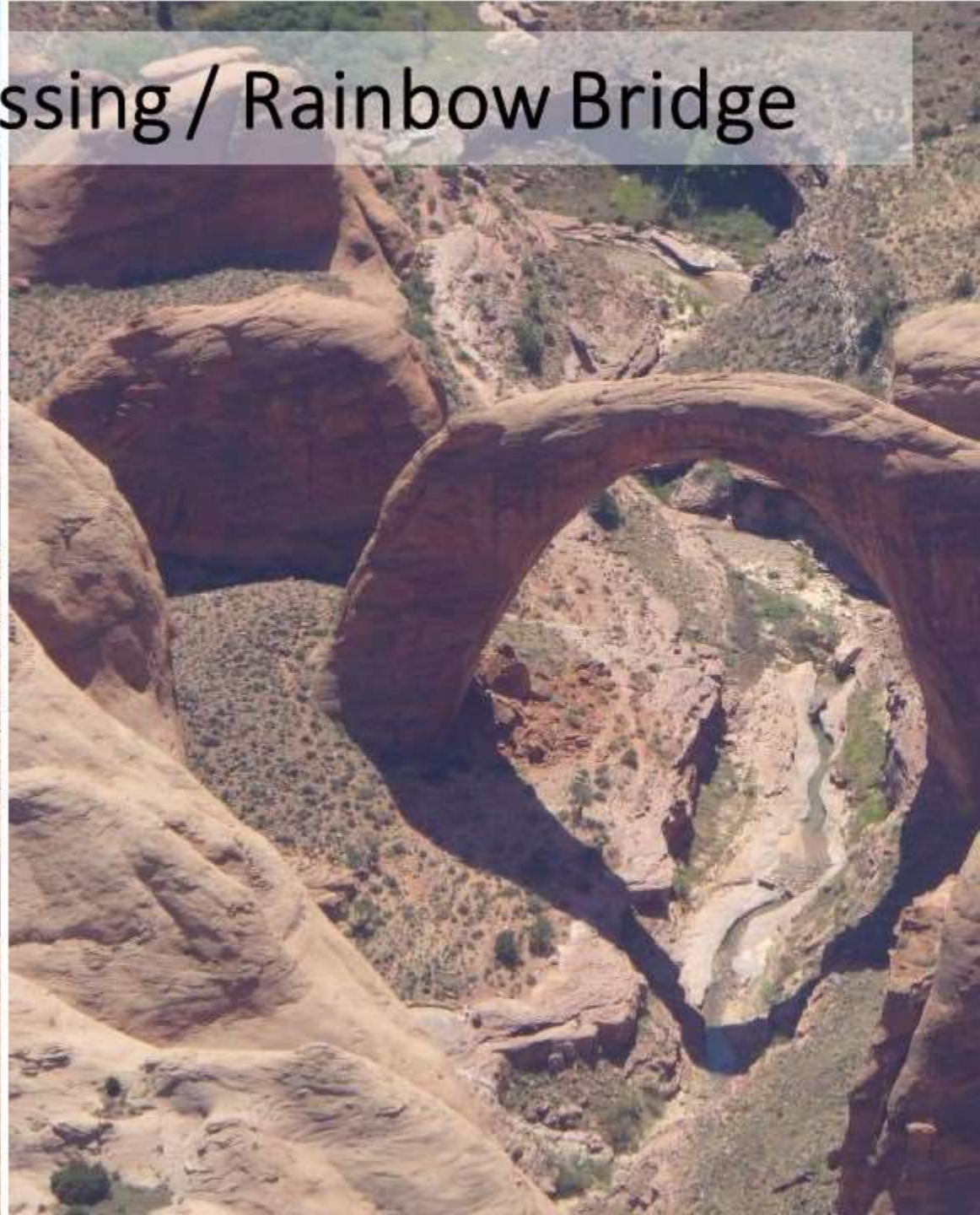


Leaving Monument Valley





# Mormon crossing / Rainbow Bridge







Lake above Glen Canyon



# Page, AZ Glen Canyon Dam

L41











Marble Canyon, L41, lunch stop





Peak gust on arrival  
43 mph !! 0 G.S.

**KSGU**  
St. George Regional

Close      Direct To      Add to Route

**VFR**      31m ago

**KSGU 182356Z AUTO 21027G34KT 10SM CLR 27/02  
A2983 RMK AO2 PK WND 22041/2312 SLP075  
T02720017 10294 20233 55020**

Time	17:56 MDT
Winds	210° at 31 - 39 mph
Visibility	10 sm
Clouds	Clear below 12,000'
Temperature	27°C (80°F)
Dewpoint	2°C (35°F)

Info    METAR    Forecast    Winds    FBOs





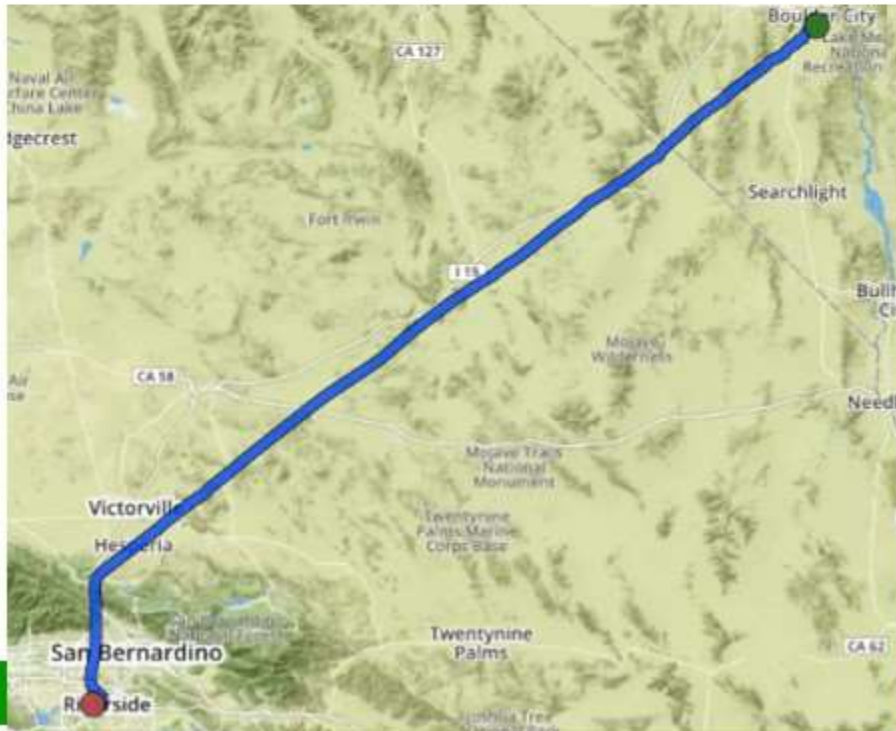
KSGU, great day but happy to be tied down



**Tie down lines AND chains !!!**



- **St. George to KRAL**
- **376 miles**
- **GS: 73, gas @ BVC**
- **Call SoCal approach at pass**



- Thru the pass at St. George
- Loop Hoover dam
- Cross the desert
- Drop down thru the pass



# Lake above Hoover Dam





# Hoover Dam





Warning **OCULAR HAZARD !!!**







Solar Concentrators SW of Las Vegas







# Dirt & Sand





- **Through the Pass**
- **With SoCal approach**
- **Descend from 8K**
- **Slip under Ontario glide path**
- **Watch for aircraft !**

*SoCal was  
super  
helpful*







KRAL, Riverside. Smog haze



# Jim O'Brien's, our ½ way point, 'Che Riverside



*Oil change day for the group.  
How many pilots does it take to  
watch oil drain out of a sump?  
"all of them".*







FAMOUS FLIERS WALL  
MISSION INN  
INTERNATIONAL SHRINE FOR AVIATORS







Spruce, retail desk @ warehouse



# Flo's Cafe







**PLANES OF FAME**  
AIR MUSEUM

**Awesome Museum ! Must see !  
Thanks to Jerry Impellezzeri for tour help**







Only Zero with original engine







Perfect restoration









  
**FOCKE-WULF - FW 190**  
**GERMANY'S 'BUTTERFLY'**  
Often regarded as Germany's best late II fighter, the FW 190 first flew on June 1, 1940 and entered service in July 1940. It had a 1,000 hp, 16-cylinder engine and could achieve its top speed with 500 mph, some 100 mph over the 300 mph of the Spitfire.  
The aircraft was designed as a replacement for the earlier Bf 109 and its development was completed by Johannes Wasmuth. It is powered by a Pratt and Whitney R1860 engine. It is displayed through the courtesy of the National Air and Space Museum.





Informational text on a placard, partially obscured by the railing. The text is small and difficult to read, but it appears to be a technical specification or historical note related to the aircraft.





Lucky Lady II, 1<sup>st</sup> round the world,  
refueled in-air bomber mission





Target Practice





# Yanks Air Museum







WEST WIND II













# Aircraft in restoration @ Yanks





# EAA Chapter 1 Club Flabob, CA





Mark, Jim, Mike. Thanks for the tour Jim!







Chapter 1 Library



# REPEAT AIRCRAFT

BILL TURNER  
9148 HANGER ROAD











WEST COAST

*Air* **CREATIONS**

RESTORATIONS

**WARNING**  
PERSONAL  
PROTECTIVE  
GEAR  
REQUIRED.







Staggerwing Radial  
restoration





Royal Navy  
Staggerwing  
restoration



# Travelair restoration





# Fresh repaint on C-47









Let's Go to OSH !





# DC-3 Flabob Express ramp view @ KRAL







Thanks Jim ! Morning KRAL departure





- **Riverside to Tucson, Gas @ Blythe**
- **418 miles GS: 74**
- **To Pima, Monthan, Titan**





Pima, another “must see”.





### Rheem S-10 Radial Engine

Though highly valued for its reliability in aircraft, the radial engine was the main design focus of the Rheem firm. This aircraft's main engine was an aircraft engine produced by Rheem.

Advanced performance was considered an important feature of the design. At 1000 rpm, the S-10 engine achieved a fuel economy of 100 miles per gallon at 100 mph. This was a significant achievement for its time.

Reliability was also a key factor. The engine's design allowed for easy maintenance and repair. It was also highly durable, with a long service life.

The engine was also used in a variety of other applications, including in the military and in industrial settings.

Technical Specifications  
Model: S-10  
Displacement: 1000 cc  
Power: 100 hp  
Weight: 100 lbs



# Cool McCulloch & Rheem engines

### McCulloch Model TC6150

McCulloch, the company that will always be remembered for its chainsaws, was founded in 1943 specifically to build small gasoline engines. During World War II, most of the company's engine output was delivered to the government for use in military radio-controlled target drones. Target drone engine production continued until 1967 at which time more than 60,000 units had been produced in 44 years.

One of the last models produced was the TC6150, military designation D-150-44. The six-cylinder engine was produced for the Army AG66-61 A and the Navy AG66-99A droner, both built by Beechcraft.

The engine on display was acquired from Mr. Paul Galtman.

#### Technical Specifications

Model: TC6150  
Displacement: 1500 cc  
Power: 60-cylinder, 400-horse  
Fuel Output: 200 horsepower







3 Taylorcraft. 1 museum !!!





The Be Home

DI

231892

H





# Motorized B-29 dropped, rescue life boat



**EDO A-3 AIRBORNE LIFEBOAT**

Developed by the Navy as a replacement for the EDO A-1 Airborne Lifeboat, the A-3 was designed to be a more modern and reliable lifeboat. It was designed to be a more modern and reliable lifeboat. It was designed to be a more modern and reliable lifeboat. It was designed to be a more modern and reliable lifeboat.



**Technical Specifications**

- Length: 20 ft
- Weight: 2,000 lbs fully equipped
- Speed: 8 knots
- Engine: 4 Cylinder 100 hp
- Fuel: 20 gal. (40 gal. tank)
- Powerplant: 100 hp

Produced in the U.S. by EDO Aircraft Corp.





# Cool contra-rotating a/c, British anti-submarine



Avro Shackleton



Fairey Gannet





214

61393

FC-3

US



# YC-14 Stainless steel, spot welded





Monthan AFB is **CLOSED** on weekends !!!



Cables in the fence,  
no drive thru's











Titan Missile Museum











# Titan Launch Control





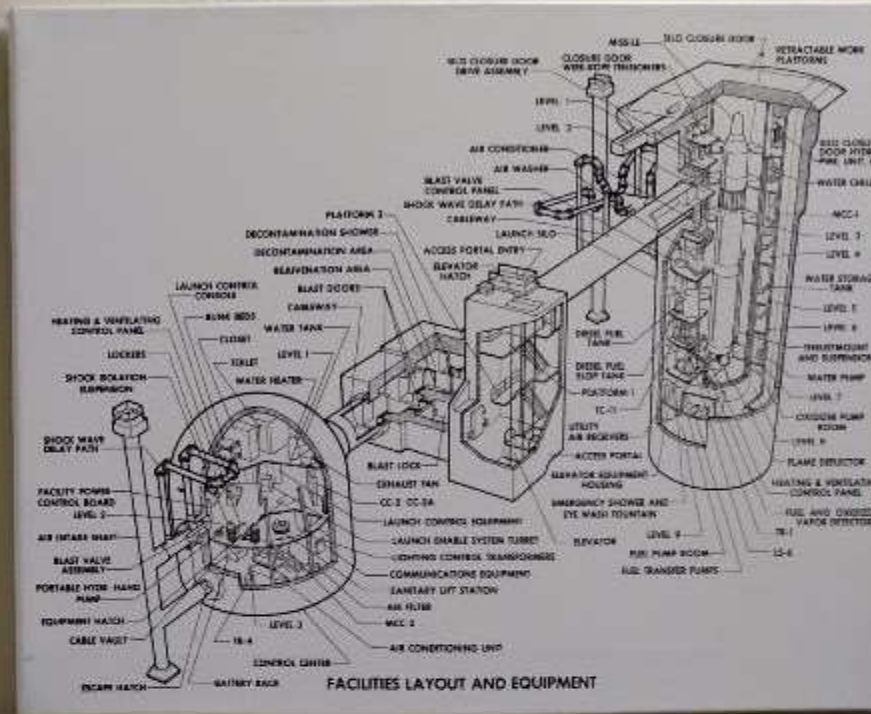
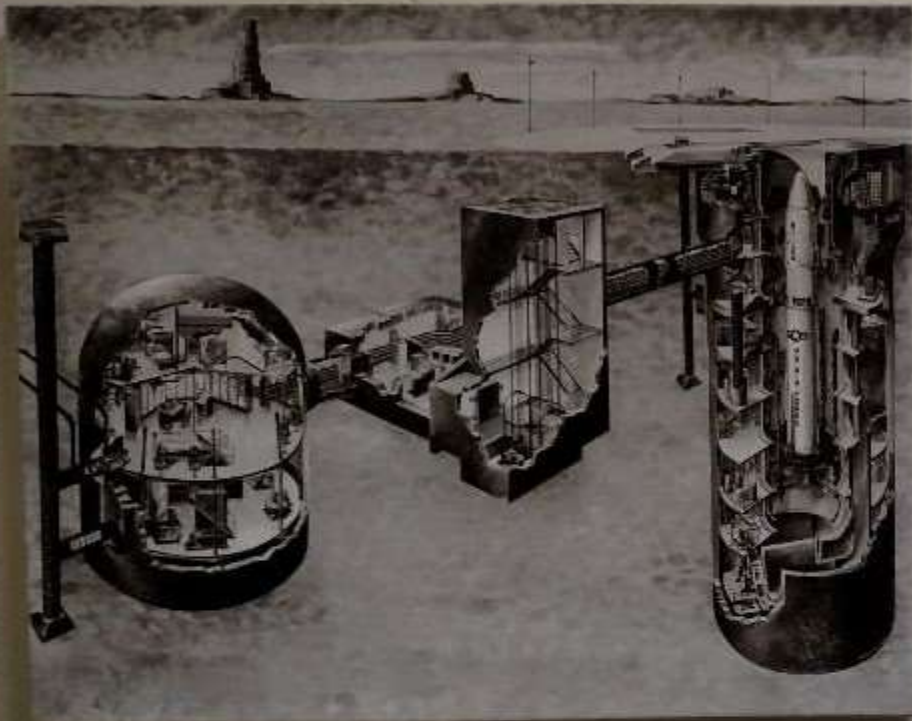




Moving the 6-ton door.





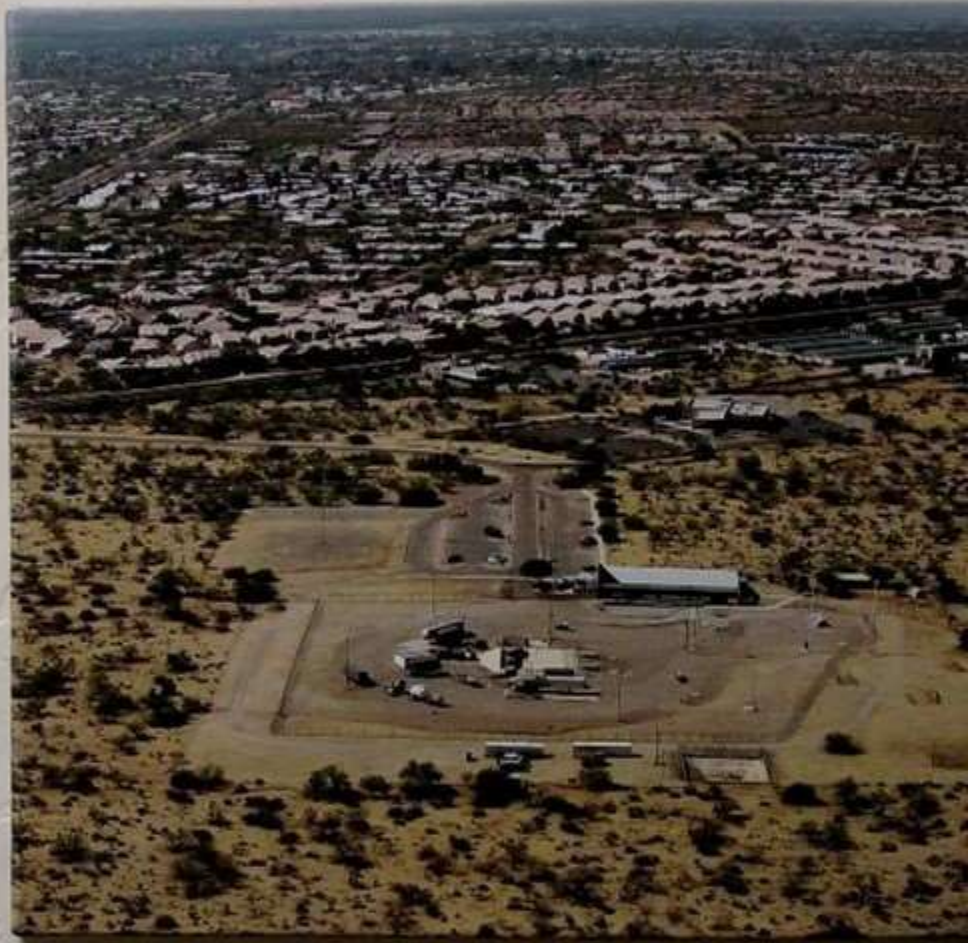


# Facility Layout





Complex 371-7  
1962



Dig a hole, build it, fill the hole up.





**KRYN → KDMN → KCNM**



- **Ryan (Tucson) to Carlsbad, Gas KDMN**
- **448 miles, 2 legs, GS: 81**







# Biosphere







White Sands



Lava







Weird stuff under the surface out here



# Holy COW Batman, The Bat Cave !





Just made it to the Caverns for last elevator down















# Day 10, KCNM → K34



- **Carlsbad to K34**
- **706 miles, 1 stop**
- **GS: 114 (max 145)**
  - **GS is Block to block to block**







Fastest way to fill four, surround the pump.  
Just don't be first with the credit card.





Smooth air, tight formation on way home



Low & Fast !





Count the holes in the ground





# Palo Duro Canyon, TX







Back to Kansas City. Jim, Mike, Rob on home next day.



When is the next trip ?





# 2016 Kitty Hawk – Hudson River Tour







# 2015 Lee Bowden Memorial Tour

