



# THE WINDSOCK

OCTOBER 2020

Editor: Frank Huber | Layout Editor: Deb Huber

## The President's Flight Deck

Here we are in October already! Hopefully everyone has been able to get out of the house and enjoy the extended fall colors and temperatures we've had recently. The weather was ideal for a Young Eagles rally on October 10th. We have taken care at the YE events to socially distance, disinfect planes between flights, and wear masks to reduce the risk of infection. If you are looking for a volunteer opportunity in November, be sure to sign up for the next YE event as we can always use ground support. There are further details of Saturday's event in this newsletter.

I want to remind members that membership renewals are due January 1st. This change was voted on by membership at last year's December chapter meeting. The change was made to keep bookkeeping easier and consistent. Keeping track of members on a monthly basis consumes a fair amount of time. Since we are a volunteer organization we need to keep time commitments in mind as much as we can. The board encourages the use of the PayPal payment system on our website. This electronic payment system provides a good means of tracking payments. Cash or check is acceptable, just place in the blue box in the chapter building with a note of who the money is for. Dues were increased last year to \$30.00 for individuals and \$50.00 for families.

Honorary and student memberships remain as in the past.

If you are preparing your year end tax plans, please keep EAA 237 in mind as a donation destination for your 501(c)3 charitable contributions. Past contributions have helped keep EAA 237 the vibrant organization it is today.

We have had a few virtual meetings so far, and anticipate having one this month as well. Since we will most likely meet this way during the winter months, the subject of topics has arisen, along with discussion of what members expect from this organization, especially during this pandemic. To address this situation, we will be putting together a survey in the coming weeks asking for your input on what you would like from the chapter both during and post pandemic. Hopefully post pandemic means this summer, but no one knows for sure what the time frame is. The winter months should give us plenty of time to plan for next year's in-person get togethers. I for one am looking forward to those events!

As mentioned last month, EAA 237 members have annually donated toys and money to the Tree of Hope. This organization donates toys to hospitalized kids throughout the state of Minnesota. Due to Covid, the organization will not be having a public donation



### YOUR CHAPTER BOARD OFFICIERS

Kevin Sislo, President  
Lyle Peterson, Secretary  
Charles Jasicki, Director

Robert Henkes, Vice President  
Mark Heule, Treasurer  
Michael Grzincich, Director

Contact the Board at: [board@eaa237.org](mailto:board@eaa237.org)



day at the St.Cloud airport this year. However, they are still trying to raise \$65,000.00 by December 1st to continue the tradition of donating toys to hospitalized kids. You can make a donation to their organization at this link <http://holidaytreeofhope.org>.

Finally, I want to thank all the members who

participated in the virtual garage sale at last months meeting. A majority of the items were purchased by members, and the receipts were added to our bank balance. I do not have a tally as of this writing, but will see if we can have that at the next chapter meeting.

Until next month, happy aviating!

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*Because of Covid-19, we will not be holding IMC Club and VMC Club meetings. In the mean time, I will be providing links to articles that will cover areas of interest for both IFR and VFR pilots.*

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## Video Tip: LPV Approaches

by Jason Miller of The Finer Points of Flying <https://airfactsjournal.com>

## AIR FACTS: Go Or No Go: Low IFR In A Baron

by John Zimmerman What would you do? <https://airfactsjournal.com>



Accidents, that result from a VFR pilot inadvertently flying into IMC conditions, often end in disaster. Many of us pilots have a mission orientated approach to our flying. Such an attitude can lead us to press on when better judgement and definitive personal limits would preclude us from making a such potentially deadly decision. For this month, I have included two accident case studies of VMC into IMC flights, that ended up in fatalities. One of those happened this summer in Minnesota. Obviously, setting personal limits for the weather conditions you would consider flying in, is the best way to avoid such a dangerous encounter. But in case your carefully thought out plan doesn't work, I have also included a link to a video titled "Inadvertent Flight Into Instrument Flight Conditions and How To Get Out".

## Accident Case Study "In Too Deep" AOPA Air Safety Institute <https://www.aopa.org>

Plans and Patience Flying Lessons for September 24, 2020 | Thomas P. Turner  
Mastery Flight Training, Inc. <http://mastery-flight-training.com>

## Inadvertent Flight Into Instrument Conditions and How To Get Out

Sporty's Student Pilot News | Bret Koebbe | <https://studentpilotnews.com>



## Young Eagles Update

Michael Grzincich, Young Eagles Coordinator



The chapter was able to hold two Young Eagle events in October. The first event was staged out of the Mora Airport on Saturday, October 3. This event was promoted by the City of Mora at their airport open house weeks earlier, where chapter member, Scott Nelson, manned a signup table solo. Fourteen kids received Young Eagle rides that were provided by pilots, Michael Grzincich, Randy Corfman and Mike Miller. The chapter Aviation Explorer Post provided two volunteers, who marshaled aircraft and did contact cleaning of surfaces in the planes between flights. The pictures from the event tell the story of satisfied Young Eagles.



The second event was held on Saturday, October 11, at our home field, KANE. We were hosted by Lynx out of their facilities. There were four volunteer pilots, Michael Grzincich, Mike Miller, Joe Gmitter and Randy Corfman, who flew twenty-three Young Eagles from 9am until 2 pm. Scott Nelson took care of the registration and printing the Young Eagle certificates with the help of a few other chapter member. We had a good ground crew, including a volunteer from our Aviation Explorer Post, taking care of marshaling the aircraft and cleaning the aircraft between flights. It was a perfect day, with clear skies

and light winds. To protect the attendees and chapter members the following protocols were followed: only pre-registered kids, only kids that came together flew together, no extra spectators, hand sanitizer used upon entering the building each time, mask worn in flight and in the building, contact service cleaning of planes between flights. Michael and all the volunteers have done an excellent job holding Young Eagle events this year despite Covid-19.

The next Young Eagles event is planned for Saturday, November 14 at the Anoka County Airport. More information to follow.



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## EAA237 COMING EVENTS

The October chapter meeting will be a virtual meeting held on Monday, October 26. beginning at 7 pm. There will be a zoom update email, with the details and a link to the meeting, in the week prior to the meeting.

The next Young Eagles event is planned for Saturday, November 14 at the Anoka County Airport. More information to follow.



## Post 237

Michael Miller

The Aviation Explorer post continued its RC build. The wings came together last week and now they are starting on the fuselage. We also had a couple of volunteers, Elijah and Lucas, go up to Mora and assist with the Young Eagle event there on October 3rd. They wiped down airplanes in between flights and walked participants through preflight operations on the aircraft. As a bonus, Randy Corfman took each of them up in his Super Cub after the event was over. That was definitely the highlight of their day. The Explorers also helped with the Young Eagle event at ANE on October 10th.



Paul Campobasso (instructor), Kevin Geppert, Steve Fischer (DPE)

Kevin Geppert, a member of our Aviation Explorers Post, passed his Private Pilot Glider checkride on September 26. He is now a licensed glider pilot. Kevin is 16. He started his training, when he was 14, so it's been a bit over 2 years of work to complete this accomplishment. Kevin was also the recipient of an Air Academy scholarship from our chapter in 2018.

# Tips for Flying at High Density Altitude Airports

The Pilot Handbook of Aeronautical Knowledge, AOPA technical resources/articles, Flying Magazine, Boldmethod, and a few more, agree that upsloping runway on takeoff/ downsloping on landing will extend distances.

One source had the following rules of thumb:

- An upslope increases takeoff distance by approximately 7% per degree.
- A downslope reduces takeoff distance by approximately 5% per degree. A downslope increases landing distance by approximately 10% per degree.

High density altitude take off is very different from, and nothing like, a sea level takeoff in several very important ways, bulleted below. The engine should be leaned to best power prior to takeoff during the run up, you can fine-tune that very early during the takeoff roll (lean for maximum RPM with carbureted engines with fixed pitch propellers, fuel injected engines should be leaned to sea level takeoff EGT, typically 1250 to 1300 degrees [Fahrenheit], early during the takeoff roll. With two qualified pilots, the pilot not flying could lean the engine during the takeoff roll to maximum RPM (carbureted engines with fixed pitch propellers) or proper EGT (fuel injected engines with appropriate engine instrumentation).

- The airplane must not be rotated beyond a shallow climb attitude and allowed to lift off on its own, when ready to fly in a shallow climb attitude, at a higher indicated airspeed than a sea level takeoff, to avoid a high drag producing high angle of attack that could prevent the airplane from being able to climb out of ground effect.
- After liftoff the airplane must be flown in level flight (not climbed at all) in or just above ground effect until the maximum rate of climb speed is attained, then the maximum rate of climb speed must be strictly maintained.
- Do not expect to see, and do not pitch up to, a climb attitude as steep as at sea level, and do not expect a rate of climb as high as the POH states you should get at that density altitude. The POH figures were developed with professional test pilots flying new, clean airplanes.
- Never perform a high density altitude takeoff towards any obstacles or rising terrain.
- Avoid intersection takeoffs. Full-length takeoffs provide more margin for wind shear, etc. Don't be tempted to expect POH takeoff distances. Add a minimum of 10% because that data was developed with professional pilots flying new, clean airplanes.

## Zenith 701 Chapter Project Update

The crew was forced to take a two week break due to Covid-19. One of the members of our group had a covid outbreak in his family, so for health and safety reasons, we suspended work for two weeks. It appears that everyone else on our crew are ok and the effected family is on the mend. We were able to install the heat system at our last work session and get all the brake lines adjusted, so they don't impact the heating system. The instrument panel has been painted black and the work on the panel marking will start this week. A spot in Mark's hangar is now available, so the project will probably be moved sometime in the near future.



# Aviation Adventures Out and About in our Neighborhood



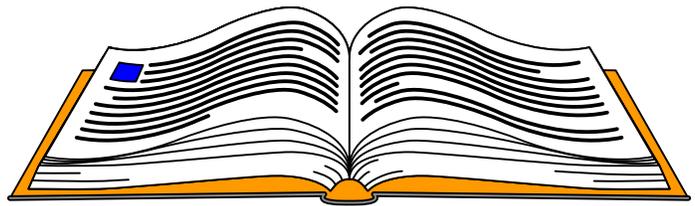
This year has been different for all of us, to say the least. Without AirVenture and other annual events to take up my time and vacation, I decided to do something different. Since I was a kid, I always loved history and aviation. There are a lot of us in the chapter who love aviation, but do not fly. I thought about how could I combine my love for history and aviation and share it with you? I decided there is a lot of aviation history in our neighborhood, that is any where from ten minutes away to a two day adventure, that I could share with you in The Windsock.

I decided to make a list of those places, visit them, and write about them. Many still are not available to visit because of the pandemic, but I'll get to them at a later date. Some of the stories about them will be short, and others could fill a book, like our September speaker Kerry McCauley. If you were not able to participate in our virtual meeting, you missed a great one.

Every month, I will be sharing a photo with you with a question about it. You can call me at 651-206-3818 or email me at [VicePresident@EAA237.org](mailto:VicePresident@EAA237.org) with your answer. I will list those answers in the following months newsletter with a story about that picture and my visit to it. If you have similar stories or sightings, let me know and we can collaborate on a story.

So for next months article, email me, if you know what this is a photo of and where it is located? *by Bob Henkes*

## GREAT for the READS Aviation Enthusiast



*Shot Down by Steve Snyder*

*Semper Fi In The Sky by Gerald Astor*

*Wings of War by Jim Busha*

*Fighter Pilot, The WWII Career of Alex Vraciu by Ray Boomhower*

*To Fly and Fight by Col Clarence E. "Bud" Anderson*

*I Could Never Be So Lucky Again by Gen. James H. Doolittle*

*Tumult in the Clouds, A dramatic personal account of air combat in World War II by James A Goodson*

*Big Friend, Little Friend, Memoirs of a World War II Fighter Pilot by Lt Col. Richard E. Turner*



## **HOMEBUILDERS**

What our members are building, restoring and flying

## **JIM BORG | THORP T-18**

Jim started looking for a project in the early 70's. The two main requirements were an all metal two place airframe and side by side seating. He also wanted a good cruise speed for cross country flying. There weren't many designs available at the time. The only two that fit the requirements were the Thorp T-18 and Mustang II. The Van's RV-4 was available, but was tandem seating. Jim's opinion was that the T-18 would be easier to build because of it's straight planform wing versus the tapered wing on the Mustang II.

At that time, all the experimental designs were plans built projects. So Jim purchased a set of plans from John Thorp in 1974. After becoming familiar with the plans, Jim purchased some material and started cutting sheet metal in 1976. At the time he bought the plans, there wasn't a lot of prefab parts available. There were some independent builders, that were furnishing some of the hard to make items, such as landing gear, engine mount, and a host of other items that were out of his skill level to make. Jim got off to a slow start until more parts became available. Although the airframe eventually became a kit, he still did a lot of scratch building. There has never been a quick build kit for the T-18. The Thorp is still available in kit form. The new series is now called the S-18. The wing is different, in that it is a folding wing, which makes it a easy airplane to trailer home, if needed. The airfoil has been changed to reduce the stall speed by about 5 mph and the fuselage is 2 inches wider and 5 inched longer, which are welcome features.

Jim found the flaps to be difficult to construct because of the nose , which has a constantly changing airfoil. The bubble canopy was about

as stressful as it gets. It's big and hard to handle and was just waiting to be overstressed to crack the plexiglass. Shipping alone for the canopy was very expensive.

Jim continued his work on the project and successfully completed it in June of 1985. He made the first flight on July 7, 1985. The test flying went very well to his pleasant surprise. He had the luxury of the use of a friend's T-18, in which he gave Jim a checkout and even signed off his bi-annual flight review. Other than some minor trim adjustments, the only issue that caused some hard thinking was the engine running too rich and blowing black smoke. With some help, he was able to determine the cause to be a faulty engine air box, that was letting turbulent air into the engine. A revision to the air box soon remedied the problem.

Jim's T-18 is powered by a Lycoming O320 E2A 160 hp ( removed from a Cherokee 140) driving a Sensenich metal 70 inch diameter and 77 inch pitch propeller. It is a good performing prop, but has a 2600 RPM limitation. His instrument panel is strictly a VFR panel and has all steam gauges. He has a single King KY-197 com radio and uses Garmin 195 and 496 GPS units for navigation.

The plane's normal cruise is 160-170 mph. Stall occurs with 30 degrees flaps in the mid 60's mph. The T-18 only has 29 gallons of fuel so range and endurance isn't great. Jim flight plans for a maximum of 2.5 hours and is usually ready for a break at that point. In the early years, he did a lot of cross country flying. Lately it's been pretty much local flying. It has Jim thinking he might need a different purpose airplane. He mentioned

he has been looking at the Zenith 701. There will likely be one available next summer for Jim to try out. After thirty-five years of flying, Jim's T-18 still looks great!



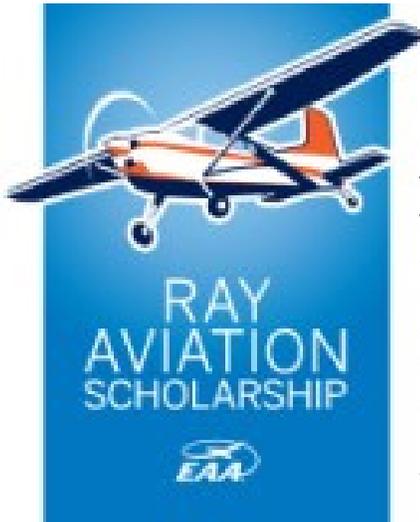
## QUICK LINKS

**Advanced Preflight After Maintenance Has Been Performed in 57 Seconds**

*Phil Dixon* | FAAS Team Program Manager, Memphis FSDO <https://www.generalaviationnews.com>

**Video Tip of the Week: Why Airplanes Turn To the Left In a Climb**

SPORTY'S STUDENT PILOT NEWS *Bret Koebbe* — July 8, 2020 <https://studentpilotnews.com>



Our chapter has been fortunate to receive a EAA Ray Aviation Scholarship the first two years of the program. I plan to apply for another scholarship for 2021 for our chapter this coming November. EAA has awarded the scholarships to the chapters in February, so we are going to begin accepting applications from young men and women, who would like to be considered for a 2021 scholarship, beginning on October 15 and ending on Sunday, December 8, 2020. Applicants must be at least 16 years old and will turn 17 by the end of 2021.

We have had excellent candidates for our first two scholarships, which have led me to set a high bar for future scholarship awards. It's understandable that many young people would love to be awarded a \$10,000 scholarship to learn how to fly. However, we are looking for candidates, who because of their serious interest in aviation, have begun to build their knowledge base in aviation through a number of available programs and resources. Because this is an EAA program, we are looking for candidates, who have at least taken a Young Eagle ride and have availed themselves to the free Sporty's Private Pilot Ground School, that is available to any Young Eagle's participant. I have made a list of other possible programs and things we will be looking for, on the chapter website, under the Ray Aviation Scholarship program. There is also a EAA Chapter 237 Ray Aviation Scholarship Application PDF, located underneath the Chapter 237 scholarship information document. Please encourage any young person, that you believe will be a good candidate for the 2021 scholarship, to apply.

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## Chapter Board Meeting Minutes

Minutes of Meeting | September 14, 2020 | Online with ZOOM  
Attending: Kevin Sislo, Robert Henkes, Lyle Peterson, Mark Heule,  
Charles Jasicki, Michael Grzincich, Dave Peterson, Curt Stoltz

- Business: Al Eke Memorial cancelled due to Covid-19.
- Tree of Hope looking for donations. Chapter will promote personal donations with a Tree of Hope flyer.
- Christmas Party is cancelled this year due to Covid-19.
- Looking for volunteers for formation of flying club.
- Motion to keep Blaine Aviation Days, Bob moved, second by Michael to renew registration. Vote unanimous in favor.
- Board discussed advertising in newsletter.
- Michael discussed future Young Eagles events.
- Curt asked about renting simulator and asking chapter instructors for input.
- Guest speaker for next meeting will be Kerry McCullum from Dangerous Flights.
- Discussed procedures for use of chapter building for meetings and scheduling. Dave to produce email to send to user groups.
- Bob gave update on Explorer Post. Group are learning to fly RC aircraft and working on their RC aircraft project.
- Discussed Zenith 701 project. Some members would like evening work sessions. Need a lead, with experience, to lead these sessions. Looks like no for now.
- Mark gave report on sale of excess items at hangar. Dave made offer for the lithium batteries. Mark using Quickbooks for chapter records. There was discussion about recording keeping of checks and cash deposits.



Help put a smile on the face of a hospitalized child over the holidays!



We need eGift Cards for infants to 18 years of age!

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Walmart

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100% goes toward gifts for sick children!

Email to [Sec-Treas@HolidayTreeOfHope.org](mailto:Sec-Treas@HolidayTreeOfHope.org)

**HELP! We need to raise \$65,000!**

**Deadline:  
December 1st!**

Thanks to sponsors & volunteers, 100% of your donations go to the kids!

HELP...we need 6,500 gifts!

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- 37 Minnesota hospitals,
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- 1 North Dakota hospital,
- 2 Catholic Charities child shelters,
- 5 Ronald McDonald Houses

Become a sponsor!

Since 1990, Tree of Hope collects and distributes gifts to children in hospitals during the holidays!

For more information visit

<http://holidaytreeofhope.org>



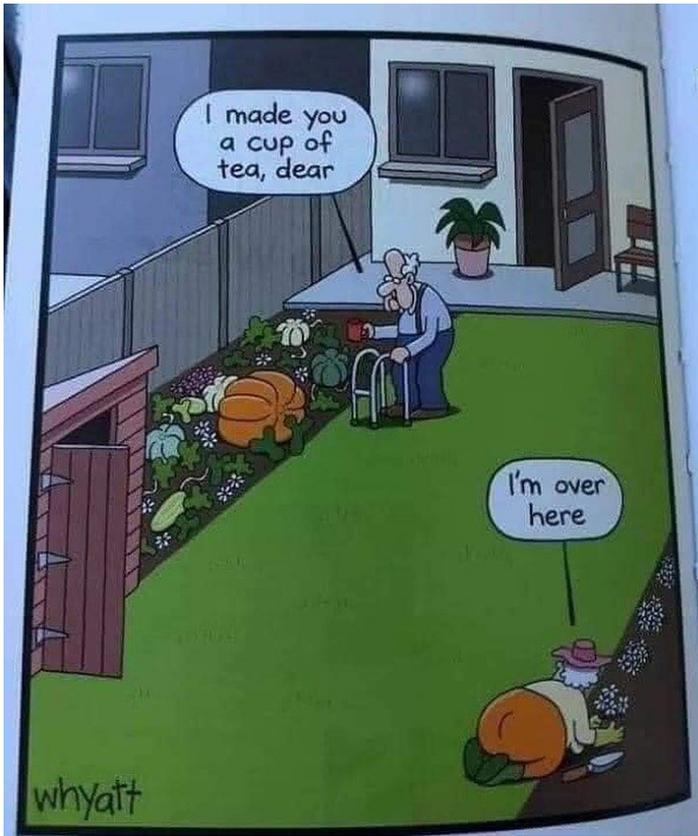
## amazon Smile Donations

Do you purchase items on Amazon? If so, please consider using Amazon Smile for your purchases as our chapter is a supported non-profit organization. You pay exactly the same price for your purchase, and our chapter receives a .5% donation from Amazon. To use this service, simply choose <https://smile.amazon.com> while searching for your next purchase. When asked for the charitable group, enter *Chapter 237 Experimental Aircraft Association* and it should appear. You can use this service with your existing Amazon account. Here is a link for additional information on how to use this service on all devices: <https://smile.amazon.com>

## Financial and Property Donations

As an educational entity, Chapter 237 reminds you that we are a 501 (c)(3) corporation and gladly accept donations to promote aviation education to our members. For additional information please contact EAA 237 treasurer Mark Heule at [treasurer@EAA237.org](mailto:treasurer@EAA237.org).

# On The Lighter Side



In future Windsock editions, I plan to showcase aircraft that our members are building, restoring and flying. Please email me with the aircraft you are building, have completed building, are restoring or have purchased and are flying.

I will follow up with you to provide a questionnaire and will come out to take pictures to include with your article.

If you have a story or photo you would like to see in our newsletter, contact Frank Huber | [eaap51@comcast.net](mailto:eaap51@comcast.net) | 763-245-0170

To view past issues of The Windsock, visit [www.eaa237.org](http://www.eaa237.org) and select newsletters.

*Articles and photos for consideration in our NOVEMBER issue are due on or before NOVEMBER 10.*

## Red Wing Soaring Association

Scenic Demonstration Rides and Memberships Available!  
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FAA Certified Flight Instructors



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Owner Mark German: E-Mail: [aerofab@frontiernet.net](mailto:aerofab@frontiernet.net)

## FLIGHT INSTRUCTION

Ground Instruction  
Flight Instruction



### Cheryl Ann Daml

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C. 612-272-9717  
[cdaml@msn.com](mailto:cdaml@msn.com)

Anoka County Airport/Blaine (KANE)

## EAA Chapter 237

1st AirVenture Chapter Grand Champion

### Gary Laurich

EAA Tech Counselor/Flight Advisor



### Chapter Hangar

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[gary.laurich16@gmail.com](mailto:gary.laurich16@gmail.com)  
[www.eaa237.org](http://www.eaa237.org)

### Chapter Meetings:

4th Monday of the month  
Dinner Social: 6:00 pm  
Meeting Starts: 7:00 pm



## DAVID A. AUTIO

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