

BLAINE AIRPORT PROMOTION GROUP

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TAKING YOUR AMBITIONS SKYWARD
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Sixth Year of Publication



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ANT-18 Link Trainer

“Needle, ball, airspeed,...” I still remember the instructor’s voice in my headphones as I sat under the closed hood of a Link trainer during the first hour, trying desperately to maintain control solely by reference to the turn and bank indicator and the airspeed indicator.

Don Uhlenberg



By keeping the needle centered with the rudders, the ball in the middle with the ailerons, and the nose level with the use of the elevators I was able to maintain some semblance of level flight. Soon I “advanced” enough to include the use of the altimeter in holding altitude, the turn needle and compass to make turns to prescribed headings, and even use instruments to recover from spins.

After acquiring these basic skills, I was then introduced to the low frequency four-course range, which, through the transmission of letters in Morse code (dots and dashes), provided the pilot with enough information to orient himself if lost, navigate from one station to another and perform approaches to airports strictly through the interpretation of dots and dashes heard through the headset. No visual navigation instruments were used in training until toward the end of the 6 week course when I was introduced to the VOR and ADF, two navigation systems with visual presentation.



Don Uhlenberg

Fairchild PT-26

After the first orientation in the Link, training was mixed with flight in an aircraft until completion. Fort Worth, Texas had one of the last in the U.S. I never saw one again.

I experienced the training in the summer of 1957, when I traveled to Fort Worth, Texas to attend American Flyers Flight School with my friend Carl Lipke, who later instructed

me at the U of Minnesota flight school and he later became a well-known FAA flight examiner. Since then I have had the opportunity to “fly” several simulators including a B-52 simulator at Grand Forks Air Force Base. No, I was not a military pilot. Yes, I crashed on landing.

LINK TRAINER HISTORY

Edwin Albert Link had developed a strong interest in aviation as a young man but was unable to afford the high cost of taking flying lessons in the 1920s, so at the age of 24, in 1927 he began building a simulator which he called the “Pilot Trainer” to teach himself the basic rudiments of flight. The project took 18 months to complete and a patent was acquired soon after in 1931.

Edwin not only demonstrated an aptitude for science and mechanics, as he worked in the family business which manufactured player pianos and organs but also acquired the knowledge about bellows, valves and air pumps that were then incorporated in the design of his trainer. While the trainer was stationary, Edwin developed these devices into a system to allow the trainer to actually pitch, roll, and turn through movement of standard cockpit controls. Later models included the addition of navigation and radio aids as well a more sophisticated flight instruments.



ANT-18 Link Trainer

Link trainers came equipped with a desk which included a device called a Crab to track the pilot’s progress in red ink on a map or approach chart. This allowed the



Roger Hansen at the Link Trainer desk

operator to play the role as an FAA Controller as well to provide a useful tool for debriefing.

This is part 1 of a series featuring the Link Trainer and its lineage. All photos in part 1 were taken at the Golden Wings Flying Museum.

LAUNCH & RECOVER

EAA Young Eagles Program gives interested young people, ages 8 – 17, an opportunity to go flying in a general aviation airplane. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers. Our EAA chapter holds about 4-5 Young Eagle events a year.

EAA's Eagle Flights program provides a way for prospective pilots 18+ yrs old to experience personal aviation at no cost thanks to EAA Chapter 237's volunteer pilots. It begins with a hands-on introduction, where you'll fly with a local EAA-member pilot who will let you follow along at the controls of the airplane to get a feel for what being a pilot is all about.

Blaine, MN. Great Minnesota Aviation Gathering will be launched on April 29 and 30, 2016 at Anoka County-Blaine Airport, www.mnpilots.org This is the third year the event has been held at the Blaine airport and home to the Minnesota Pilots Association. I was pleased to see that Santa was cleared for a landing at my home town, Park Rapids, Minnesota for the Super Cub Santa Flyin that made stops at a few other airports thanks to Santa's main assistant, Randy Corfman, president of the Minnesota Pilots Association.

Thanks from the Blaine Airport Promotion Group

I want to thank you all for the 2015 support of the education program that brought an estimated thirteen hundred visits from the Anoka-Hennepin District 11 schools and clubs and special groups in aviation.

The T-6 Thunder, North American Flight Team, flyover and special day with the Kindergarten students from the University Avenue School during their picnic at the visitor pavilion was exceptional in providing an everlasting impression on our young students. During the past five years we have played host to 4000 visits by K-12 students. Some classes get to visit more than once and are given different goals during each visit. We have seen Engineering, Mechanical and Aviation Tech students from several schools that have joined the list of regular visitors to our airport and have been provided Aviation Instruction and History, and for some, their first visit to an airport.

We have been working with schools for the past five years to bring students the opportunity to experience a functioning airport, things that provide a hands-on view of how things work. This approach is what the STEM

initiative is all about, bringing education and industry side-by-side in an effort to help bring school achievement and graduation rates up and to create a pool of students that can begin to fill technical positions that rapidly are being left open by retiring workers and for lack of qualified entry level employees. Best Regards.
President and Education Coordinator, BAPG, Roger Hansen

Discover Aviation Days June 4th & 5th - 2016

Plan for the DAD events and clear some time to volunteer for the many areas requiring support and on the ground work in putting the programs together.



www.DiscoverAviationDays.org

The education/history tent, is a great place to learn about many aspects of aviation and hands-on items for kids of all ages.



Children's play area has always been a great gathering place.

