

EAA CHAPTER 1128

Two Harbors Helgeson Airport

www.1128.eaachapter.org

Tuesday was a beautiful warm day at the lake. As I write this Wednesday night it's 39 degrees! I'm happy to be sitting by the fire. Our next meeting will be on **Thursday, June 1** at **Hangar #40**. We will be running the grill so the meeting will start at **5:00**. But wait, that's not all. Earlier that same day we will be hosting Nadine's sixth grade class again. Bring your airplane to the ramp by **10:00** and show her off to a bunch of inquisitive youngsters, it will be fun.

Last Meeting

May 4 was cool on the ramp but the sun warmed hangar #40 nicely. Dave whipped up burgers and brats in record time and we all chowed down. Krista reported \$3585.00 in chapter coffers. Seth said the City plow guys were improving their snow removal methods but still needed some direction. We started planning for our big pancake breakfast in July. We decided to mix our own batter again like last year and purchase a big cooler for water on tap instead of plastic bottles. Ashlee said she would put it on the calendar of events on our web site. She updates it regularly and will post any notice relating to the chapter. We wondered if the sixth graders were coming for their tour again this year. (See above for the answer.) The Flying Start event hosted by Chapter 272 was set for May 20 and members were told to notify Tom Betts if they planned to bring their plane down to Bong. We talked about Jim Hayes' birthday party, he's looking good. Krista told us her son David is going to LSC for the A&P course and said his inspiration was from a Young Eagles ride some time ago. Clean up went fast and we all departed with happy bellies.

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Chapter 272 had a successful Flying Start event, Dave and Garrett Smith brought the C185 and the C180.

ETC.

The City canceled another Airport Commission meeting, we don't seem to be very high on their priority list. Bud Gorman is getting close on his Sonex project. A few of us helped him move the nearly complete fuselage to the airport last weekend for wing installation. We noted outstanding workmanship and shiny aluminum. Garrett Smith is working on his instrument ticket. Mike is fussing over the wheel pants on his Rocket, they're not perfect enough yet. Scott Udenberg flew his C-150 down to Arkansas a couple of times.

My sweet Rooby has suffered some setbacks in her Phase One test period. We were shooting some landings back on May 3 when she blew the tube in the starboard tire. Honestly, it wasn't that hard of a landing. I had been keeping the pressure low because that's what the STOL guys do and it was a nice, soft ride but apparently too soft. The valve stem sheared right off. Fortunately Auto Value had a tube in stock and after some frustrating work out on the grass runway I was able to taxi back to the hangar. I keep the tires much firmer now and the side benefit is she rolls into the hangar a lot easier.

Since her first flight Rooby has had trouble keeping her EGTs down. I have been

experimenting with different carburetor jets and it is getting better but I'm still watching the gauge closely. When one side of the dual instrument suddenly dropped to zero I was irritated to say the least. I knew that cylinder was still making heat because it was still running fine. After checking the wiring I ordered a new one and since my budget is tight I chose the cheapest one. When I went to pop it into the panel it almost fell through the hole. The mounting system differed from the original so I had to make the hole smaller. It's pretty easy to make a given hole in aluminum bigger but smaller, not so much. I put on my MacGyver hat and used stuff I had laying about the shop to engineer a solution. Of course the back of the gauge was different too so I apparently put the wires on the wrong posts. I hope that's what happened because otherwise I now have two bad instruments. Neither needle moved on the test flight. I'm still irritated. Back on the ground I studied the little folded up wad of paper that was stuffed in the little box and made some changes. The wind was getting nasty so I taxied around on the ramp hoping to see some needle deflection, no joy. I decided to wait for better weather to make a flight test and headed for the hangar. Suddenly I felt a crash and Rooby's nose jumped up about a foot. There was an awful grinding noise and we quickly stopped without touching the brakes. What now? I killed the motor and jumped out to see that Rooby had become a very literal taildragger. The bottom of her rudder was on the tarmac and the tail wheel was laying behind it. Upon inspection I saw that the leaf spring had broken at the aft mounting bolt. I thought my dream of flying to Oshkosh was ruined. I walked to the hangar with my head hanging down and retrieved my skateboard to serve as a dolly. Carl rode over on his Harley and offered his help so we began dragging the poor girl home. The skateboard kept wanting to turn so progress was slow. Dave and Garrett flew in from the Chapter 272 event and came over to assist so three strong guys just picked up her tail and walked her home while I ran to move Miss Chaos. When they set her down on a sawhorse I saw no deformities in the steel tubing of the rudder bottom, just a few inches of bare metal where the fabric had been ground off. Maybe my dream could still be saved. Dave said he had a tail spring from a Cessna 140 and offered it as a replacement so we went to his house and searched. We didn't find it but I figured RANS would have one and closed the hangar with positive thoughts. On Monday I talked to Janelle at RANS and she said parts for a 30 year old kit were no longer in stock so I ordered a spring for the newer S-7 thinking it would bolt right on. Sure. I got it express mail today and I have work to do. The break in the old one was right through the aft mounting hole and guess what? The new one doesn't even have an aft mount hole. Apparently this is a weak spot that has been eliminated on newer models. There is evidence on the steel that it had been mostly broken through long ago. I saw on Mike Shannon's S-7 that Randy came up with a different way to retain the spring that I cannot replicate without welding on the fuselage and I refuse to remove the fabric to attempt this. So now I have a piece of spring steel that needs a new hole to bolt to the fuselage and the hole at the bottom end for the wheel needs to be bigger. I spent a couple of hours tonight dulling and re-sharpening my best drill bits but it is slow going.

I am still holding on to my dream but Oshkosh is coming up fast and Rooby has hours to go yet in the test phase. I guess if creating an airplane from old parts was easy everyone would be doing it. Or maybe not, I am kinda crazy.

I hope all your frustrations have happy endings and.....

.....Happy Landings!.....