



April 2018

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WHEN:	WHERE:	PROGRAM:
MAY THURSDAY the 10th	KMIW	PANCAKE
MEETING ~6:30 PM	EAST HANGARS	&
		FUN-FLY

WHAT'S FLYIN' THIS WAY !!!

FINALLY...BACK TO THE AIRPORT!

It will be good to be back in the presence of airplanes flying and pancakes grilling. We will fire up the griddle and flip the cakes and sausage. If the weather holds, there should be some flying 'round the patch goin' on too. Maybe we will try out that new chapter projector and watch a video on the wall. Come join the fun!

AND!! Please come early, around 5:30 pm and help us pick up the litter in the ditch. It takes very little time if we get a bunch to help. Garry Brandenburg will have the vests and bags. The sooner we get it done, the sooner we can go flying and flip the cakes!

WHAT FLEW BY !!!

Adam Williams offered to shop for a new chapter computer projector and came up with a pretty good deal and unit. Chapter 675 are now the proud owners of an Epson EX3240!



This will work well for projecting on the wall of a hangar inside or outside, so we can use it at the airport or nearly anywhere we decide to meet. Thanks Adam!



Here is a photo of our last TJ's gathering of the winter before the last meeting at Fisher Community Center.

CALENDAR

MAY 12

Perry Municipal Airport (PRO)
Tailwheel Fly-in
8 a.m. – 11 a.m.
PIC's and under age 5 eat free
515-465-3970 (Walter Aviation)
Website: www.walteraviation.com
Email: office@walteraviation.com

MAY 15

Boone Municipal Airport (BNW)
Potluck and movie night
6 p.m. – 9 p.m.
515-432-1018 (Dale Farnham)
Email: farnhamaviation@outlook.com
Website: www.farnhamaviation.com

May 19

Eastern Iowa Airport in Cedar Rapids (CID)
Flying Start Event with EAA Chapter 33
(Iowa Flight Training Hangar)
Adults of all ages
9 a.m.
Email: FlyingStart@EAA33.org (Justin Cook)
Website: www.EAA33.org

JUNE 3

Audubon Municipal Airport (ADU)
Flight Breakfast
6:30 a.m. – 10:30 a.m.
Fly-ins eat free
712-563-3780 (Barbara Smith)
Email: audchmbr@iowatelecom.net

June 7 - June 10

Iowa City Municipal Airport (IOW)
100th Anniversary Celebration
Various rides, events, activities (Ford Tri-Motor daily)
Check schedule
319-356-5045 ext. 2 (Michael Tharp)
Email: michael-tharp@iowa-city.org
Website: iow100.org

June 10

Spencer Municipal Airport (SPW)
Flight Breakfast
7 a.m. – 11 a.m.
PIC + 1 passenger free
712-262-1000 (Gayle Brandt)
Email: spencerairport@smunet.net
Website: www.leaspw.com

June 10

Denison Municipal Airport (DNS)
Flight Breakfast
7:30 a.m. – noon
Fly in's eat free
712-263-6424 (Ryan M. Leed)
Email: kadrvr@live.com

June 14

Marshalltown Municipal Airport
EAA Chapter 675 Potluck Supper
~6:30pm
641-753-6222

June 16

Keosauqua Municipal Airport (6K9)
Fly Van Buren Fly-In
7 a.m. – 10 a.m.
All fly-in pilots eat free
800-868-7822 (Villages of Van Buren)
Email: info@villagesofvanburen.com
Website: www.villagesofvanburen.com

June 24

Pocahontas Municipal Airport (POH)
Flight Breakfast
7 a.m. – 1 p.m.
Airshow at 11 a.m. (Vanguard Aerobatic Squadron)
515-570-4128 (Gary McCartan)
Email: MCCARTAN724@msn.com

Red Oak Municipal Airport (RDK)
Flight Breakfast
8 a.m. – 11 a.m.
Fly-ins eat free
712-370-1511 (Kevin McGrew)
Email: nrdk@redoakia.city
Website: www.redoakiowa.com



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For Those going to Oshkosh Early...

New Grounds Access Rules Established Ahead of EAA AirVenture Oshkosh 2018

April 19, 2018 - The growth of EAA AirVenture Oshkosh is tremendous, but it's led to some logistical challenges. One of them is due to the unique nature of the event: Unlike most events that can keep the gates closed until opening day, final AirVenture prep work is taking place while thousands of people are arriving on the grounds with their airplanes, motorhomes, and other camping equipment. To improve safety, security, and mobility in these final hectic days before AirVenture opening day, several new policies are going into effect in 2018. These new procedures will be in place from Thursday, July 19 through Sunday, July 22.

Grounds Access: Entry will be allowed to credentialed vehicles ONLY through Gates 33 (Waukau Avenue) and 26 (Knapp Street Rd/Theater in the Woods). Other vehicle gates will be closed. Non-credentialed vehicles are NOT allowed on the grounds, the same as during AirVenture week. Personal golf carts, scooters, bicycles and other such vehicles are also prohibited. The restricted area (shown on map) will be enforced in order to ensure safety for everyone involved as AirVenture preparation is underway.

Exhibitors and vendors within the restricted area will receive special pre-event lanyard credentials. While early AirVenture attendees — such as those arriving with their aircraft — will not require wristbands until Sunday, July 22, they are asked to avoid entering the restricted area. Non-credentialed volunteers will be allowed onto the grounds ONLY to pick up credential packets from their chairmen. EAA security will be present in the restricted area. Non-credentialed vehicles will be turned away or asked to leave.

Exhibit Hangar Access: On Thursday, July 19 through Sunday, July 22, there will be strict enforcement of access to Exhibit Hangars A-D. Only credentialed exhibitors and vendors are allowed during open hours from 8 a.m. until 6 p.m. on those days.

Aviation Gateway Park Access: From Thursday, July 19 through Sunday, July 22, there will be strict enforcement of access to Aviation Gateway Park exhibit facilities such as the Innovation Showcase, UAV Showcase, and Education/Career Center. Access is limited to credentialed exhibitors and vendors, and only between the hours of 8 a.m. until 6 p.m. At 6 p.m. sharp, doors will be locked.

Outdoor Exhibit Access: Outdoor exhibits are not open until Monday, July 23. Visitors on the grounds before that time are asked to give space to allow exhibitors to finish setting up their areas and to exercise caution anywhere around the outdoor exhibit areas due to the presence of equipment used to prepare the areas for the fun hustle and bustle of AirVenture.

Thank you for your cooperation! This is a new policy this year, one undertaken with safety foremost in mind. There is a tremendous amount of work that must be completed in the final days before AirVenture opens, and we want to give our staff, volunteers, exhibitors, and vendors every opportunity to safely and effectively prepare for The World's Greatest Aviation Celebration.



Bringing N16F, 1956 C-172, Home by Dan Adams



I found this 1956 C172 on Barnstormers on the same week I delivered my Tri-Pacer to Dan in Norfolk, NE. As I have learned, you need to act quickly on these as the good ones don't stick around very long. I was hesitant to call as I felt from the pictures, that it was partially polished. But I was elated and almost in shock when Eric (Dad to the former owner and who was the AMP/AI as well) told me this plane was completely painted and nothing was polished. This was a game changer for sure. We talked for quite a while and he kept telling me that this was one of the nicest 172's he had ever seen. He really described the airplane in detail and left me feeling this was one worth going after. He mentioned that he does not own it and that I needed to talk to his son Aaron to advance this discussion any further. So, I talked to him later that evening and offered to pay him earnest money over the phone to hold the airplane till I could fly out there to look at it. He said he did not require that and would honor my word that I would be out there very soon.



I booked a ticket and got a hotel and car reserved the next weekend. Luck was on my side, as the weather in upper Michigan was outstanding. Once the hangar door opened, I was having a great feeling now; I was on to a good one. We talked for a while as I oohed over the paint and condition. We climbed in and went for a test ride. It started right up and just purred. It flew great and just like one would expect a 172 to fly. I was thrilled, so time to look at the logs and paperwork. The logs go back to day one in 1956 and the paperwork was very organized and well kept. No red flags at all to this point. It's time to buy, so I made him an offer and he accepted. He mentioned that after we talked on the phone, he had received 20 phone calls and a guy drove up and offered him \$500 over his asking price and he told him he is keeping his word. That blew me away and I thanked him several times for being so honest. That's the kind of guy I want to buy from!



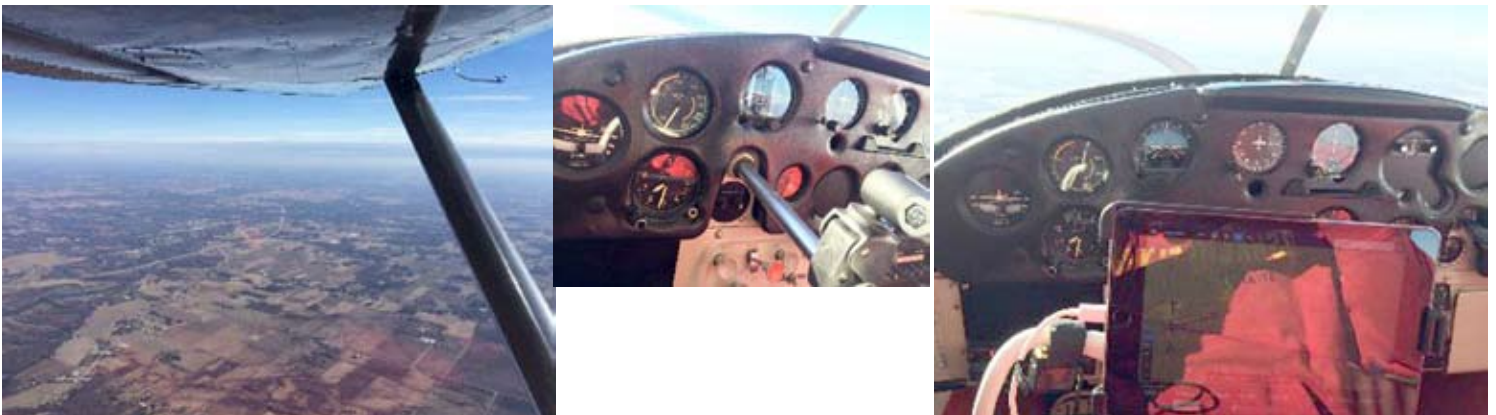
It needed to have the paperwork from the recent annual completed and a new VSI installed (quit on the test flight) and I asked about the wheel pants. He didn't have them at the airport, but said they were in decent shape and they had never put them on the plane. I asked if he could put them on, as I would rather get them home that way than hauling them in the back seat. He said he would be sure to include the nearly brand-new Bruce's custom cover as well. This was a sweetheart of a deal for sure!!!



I came back home and was smiling from ear to ear. Got my cashier's check ready and insurance lined up, so it's time to look for a weather window to go get it. It was looking like Saturday March 17th (St Patrick's day) was the window I was looking for. Stationary high parked over the great lakes and this should keep some precipitation to the south of me. Chad Nablo mentioned he was looking for opportunities to get some cross-country time built and offered to haul me out there. This was a great opportunity and an awesome gesture, but we couldn't get the schedules to work out. So, I booked a one-way ticket to Detroit for Saturday March 17th.



My flight was scheduled to leave DSM at 7:45am. Meagen and I left the house at 5:15am thinking we would be well ahead of schedule. Turns out, the weather in central Iowa was downright terrible that morning and we had to drive through an all-out blizzard! It didn't last long, as the runways at DSM were dry! Now, the question was....Will this keep me from getting back home? The flight out to Detroit went without issue. I had packed my flight bag with all my goodies to fly back home. I drove the rental car 2 hours up to Tuscola Municipal airport (Caro, Michigan). Aaron had agreed that he would return my rental car for me. They had the airplane out and ready to go. Turns out they had sold a Cherokee 140 the same week and that guy took off just as I arrived. I pre-flighted and took note that it had about 1/2 tank of gas. I planned on a short hop to check for leaks or any other issues before heading for a long leg. Eric suggested I head over to Saginaw and get fuel there as it was cheaper. I looked on Foreflight and it was 18.3nm to the West. So, I loaded up everything (except the logs – Oops) and got my flight plan loaded up in Foreflight. Had to sit and get the engine warmed up for a bit as it was about 35 deg out.



Took off and headed for the very short flight to Saginaw Co KHYX. Made a nice landing, but noticed I came in a bit high. That was a bit hard to do in the Tri-Pacer as it did not have too many issues coming down, so it's going to take some adjustments! This was a fantastic airport and topped off at the 24 hours pay at the pump. Went to the bathroom and got a drink of water and was ready for a long haul. There was no hesitation when asked if I would fly over lake Michigan – No way!



I had planned all along to go around the south and stay clear of the Class B at Chicago. I climbed up to 6,500 feet to head Southwest. Air was crisp and smooth. I flew down the Southeast coast of lake Michigan and took in sites I did cut the corner a small amount and flew over Gary/Chicago (KGYG) just South of the Chicago O'Hare Class B. There was plenty of jet traffic that I could see on the ADS-B and out the front window. 2.4 hours later I landed for fuel at Rock Falls Illinois (KSQI). Nice quiet airport with 24 hours pay at the pump gas. It was about 4:45pm at this point and I needed to decide if I would make it home before dark, or should I stay the night and go the remaining 1.8 hours the next morning. I checked the weather and I could see some lower clouds to the South of Marshalltown that were heading North. It was still VFR, but something I had to consider. I had averaged a 4-6 kts tailwind up till this point, so I decided to head for KMIW.



Taxing out to the departure runway, I experienced my first nose wheel shimmy! Urrrggg! Going to have to deal with that sooner than later. I also made note of the fuel drains as they are at the end of life as far as I'm concerned. I took off and headed West for the final stretch. It was a great evening ride as I called up Cedar Rapids to get clearance to pass over. They confirmed the Narco transponder was working as I could now see the cloud bank that I knew was approaching from the South. KMIW was reporting 2800ft broken, 10 miles and 8 kts out of 300°. I terminated with Cedar Rapids and made a dash for home. Turns out the cloud deck edge was about 6 miles North of the airport. I touched down at 6:50pm and felt great to be home. It was a fantastic trip and I'm happy with the airplane. I should have the nose wheel shimmy and fuel drains fixed up soon.

