

Rick's Sentimental Journey



KUMP 7-21-2016, The journey begins!

Since learning to fly at CISS and received my pilot license and with my partnership with Ed and Dan I have thought of flying the J5A Piper Cub to Fargo ND and back. With my interim administration gig in Lake Havasu City AZ coming to end at the end of June, I asked my partners if I could schedule the Cub to fly to Oshkosh this year, solo! They both enthusiastically consented to my request to have the Cub out for the trip. As the month of May and June progressed in Lake Havasu City I started planning my trip to Oshkosh. As I looked at the flight path and distances it occurred to me that getting to Oshkosh would be a great opportunity to continue my trip to the Fargo Moorhead area; I again reached out to Ed and Dan and they both encouraged me to make the trip.

The J5 was due for its annual in April and we had a few items, which needed to be addressed before it could be signed off to fly again. Ed, Dan and Aaron Stephenson, our A&P, worked at getting it ready and Dan and I finished some fabric work as well as installation of the LED navigation lights I had acquired at Oshkosh the previous year. Dan spent 3 days with me getting the final touches and fabric repair completed along with help with the lights from Mark Guay. With the J5 ready to go I made plans to do a few local flights to get some crashes and dashes in, change the oil and filter and leave for Oshkosh. Part of my preflight planning involved talking over the weather forecast and my entire route with Capt. Larry Miller the Wednesday prior to departure for Oshkosh.

The week of July 17th was full of other preparations as well the plane as I intended to camp at Oshkosh. The trip duration was not known as flying VFR in the summer meant having to deal with rain and thunderstorms that come with the summer months. So I bought new batteries for my flashlights, checked my new tent, sleeping bag, packed clothes and other essentials. I computed my weight and balance for the trip to ensure I was well under the 1450# gross of the J5, which I was, with room to spare.

On Wednesday July 20th, I flew to I99 I changed the oil, filled the fuel tank and headed to KUMP for the night. Mona helped me with checklists, charged both back up batteries for the iPhone and iPad as I would be relying on ForeFlight for navigation and weather updates including weather radar. I had adopted the attitude from Larry, Ed and Dan as well as Mona that I was only going to fly when the weather allowed and not push the envelope and get myself in a jam. Wednesday evening at KUMP I packed the plane and secured the load for practice to ensure I would not have any issues with baggage interference with flight controls as well.

Thursday July 21st, up early, Mona drove me to KUMP, helped packed the plane as I had done the night before, and topped off the fuel tank. It was a nice morning here, but north from KLAF; Lafayette on it was IFR and low IFR. So the weather already played its hand early in the trip. At 10:00 AM KLAF Purdue went to VFR!! So with that change I pulled the prop started the J5 and left KUMP for KIKK, Kankakee Regional Airport. Leaving KUMP I flew at 2300 MSL as the cloud base would not allow anything more. By the time I arrived at Purdue I was down to 1700-1800 MSL, but continuing NW the weather steadily

improved and the Ipad weather radar and flight categories confirmed that travel on was a green light. By the time I arrived at KIKK, I was flying at 2500 MSL and ready to land for a short break. I added fuel and charged the phone some, spun the prop and off to KDBK (DeKalb). I arrived at DeKalb to find free hot dogs and water for those stopping in on the trip to Oshkosh. A welcome break and great hospitality. After checking the weather and adding fuel, ,(never pass up an opportunity to add fuel!) I primed the cub, (mistake!) and flooded it. After several minutes of hand propping I received help propping but there was no getting the cub to fire-up. We pulled the plane over to the hanger and helped ourselves to water as we waited for the mechanic to assist. At that point 20 minutes has passed, so I re-chocked the plane, turned the key, pulled the prop and the engine came to life,) lesson learned the cub needs no priming when hot!). So it was off to KOSH via the Oshkosh NOTAM . The winds had increased by early PM and I was now traveling north at an eye popping 114 MPH ground speed. The weather was good, with a few bumps but I was making some serious headway!!



Fueling at KIKK



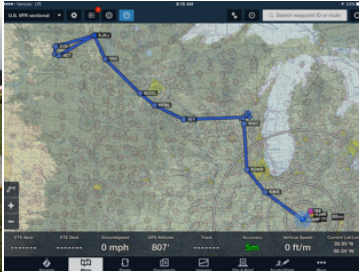
KDKB DeKalb

As I approached the upcoming checkpoints the weather was great and Wisconsin scenery and farms were beautiful, a great day of flying. As I approached RIPON I tuned to the ATIS info and heard nothing so on I flew, I rapidly arrived at FISK tuned in and heard nothing, no command for the yellow cub to “wag its wings”. This concerned me as my recollection that when doing this flight in the PT 26 3 years earlier with Ed, even early in the week RIPON was manned ahead of the NOTAM... IN addition weather was now coming in from the NW and visibility to the NW was limited so a storm was approaching. So I hailed the NOTAM frequency for FISK, and heard no one reply. At this point with the tailwind, I was arriving at KOSH quickly, (114 MPH groundspeed). At this point I hailed the KOSH tower who simply asked that I continue and report 2 miles out. That did not take long and I hailed the tower that I was 2 miles out. They asked I arrive at mid- field, which was interesting as I had followed the NOTAM directions for a Rwy18 landing, so I was headed for the intersection of 09-27 and 18-36. I called in at 2 miles and he did not see me at first. He asked me to proceed but I clarified that I was not to proceed north of 09-27? The tower then spotted me and cleared me for a right hand turn and land on 18 and contact ground approach. I quickly cleared the runway, put up my Vintage Aircraft camping sign and followed the volunteer’s direction to a camping spot. I was welcomed to Oshkosh, asked to tie down the plane with the approaching storm. So it was my first time to use the claw for the Cub. With the plane secure I quickly turned to my tent as I wanted to have it up prior to the storm/ rain to ensure my gear stayed dry and I slept in a dry tent. Mistake number 3, following the NOTAM a day early was mistake number 2, was that I was now faced with putting up a new tent that I had never assembled before with a storm approaching. No time for directions, I hastily put the tent on my drop cloth, put the rain fly on and set it up in about 30 minutes. I was soaked in sweat at this point. One of the Vintage EAA volunteers stopped by to look at the Cub and thanked me for bringing the J5 to Air Venture! I was camped directly across from the nice shower trailers and the storm had split and only a light rain with some wind had occurred with the heaviest part of the storm headed south. I assessed that a shower would be good break at this point, so it was off to the shower trailer, an event I would rue, later on in the week. After the shower it was now after 6 PM and learned the onsite stores had not opened yet, Friday AM I was told and that the only food vendor, Subway closed at 6 PM. So supper was a granola bar as I had eaten the two bananas Mona sent along earlier in the day. I started walking to camp Schoeler, (west end) as I had thought that perhaps with as many campers there already one store might be open. I met a man walking along the

main road from main area to the west who had been to the Red Barn as well and learned the store on the other end had not yet opened as well. He offered to make me a sandwich, but I declined saying I was not looking to inconvenience anyone. We walked to his camper and met his wife, nice couple from Greenwood IN, they again offered me something and I agreed to a granola bar and some water. Nice people. Mistake numbers 4, if you arrive early at Oshkosh and camp, bring food!



Air Venture 2016



The route to Ellendale



Working the Vintage flight line

Friday July 22nd, Walked to the EAA Vintage Chapter building for breakfast, good meal! Next I headed to the Vintage Aircraft Operations shack to volunteer as I had done so in 2013. I attended the safety meeting and then was sent to point Magoo, as a GP, "ground pounder" to assist with parking planes. EAA Air venture is really run by the volunteers, they're a myriad of jobs available and it's rewarding, fun and if you attend EAA, take a shift somewhere, you will enjoy it. Anyway I spent most of Friday parking aircraft and met a great group of guys and I would continue to work there Saturday and Sunday as well. The cast of characters at point Magoo was Larry Kringle, (Chicago Soaring) Taco Loco, a supertanker pilot, Too Tall Tom, the Cessna 195 Parking master, John, Tim, Chad and a number of others. Working the flight line is very busy at times and we are on the taxiway and up to the main runway. Friday marks the day the FAA only controls the main runway, arrivals and departures as EAA moves the planes and parks them. Every plane which lands has its N number checked to validate the make model and year to ensure they are eligible for Vintage, Classic camping or parking. No slack, anyone not meeting the criteria goes to the North 40, period.

Saturday I witnessed the mass arrival of about 80 Bonanzas, Debonair and Barons, Landing 3 at a time, two on the main large runway and the east taxiway that is used as a runway for Air venture due to volume. As they arrived later in the PM as they turned on their landing lights as they arrived, most are LEDs, they appeared like fire flies off in the distance to the south for a 36 Arrival.

One of the things I learned that the FAA controllers like to use 36 for arrivals for the light and vintage aircraft in spite of quartering tail winds and or even tail winds. Only after a few interesting landings did they opt to switch runways each day it appears. Working the flight line you witness a number of interesting landings in such circumstances. It was a good lesson to watch what wingtip vortices and prop wash does to incoming traffic when so close together. On at least 3-4 occasions I saw aircraft approaching to land on 36 when operations had been changed to 18! You have to listen well and observe. All instances of such errors saw full power and right turns to join the other traffic in the downwind leg. The other interesting aspect was the number of pilots who struggled to follow directions about which landing point to use as directed. 18-36 had 4 colored dots and 18-36 Taxiway had 3 colored squares for landing point markers to space traffic with the landing density. At times we had anywhere from 8-16 planes in the pattern to land. One landing I witnessed with 2 planes on final for 36L was the first plane crossed the numbers and landed, completely screwing over number 2 in line. The second plane was flaring, s'ing and doing whatever to avoid over running the first plane. The next issue was that due to their rapidly closing proximity the wing vortices and prop wash gave him a hell of a ride as he planted in on the runway. This looked like a good opportunity for a go around early on but in spite of everything he put it on the runway and drove it to the right of the offending pilot. Many pilots were very good at

sustaining the cushion of air in ground effect to their assigned dot or square as the dots reflected off the underside of each aircraft as they touched down. We often graded the landings we saw,

I did get a ride in a Navion Traveler, Dan one of the Vintage Crew, taxied up and Larry asked if any of us wanted to ride as traffic was light that AM, so I volunteered and 3 of us went for cruise around Oshkosh and back. We too experienced the wing and prop vortices and watched as Dan skillfully put us back on the runway and back to work.

The Vintage Air Operations crews were great; they came around with water, Gatorade, snacks and lunch. In the evening they hosted dinner cookouts for those working the flight line. A nice treat! There are lots of opportunities to volunteer at OSHKOSH and I recommend you do so. You will meet lots of great people and help the event run as smoothly as possible.

Sunday, Another warm day on the flight line and much busier as well. I worked a 9-hour shift as GP and scooter rider. At the end of the day I had made plans to meet up with Dave Waymire for dinner. I was off to the showers at 5:30 to freshen up and then off to dinner. The shower trailers were great and spacious; the stall I picked Sunday would not lock, as the door would not close. So not wanting company I elected to move to the next shower. Out of the shower wearing my flip-flops, turned to close the door and slipped on the stainless steel steps. Next thing I know I have a sore heel and knew something was very wrong. As I looked down I saw the red line and blood coming from my heel. I hailed a volunteer from the shuttle office across from the shower trailers, who called the OSHKOSH Fire EMTS on site. They arrived and quickly determined that it was a deep cut and stitches were required. They could not transport, but I certainly did not need an ambulance ride to the ED either. A vintage volunteer Maggie, arrived after a call from Dan (the Navion Pilot) another Vintage ops volunteer who happened by and called her, and she gave me a ride to the ED. The Polish ED doctor was also a pilot, nice guy, He put in 7 stitches and I was out of the ED in 35 minutes!! It never really hurt until they put in the novacaine, then my pain scale went from 2 to a 10. Maggie was out for supper, so rather than waits an hour or have her feel pressured I texted her that I would take an Uber Cab back to the field. That too was a great experience. Once back to the gate the volunteer there hailed me a ride to my tent! End of long day, 2 Tylenol and to bed



2016 From the runway 18-36 Vintage Camping and Parking

Monday- I took the day off from volunteering, my heel was sore and I wanted to get a few things done today. So it was my day to experience Oshkosh EAA Air venture 2016. A great airshow that day! Including the Martin Mars fly over and water drop At the end of the day I met up with Dave Waymire and Terry McCaskey for dinner. Two F-4s arrived that evening and put on a real sound demonstration of how effectively they can turn JP4 into noise! I learned that they were US owned and headed for drone target work after leaving Oshkosh. I had good time with Dave and Terry. I headed back to the tent after dinner for some needed sleep and rest.



The Martin Mars, 117-foot wingspan, 3 feet less than the Wright Brothers first flight!

Tuesday AM, up early to take down the tent, pack the plane, check out from EAA, order fuel and get ready to depart. At 7:00 AM 7 P-51s roared down the runway and off for a few passes a 100 yards from my tent, waking up anyone who had dared to sleep in this beautiful morning. I had planned to review the weather prior to leaving with Dave, but I had been up early, getting packed so I reviewed the weather and prepared to depart. The Vintage guys escorted me to the taxiway and I was off, one of the Vintage Flight line volunteers I worked with, Chad, was from Faribault MN, my next overnight stop and he had given me an IFR waypoint to avoid the MOAs near Volk Field in Wisconsin and skirt the airspace around Lacrosse Wi.

So on I flew westward and just south of the Lacrosse airport, across the Mississippi with lots of beautiful scenery, barge traffic and people just out fishing or enjoying the river. I started looking at airports and my next stop. I checked fuel prices on my Foreflight App and decided to put down at 55Y or Rushford MN. A great little airport, no one there but it appears they do lots of ultra light flying in that great little area. Upon landing on this nice paved strip I noticed a distinct tail shudder that only subsided with the loss of speed upon landing. I purchased some water, 50 cents on the honor system, looked at the info in the lounge and signed the guest log. Looked over the tail wheel, filled fuel and was off to KFBL

Upon landing at Faribault MN, I again had a significant tail wheel shake. My cousins Betty and Tom were standing on the tarmac watching my arrival as I flew the pattern. Faribault is home to a commercial glider operation, **Cross Country Soaring**. After landing we received permission to drive my cousins car out to retrieve my stuff. As we talked and unloaded my stuff the glider operations cart come over to talk. He introduced himself and I said I was a glider pilot as well. His name is **Don Ingraham** a friend of Ron Clarke's. We had a nice chat, he thought my cousins were his afternoon appointment for a glider ride! I spent Tuesday night with my cousins Betty and Tom and had dinner with a number of first cousins whom I had not seen in years, a great evening. In the AM my cousin Tom and I went to airport early and talked with the A&P who was kind enough to look the plane over, found a bolt which needed to be replaced, tightened things up, greased the tail wheel and good to go! Cross County Soaring was getting out the winch for training purposes as he was preparing to train for winch launch endorsements for a club in Illinois he said.



55Y



Rushford MN



KFBL, Betty and Tom Reuvers



KGYL (Glencoe)

I left KFBL, (Faribault about 10 AM and flew for an hour. I had just checked the radar on my ipad with ForeFlight and rain cells were growing ahead, moving slowly and blocking my path. I decided to land at Glencoe MN, KGYL, and wait it out for awhile, a nice little airport, no one there but a nice place to hangout. The local police were making the rounds and stopped by to check on the airport. I went out to

his patrol car and we chatted and we looked at the weather on his laptop. A nice guy and airport, I elected not to take on fuel with only an hour on the clock. That decision made for a nice stop later. Off I went at 11:30 AM, some 30 minutes from my landing and the skies were looking better and cells moving off to the NE. I saw two layers of scattered clouds ahead of me and made the decision to climb and go over the layer ahead rather than get below them. A fun way to split the layers and see the sights at 2800 MSL. I continued on and then flipped my iPad on and with ForeFlight started checking fuel prices. As I looked ahead the two obvious choices had similar prices but I noticed a small field whose fuel button was green, meaning lower \$. So I opted to fly there for rest and fuel before heading to Moorhead, (KJKJ). Upon landing I was surprised to see another small airport with nice facilities and a large new hanger. I stopped to take a break talked with the A&P and we walked over to the new hanger and there sat a beautiful SNJ model or Texan T-6, which looked better than the day it was built!! Then fueled the plane and headed to Fargo Moorhead. As I approached KJKJ I looked at the chart and decided to overfly and take pictures of the farm Mona grew up on just NE of Wolverton MN and 18 miles SE of Moorhead MN. I took some pics and emailed them to Mona, her sisters Mary and Linda as I flew. Fun stuff.



Y63 Elbow Lake MN



Larson Homestead



J5 in the hanger at KJKJ

I had texted my sister in law Mary about 50 minutes out and she met me at the Moorhead airport. I asked the Airport manager, Steve, where to tie down and he said they are not permitted to leave ropes out I had to supply my own tie downs. I only had **the claw** tie downs and asked about doing that in the grass as an option. He replied well there is nothing in the hanger, lets put it in here tonight and you can get some tie downs in the morning. **What hospitality.** That night I spent the night with our daughters, Angie and Janna, Son in Law Jason, granddaughter Evie (2), and Mary. We had Happy Joes Pizza, a favorite of mine and had a great visit. The weather for Thursday looked good so I had asked sister-in-law Mary, an RN who works in the Pediatric Unit at Sanford, and who was not scheduled to work until Friday night, if she wanted to ride along to my hometown of Ellendale. She said, I will think about it, but its outside of my comfort zone.'

The next morning Mary called to arrange to take me to the airport for my trip to Ellendale. Much to my pleasant surprise she asked if the offer to take her along still stood, I said yes! She decided to stretch her comfort zone,!! Pressure was on for a nice enjoyable flight!! We took off on a beautiful morning headed for Ellendale a mere 100 plus statute miles SW of KJKJ. We only saw one other aircraft, a Thrush below us and headed east as we neared Ellendale. We landed in Ellendale, talked to the local aircrew for the company with the Thrush spraying beans in the area and asked them to watch the plane. A local, who would not talk to us, was hanging out at the airport and sort of lurking. They said he was a local who was curious of things but kept to himself. He disappeared into an open hanger office and after we talked to the Thrush crew, and he appeared with a bike and left. I called a former babysitter of mine, Cheryl Weber, who moved back to town, (FB connection!) who picked us up, gave Mary and I a tour of the town and who lived where. We had lunch together, she and Mary are antiquer's so they had a good chat. In checking the radar some clouds and cells were building to the SW so decided to fire up the Cub and continue our tour. We flew west from Ellendale some 10 miles and about 8 north to one of the farms I worked on and also a high school classmate, **The Kaiser Ranch.** It looks quite different, sans cattle in the feedlots or nearby pastures. We circled the ranch and then headed to Edgeley (51D) for fuel and the trip back to Moorhead (KJKJ) On our trip back the nice clouds allowed me to demonstrate what lift was to Mary as we flew under the large billowy clouds over SE North Dakota. As we left Edgeley and headed

ENE, I pointed out a large 1200-foot tower near LaMoure ND. It was or is part of the long radio wave communications system used to talk with US submarines and manned by the US Coast Guard. A very impressive tower even from a safe distance! We over flew the Sheyenne River Valley south of Valley City ND and directly over Fort Ransom a cavalry fort from the Minnesota Indian Raids era. We landed back at KJKJ at 4:41 PM a fun day.



Mary in the J5



4E7 Ellendale ND



4E7 in logbook!!

I had some oil accumulating on the hanger floor the day before and called a sons friend, who is building cubs and he recommended his A&P for a call .. So I called Mike the local A&P about it as I felt it maybe more oil than I had seen previously.. He promised to look at it the next AM. I had lunch with some friends Dianne and Arnie Strand that next day. I called Mike later after lunch and he said no worries just a few minor seeps that would likely disappear with a gasket change when I returned home. Arnie and I went to the airport to tie down the plane and check things over, we walked into the FBO and talked with an instructor Kevin. We talked about the Cub and I asked about the next room setup, Kevin was quick to show us their simulator that was awaiting FAA certification for logging instruction time on the simulator. Kevin quickly explained it was a full setup for a Bonanza 34, with 3 large screens with the local scenery included. Kevin said jump in and try it!, I tried to beg off but Kevin insisted. So I sat down, received some orientation to the controls and started the Bonanza! All I could think of was, great I am going to crash and be humiliated, as I have never flown anything this complex. So I took off, with a little right rudder I maintained the runway and was off, gear up and flew the pattern. Pulled back the throttle and entered the down wind, Next lower the gear, 1 notch of flaps extend the downwind, then turn base, then final, more flaps reduced power, Over the numbers at 80 mph, pulled the power off and landed. One and done!!

My plans to land at local field Pelican Rapids (47Y) in the Minnesota Lakes area to see Diane and Gary Johnson, friends of ours and UND Fighting Sioux Hockey fans and spend the night with them at their lake place., Gary was in a golf tournament this weekend with his brother and sons so that was not to be. In texting Gary, they would not be home until after 9 PM. I elected to leave in the AM on Saturday from KJKJ for home and put in a full day of flying. Arnie had called me and offered to give me ride to the airport and would pick me up for breakfast as well!

Saturday, 7 AM Arnie arrived and we had breakfast, then to the airport, packed the plane checked the weather again and weather radar. Fueled the J5 and Clear to go. Left KJKJ at 8:50 AM gave Arnie a nice wing waggle as I passed his car on my climb out. Another great day to fly! About 45 minutes out, over flew the airport I had intended to stay the night before. The engine humming along at 2300rpm and rising up in the cool morning air over the beautiful Minnesota lakes area was great. I then saw a small white plane, below me at my 2-3 O'clock position having come from my 7-8 O'clock position. We had to be close and I hope he saw me, as I had no chance to see him probably some 300-400 feet below and behind me. As I continued on, gained altitude I did not have to pay for and continued to KFBL again. I flew this leg, 3 hours and 27 minutes to KFBL. The float gauge had been registering empty for about 45 minute out of

KFBL at that point but I had determined that meant not empty based on float levels and previous fills! When I landed at KFBL I put in 17.7 gallons of gas, 5.36 gallons per hour! I had 7.30 gallons in reserve.

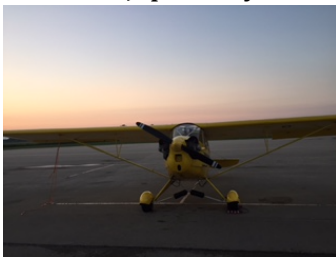


KFBL on 7-30-2016 Fuel stop

After getting some water and a break, fueled up and I left for points unknown, just willing to see what the weather would allow me to gain in distance. As I left I had two rain cells ahead of me, growing and moving east. I looked at my Ipad and ForeFlight weather radar and determined after several minutes I was going to intersect the heavier rain cell and would not out run it due to my intended path and its size. So I elected to head due south and cut in behind the larger cell and between the other rain cell. A good decision. As I rounded the cells corner and headed SE again I entered another wind tower field, I was at 2400 MSL so well above them. As I looked over the chart I noticed the highest object in the quadrant was 2600 MSL! Hey, I had the obstacles option on my ForeFlight but nothing jumped out at me at that height. So, since I had elected to upgrade my ForeFlight App last year to the enhanced version for \$30 more per year. That upgrade gives you synthetic vision and heads up display of what's ahead, I opted to hit the synthetic vision button and turn that function on as I gained altitude to 2800 MSL. The synthetic vision I had played with on my commercial flights and determined that option could be my get out of jail card if I ever needed it. The synthetic vision shows geography and obstacles in front of you and in color, Green is below you, Yellow is cautionary as you are close, and Red means the topography or obstacle is higher than you are, Hence, **Red you're Dead** in my book. I looked and determined a tower to my SE was actually about 2500 plus and not a factor! I continued my flight and was nearing SE Minnesota again, when the engine missed! My attention and focus was now, the classic sign of **Carburetor Ice**. The weather was in the mid 70s, Dew point was high and clouds were low. I immediately pulled the carb heat on and full power at that point. I quickly located a small airport nearby, Filmore County, KFKA, and decided to head there straight in, land and look over things. I landed saw some condensation on the carb box but no frost at that point. The local young A&P came over and talked with me, he would be back in 30' or so if I needed anything. I called Aaron to discuss the carb ice. I had checked the local weather observations and determined that the weather here was much different than when I left KJKJ and carb ice was an issue to be aware of. After talking with Aaron, I elected to fuel up and fly with the carb heat on for a while per his advice. The temp was rising but just to be safe I put the carb heat on again as I crossed the Mississippi over Prairie DuChien Wisconsin, a large expanse of water and trees so I elected to play it safe. I continued to fly on, past a local sky dive operation, not a factor but we did exchange calls to ensure I was clear. I then checked fuel prices and elected to land at KPVB, Platteville WI, for rest and fuel. Again a nice small airport with a new hangers, a nicely remodeled pilot lounge and hospitality. I filled fuel, drank some water and a snack. The weather had warmed up to over 80 as the skies cleared and the dew point spread was growing so my carb ice issues faded, so I propped and headed to KIKK..

On my way to KIKK about 50 minutes out I made another mistake. My sunglasses were smudged so I elected to clean them. I pulled them off, took out my cleaning cloth and cleaned them, I then proceeded to put them back on under my headset and ---- they snapped clean in two on the nose bridge! So I am truly LOW IFR, I am blind with out glasses. I calmly placed the two pieces in my lap, opened my fanny pack and retrieved my other glasses and placed the broke pair in the case. Crisis avoided!!

I landed at KIKK at 7:46 PM, CDST. The sunset was approaching fast behind me and time to land. I had texted Mona earlier and asked if I got close to home would she come and get me if I landed at Lafayette or Frankfort perhaps. She was concerned I was pushing it. I had felt good at that point but now had run out of time, I was ready for a shower and sleep at this point. 600 Statute miles since 8:50 that AM! I must admit I thought I had pushed the flight envelope. There is a large area NW of KIKK, Kankakee IL, which is not land out friendly, water, trees, power plants refineries, rail yards with large distribution centers or manufacturing plants makes it no place to land, **Crash**, but not land. The weather was cooling off, the cloud base dropping so my thoughts returned to carb ice. Not wanting to take the chance of that issue, I elected to run the last 45 minutes to KIKK and over "**no mans land**" with carb heat on!! I landed at KIKK and the attendant came out to park me and greet me. I called Mona who was somewhat relieved I had landed and confirmed my last text to her I was staying in Kankakee. They offered me the last courtesy car, so I started calling Hotels. Much to my chagrin there was not a hotel within 30-40 miles with a room available, so I had to ask why? The Chicago Bears training camp was here and so fans had come to town. I did find a very interesting B&B for the night with a room, not cheap but much better than the pilots lounge! The owner gave me a ride to a very interesting place after I had showered and changed duds, to a place called Paul's to eat. It was loud! 15 people in the place and the music was hard heavy metal rock, like ACDC rock! I had a prime rib dinner and two Labatt's for \$19.95!! Then I called the B&B and she picked me up. I slept well and left early, as she was not going to serve breakfast until 8:30. I had an OJ, paid my bill and off to the airport.



KIKK at sunset



My B&B room in Kankakee IL,

Big change in weather overnight, there was an area south of there including Lafayette, Kokomo and the Grissom AFB that were reporting Low IFR and ceilings of 700 feet. So the waiting game for clearing started again. I met several pilots who were waiting for weather to clear as well. One who landed in a Swift, who was headed to Louisville and was blocked as well? He finally flew west to Champaign Urbana to get around it. I really did not see that as an option for me.

By 1:30 or so CDST the categories were Marginal VFR and VFR so time to go, Primed the engine, 3 pumps, flooded! I spend the next 90 minutes waiting and propping to no avail. **Dan Tannes** arrived in his Cessna 140 for a FAA check ride and he came over and pulled it through as well but no luck. I again called Aaron, and with his advice, tied the tail wheel down pulled the prop backwards, mags off, dumped fuel. 2 shots of prime, Mags off 20 pulls, then hot, no start after two pulls. At that point I was thinking I would be there another night! Then, a safety pilot flying a one of kind Polished Aluminum Ryan landed and while the relatives of the pilot and owner were talking, he came over to assist me. Weather had kept them at Oshkosh too, as the family members had arrived about 10:30 AM at KIKK waiting for their arrival. He said get in and let me try, Brakes set, throttle cracked, Mags to hot, Pull once, nothing, next pull, WE HAVE ENGINE START! He leaned into the open door for the J5 and said sorry I was so late or you could have left earlier!! Safe travels.

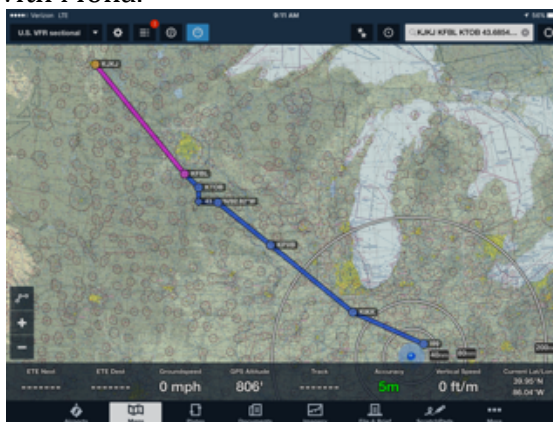
TED TEACH DAYTON, OH1936 RYAN S-T - N14985



So I was off on my last leg, albeit late and a mere 129 Statue Miles from I99! I texted Mona in route and asked her to meet me in Alex. I also texted Dan and said I was arriving back after 11 days and 2000 miles. He offered to meet me. It was a nice late afternoon and I was anxious to get home after a great journey. As I flew over the wind farm at Ellwood I started to make my traffic calls and expecting there still could be gliders up late in the day, but No traffic. I made my approach to I99 and announced my intentions for a high speed (OK, high speed for the J5) over runway 09 and then landing on 27. Turned on the LED NAV lights and started my descent to I99. I came in at about 110 MPH indicated airspeed made a climb and left hand turn for a landing on 27. I arrived and shut off the engine at 5:43 PM, some almost 30 hours of flying time, and covered about 2000 miles on my " sentimental journey. There at the field was Mark R, Ron Clarke as well as Dan and Caroline DeWitt along with Mona.



I99 5:43 PM Sunday July 31st



The Route Home

A great feeling of accomplishment, lessons learned, hometown in my logbook, met a lot of nice people, saw family and friends, made some new friends as well. I put on a total of 25.92 hours on the tach and 30.70 hours of flight time for the trip and 2000 statue miles traveled! I added 10% of my total flight time with one trip! I can't thank Dan, Ed and Aaron enough for getting the J5 ready for the journey. I also have to say thanks for the support and trust Mona provided to me on this adventure. Maybe next time she will go with me?!

Mona and Rick 7-31-2016 I99

