



# Above it All

**December 2020**

EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 327 - DUBUQUE IA USA

[www.327eaachapter.org](http://www.327eaachapter.org) [www.facebook.com/EAA327/](http://www.facebook.com/EAA327/)

## From The Desk of the President

- *EAA Hanger Expenses & model to pay them*
- *Saturday coffee*
- *Bridger solo*
- *Chapter donations & fund raising*
- *Vice-President position open*



Our newsletter editor is off on vacation the middle of this month, so this issue will come out a few weeks early. Given there is no Christmas Party in December this year due to the Covid pandemic, it will work out to give the news this way rather than at a Chapter meeting.

We have a few months of experience under our belts now in Hanger 88, and it is getting good use as the Chapter work place and build center, meeting area and general hang out place. About a half-dozen members have been meeting for coffee and treats Saturday mornings. All are welcome and there is plenty of room for social distancing.

It warms my heart to see Chapter members using this new space and growing the Chapter's camaraderie. The RV-12 chapter build project is moving along to wiring & avionics with both adult and student contributions several times a week. Nick Hirsch is helping Bob Rogers and Merle Neises get a Cessna 150 resurrected from a twenty-year project to a nearly completed airplane, and Dean is working on his American Champion Scout wiring and brakes with some help from Bob Moyer. There are a number of projects "in the air" including an ADS-B display, a simulator, high-speed internet connectivity and a youth build of an electric powered radio controlled airplane.

I put together a list of anticipated expenses and sources of income regarding the Chapter Hanger. As your President, I created a model & presented it to the Board where three airplane projects would pay \$100/mo (well below market rates for heated space) and the chapter dues pay liability and hanger insurance premiums. Most things are pay as you go, and meals have supported themselves with contributions. There have been many member contri-

butions including cash, signs, refrigerator, TV monitor, furnishings, appliances, etc. Chips and drinks need a donation of \$1 each to be self-sustaining. If there are alternative ideas for paying for the space and activities, please write it up and present it to the Board of Directors. All reasonable ideas will be considered and discussed.

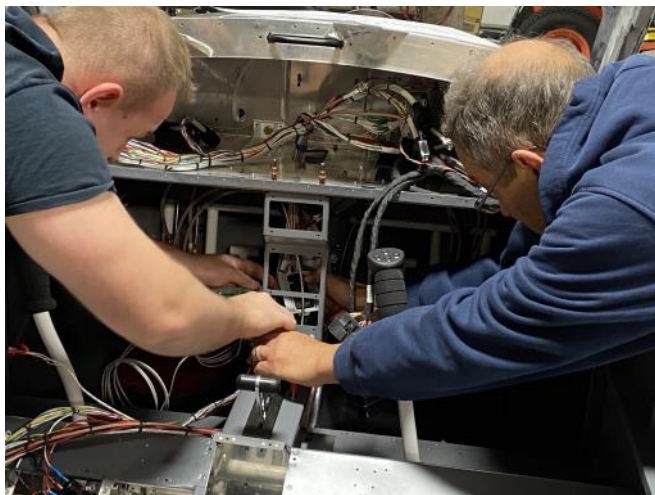
One of our active youth-build members, Bridger Hawkinson, solo'd in the last month soon after his 16<sup>th</sup> birthday. Our congratulations go to him, an accomplished young man.

Another of our members has asked our assistance in getting his project it's airworthiness certificate. Proceeds from the sale will be shared with the Chapter and a charity of the donor's choice. This is a possibility due to the 501(c)(3) status of the club where a charitable donation can give the donor a tax deduction. We can support flight training, scholarships to the EAA Air Academy and other aviation related causes limited only by the generosity and vision of our donors. When the time is right, if you would consider donating an airplane, appreciated stocks, or IRA distributions please talk to me. EAA has experts to help maximize tax benefits and benefits to your Chapter or National organization. One of our members who moved to Florida asked the Chapter's help in cleaning out his hanger after selling his airplane and donated the contents to the Chapter.

There is an opening for Chapter Vice-President, a two-year term. Other officers are myself as President, Wally Brown as Past-President, Merle Neises as Treasurer, and Bob Woodward as Secretary. We have a good group that enjoys each other's company and wants to grow the Chapter. Thank you to Steve Bradley for his two-year commitment to serve as the out-going Vice-President. If you have an interest, please let me or other Board members know immediately. We need to turn in our slate of officers for 2021 to EAA before the end of December.

Your Board of Directors and I wish every member and their family a Blessed Christmas and Happy New Year. We look forward to the year ahead and sharing with you and others our love of aviation. ➔

# Photos from the RV-12 Build



*Taras Slyvka and Chuck Weber working with a pile of spaghetti - er, um, wiring harness!*



*Bridger Hawkinson, Taras Slyvka, Chuck Weber and Merle Neises work on the RV-12.*



*Joe Chapan works with Chuck Weber on the RV-12 plans.*



# Tale From The Tailwind Project:

By Don Hedeman

*"When I was a young man and never been kissed,  
I got to thinking it over - how much I had missed . . ."*  
So . . . I went out and ordered a set of Monett Sonerai 2 plans.

Now, at the time I was truly in love with the Wittman Tailwind airplane. I looked at pictures of Tailwinds in the EAA magazine, circa early 70s, and read, over and over, the articles about how wonderful an airplane it was. But I knew I'd probably never have the money to buy an airplane engine for one, so I settled for buying, and building a Sonerai with the VW engine.

The Sonerai was built just like a Tailwind except for the wings, so I figured building a Sonerai would be good practice for building a Tailwind - just in case I inherited a wad from ??? someone. Unfortunately Nick Hirsch has refused to die!

I built the Sonerai from 1975 to 1980 and flew it infrequently till 1985, and then sold it to a guy from over near Chicago.

I finally got a Tailwind about 1985-1995 ?? but it was a flying one, barely. I bought it off a guy from up in Wisconsin for \$8,000. It was all yellow, with a red fuzzy fur interior — N2544, it was built by somebody in Wisconsin in 1969 I believe. It looked like a flying hohouse, no kidding. Check the photo below:



*Here is my first Tailwind built by a Wisconsin guy in 1969. To make it into a tricycle gear, I simply welded an RV6 nose gear into the engine mount. Then I moved the main gear back to the rear door post and welded the gear in facing forward so the wheels came out in roughly the same place as they would in an RV6. It worked fine — although I never got to see how it worked when doing a normal landing.*

Pete Belling was a partner in the plane. I knew Pete from work. Not long after we got the plane, we undertook to adjust the valve clearance. We did an ok job, but we forgot to tighten something down. Anyway, Pete and I rolled it out of Don David's hangar

and started it up. Sounded good! "Let's fly it," I probably said. It was winter. There was snow on the ground.

Pete and I took off and headed for Dyersville, staying over the 4-lane just in case. We made Dyersville and turned around to head back to Dubuque, and just then it let go with some terrible back-firing. Bad words were said as we headed home over highway 20. Luckily we made it back.

The Tailwind being a tailwheel, and Pete not being appropriately trained, we headed down to Maquoketa one day, and I turned him loose in the plane, to run up and down runway to see if he thought he could become a tailwheel guy. After the taxiing was done, Pete said that he thought he definitely was NOT a tailwheel guy. He phrased his remarks using a lot of bad words.

No problem, I said. I told him we could convert it to a tricycle gear in about 2 months. 15 years later, our tricycle gear, 150 hp, Tailwind taxied out onto the runway at Platteville for its **maiden — and LAST — flight!**

I took off, got about a mile off the end of the runway, and the engine quit. I wasn't up very high (I'm a firm believer in that old pilot's adage, "THE HIGHER YOU ARE WHEN EVERYTHING COMES APART, THE MORE YOU HURT YOURSELF WHEN YOU HIT THE GROUND").

Looking around I saw an alfalfa field running parallel to me, about 1/4 mile to my right. So I turned right thinking I might be able to do a 180 into the field. But it became rapidly apparent that I was going to be landing crosswise on the alfalfa and running into a cornfield. Well, as Rush says, "It is what it is!" I touched down at about 65-70 on the mains, and when the nose wheel came down, it dug into the soft ground and the airplane did great 1/2 flip, landing 14 feet further ahead, on its back. **"WHAM!!!!"**

Actually, I don't remember anything about the landing from about 20' high on final, until I heard the loud "WHAM!!!" (Traumatic Amnesia they call it!) Anyway, I opened my eyes and found myself hanging upside-down in the overturned airplane. I pulled the 4-pt harness buckle and dropped an inch onto the ceiling of the plane. The passenger door was conveniently open so I crawled out and crawled about 50' away from the plane, turned around and sat there looking at  
(Continued on next page)

our beautiful, destroyed Tailwind. The wings were sticks and splinters, the landing gear was bent to heck, the prop blades (wood) were sheared off. The vertical fin was bent, but the fuselage was minimally damaged. Below are 3 pics from the Tailwind Group site:



*Taxi test.*



*The spinner was unscratched.*



*From touchdown to inverted.*

The guy who owned the farm that I had dropped in on, was an Amish man; and as I was sitting there he

walked up slowly, stopped, and said, "Are ye hurt?"

Well, I wasn't hurt, but I would have been dead if I'd not had the 4-point harness on. I'd have snapped forward and hit my head on the instrument panel. As it was, I suffered no injuries except for a very slight bruise on the back of my head. I got the bruise because, the battery, being insufficiently tied down, had broken its restraints and flown out of the baggage compartment behind the seats. When it quickly reached the limit of the shortest cable, it snapped that cable, and continued on toward me, until it came to the end on the second big cable. The battery was stopped in its forward flight, by the second cable, just as it tapped me on the back of the head. It was like someone was tapping me on the head and trying to tell me something — I wonder what it was?

I sold the remains of that Tailwind for \$300 to a guy from Montana. He's on the Tailwind site, but he hasn't said much about how the effort to rebuild the plane is going.

Some months later I bought my current Tailwind from a guy over by Detroit. This Tailwind was built in 1969 out in Crazyfornia, and was an award winner during its early days. Then, sometime in the early 20teens, I bought it and promised myself that I'd end its award-winning ways. And I have!

The first thing that happened with the newest Tailwind was on the day the guy flew the plane in from Detroit. He landed and hopped out and we shook hands. I said, "I'll buy it!" "You better look it over, don't you think?" he said. I walked around the plane and back to the guy. I said, "Looks fine!" and handed him a check for \$20K. We did the papers and sat back to wait for his buddy to arrive from Detroit in a Cessna 172.

Since we were just waiting around, I said, "Well, it's been awhile since I've flown a Tailwind - why don't you take me for a ride around town and show me the drill." We hopped in, he in the driver's seat, me riding. Around Platteville we went and back on final to rwy 25. He landed and lost it after a short roll and we ground-looped to the left (the plane was screeching and I was screaming curses), stopping up against a small berm of earth parallel to the runway — pointed backwards. The first thing he said was, "Why didn't you take it?" He knew I was a CFI.

For those of you who have never ridden thru a ground-loop, they are QUICK! And the idea, that when you get into one, that you can recover (???) is completely stupid. When you feel the immediate build up centrifugal force take hold, you may as well kiss your asp goodbye. There is **NOTHING** you can do, except pull the throttle out. No amount of rapid control manipulation will save the day! ➔

*(Stay tuned for more exciting tales in the future)!*



# More Good YouTube Aviation Channels

By Bob Woodward

A few months ago I did a series on aviation channels that EAA members might enjoy. I've heard feedback that a number of you have checked them out and enjoyed there.

So, as the weather gets colder and some folks spend more time indoors while doing a little less flying, here are a few more channels you have to check out!

**Just Plane Silly.** ([https://www.youtube.com/channel/UCo2pHK7VPS0\\_0Tza4II0SAw](https://www.youtube.com/channel/UCo2pHK7VPS0_0Tza4II0SAw)) Bryan is a pilot but also a humorist. He takes his flying seriously but makes fun of the planes, the people, some of the processes and even the FAA. This guy is just plain fun and you may even find yourself laughing out loud! (Make sure you check out the World's Slowest Plane Race)!



**MojoGrip.** (<https://www.youtube.com/channel/UCp0-1iilun-zz1oeuunbNyw>). MojoGrip Mike started by doing profiles of people and planes he admired. He's also done some "Top 5 planes for under \$XX" and similar "list" videos. More recently you can follow Mike as he builds his own Sling TSi using a quick-build option. Lot's of interesting content here and, with over 185,000 subscribers, apparently lots of folks agree!



**Pilot Emilie** (<https://www.youtube.com/channel/UCqUEhJJU3XJVBb8V2nckN3Q>). She is a commercial pilot from Canada and shares some of her flights, equipment reviews, some flight simulator tips, flying diaries, and more. Worth a look when you get a chance.



**Fly 8MA** (<https://www.youtube.com/channel/UCCWbc38ZLnvdFiFJKDawCQ>) While this is somewhat about flight training, he also has some interesting commentary and adventures. When his plane gets damaged by weather at Oshkosh 2019, he finds another and also does some interesting trips and flying in Alaska.



Check out this great flying channels and you'll undoubtedly run across some other great ones from YouTube's recommendations.

In addition, next month I'll share some more channels that you may like. If you have an interest in planes, pilots, aviation, want to brush up on some of your knowledge or skills, these are some fun ways to do it. And some are just interesting places to go through general aviation - so you can live a little bit vicariously through some of these fellow aviators. Enjoy!

- Bob

## Local Calendar of Events

For many other Aviation Related events, visit the following websites. Click on the following links. Will only list events submitted to the editor and other most local events here.

[EAA Aviation Calendar of Events](#)  
[AOPA Calendar of Events](#)  
[Iowa DOT Office of Aviation Calendar](#)  
[Wisconsin Fly-Ins and Airshow Event Calendar](#)  
[Fly-Ins.com Calendar Website](#)  
[Fun Places to Fly Website](#)  
[Social Flight Calendar](#)  
[Midwest Flyer Magazine Calendar](#)



### EAA Chapter 327 IMC Club

*"To promote instrument flying, proficiency, and safety"*

Meets: 7pm, 2nd Thurs of month  
 Location: Dubuque Airport Terminal Conference Room  
 For more information contact: charlesbweber@me.com

## Name That Plane



*Hint: It belongs to one of the recent visitors to the Saturday morning coffee group at Hangar 88.*

Chapter Website: [www.327.eaachapter.org](http://www.327.eaachapter.org)  
 Facebook: <https://www.facebook.com/EAA327>

Send event information on those activities that would interest the membership. Will be delighted to include any information on aviation related activities, fly-in breakfasts, etc. e-Mail your information to Bob.woodward312@gmail.com.

## EAA CHAPTER 327 OFFICERS

(Effective January 2020)

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## Upcoming EAA Webinars

Go to [www.eaa.org/webinars](http://www.eaa.org/webinars) to view the schedule and to register.

Date	Time	Title	Presenter(s)
12/8/20	7 p.m. CST	<a href="#">Aerobatic Airplanes Made Affordable and Enjoyable</a> Qualifies for FAA WINGS credit.	Bruce Mamont and Renee Brilhante
12/9/20	7 p.m. CST	<a href="#">Hot Topics in Aviation Medical Certification</a> Qualifies for FAA WINGS credit.	Dr. Steve Leonard, Donald R. Andersen, Greg Reigel, and Patrick Floyd
12/16/20	7 p.m. CST	<a href="#">Night Flight</a> Qualifies for FAA WINGS credit.	Larry Bothe
1/5/21	7 p.m. CST	<a href="#">The Sonerai Story</a> HOMEBUILDERS WEBINAR SERIES	John Monnett
1/6/21	7 p.m. CST	<a href="#">It's Baffling</a> Qualifies for FAA WINGS and AMT credit.	Mike Busch
1/12/21	7 p.m. CST	<a href="#">Huey: Saving an Icon from the Vietnam War</a> MUSEUM WEBINAR SERIES	Chris Henry
1/13/21	7 p.m. CST	<a href="#">Surviving Carbon Monoxide</a> Qualifies for FAA WINGS and AMT credit.	Prof. H. Paul Shuch

**“Name That Plane” Answer:**

***Taylorcraft BC-12D***

## Chapter 327 Flight Instructors

Here is a listing of Chapter 327 members that are flight instructors and would be willing to help with primary flight instruction, your next BFR or other. *If you are a Chapter member and a flight instructor please let me know and I will include your name in the listing. Additions/Corrections are welcome!*

CFI / CFII	Phone	New Students	CFII	BFR	IFP	Airports	Plane
Mike Nickeson	563/451-6246	Yes	Yes	Yes	Yes	DBQ	Owners, Club Plane
Alaine Olthafer	608/988-6864	Yes	Yes	Yes	Yes	PVB	Owners, Club, FBO
e-mail - Bob Woodward ( <a href="mailto:bob.woodward312@gmail.com">bob.woodward312@gmail.com</a> ) to add your name to the list.							



EAA Chapter 327



## Membership Application

Please print:

First Name \_\_\_\_\_ Last \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_

City / State / Zip \_\_\_\_\_

Landline (\_\_\_\_) \_\_\_\_\_ Cell (\_\_\_\_) \_\_\_\_\_

Email address \_\_\_\_\_

National member ID. \_\_\_\_\_

Single membership: \$15.00

Family membership: \$22.50

Payable To: FAA Chapter 327

Return to: **Merle Neises**  
**6829 N. High Ridge Rd.**  
**Galena IL 61036**



Meetings the third Tuesday of the month, 7PM, Conference Rm next to restaurant, DBQ Airport Terminal

Meeting times & places may vary in the summer time contact a chapter officer for exact times and place

Visit our webpage [www.327.eaachapter.org](http://www.327.eaachapter.org)

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