



Editor: Frank Huber | Layout Editor: Frank Huber

Editors Note: On May 17, 2024, at 5:29 p.m., WWII Triple Ace Brigadier General Clarence E. "Bud" Anderson passed away peacefully in his sleep at the age of 102. Bud was an American hero in every sense of the word. He will be sorely missed in the aviation community.

The Presidents Flight Deck

May is here and there is plenty of activity at the airport, and within our Chapter. This month's meeting will be held on Monday May 20th, beginning with the social/dinner hour at 6:00 PM. Tacos and the fixins' are on the menu. The informational portion of our gathering begins at 7:00 PM, followed at 8:00 PM with a presentation from Jerry Vecoli from EAA Chapter 25. Jerry's presentation will cover various administrative and mechanical issues (both expected and unexpected) that were encountered during the process of reviving a 1942 US Army Aeronca L-3B, that sat in storage for 16 years. This presentation will qualify for FAAST and AMT credits. Jerry is a great storyteller, so this should be a very interesting presentation.

Several email surveys have been sent a second time to Chapter members for upcoming volunteer and fundraising opportunities. A few more members have signed up and that is greatly appreciated, but there is room for many more! We have made commitments for the Cambridge Father's Day Young Eagle event, Flight Expo build project, and our June 29th Fly-in event. Please reach out to me if you are interested in volunteering at any of these events.

I hope to see you at the Chapter meeting! Be sure to invite a friend or family member and introduce them to the wonderful world of aviation.

Kevin



YOUR CHAPTER BOARD OFFICERS

Kevin Sislo, President	Robert Henkes, Vice President
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Contact the Board at: board@eaa237.org



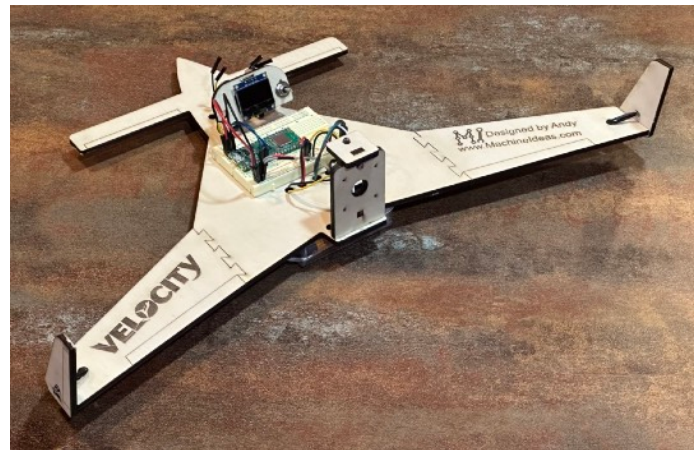


On Saturday, April 20, some of our Explorers visited a Chapter 25 member, Jerry Scgiroo's Glasair project in Lakeville. Some of the Chapter 25 members spent time working with our Explorers doing hands on work drilling and riveting on some Vans practice parts. They answered all the questions of our members and were very patient during the training.

On Friday, May 3, our Explorers visited Atlantic Aviation. Sara Reed, with Atlantic, was a fantastic host as she gave the Explorers a thorough explanation of what Atlantic does for the airport and also introduced some of the line staff. Sara also coordinated with the LifeLink pilot and nurses so we could spend some time talking with them about their jobs. They answered a lot of questions and gave us an extended look at one of their helicopters.

At the Friday, May 17 meeting, Andy will be helping them build a small airplane/electronics kit and teach about basic circuits. This will be a platform for future teaching opportunities for them. We'll be able to extend this much further in the future, and the youth will be able to do more exploration and programming on their own too. Then at the June 7 meeting, we are visiting RC Avionics for a tour with the Explorers. We hope to help them connect with the avionics in the aircraft by giving them some hands-on experience this week.

As you can see, the chapter's BSA Aviation Explorer Post is actively exploring many aspects of aviation with many fun and interesting activities. If you know a young person with an interest in aviation please direct them to the Chapter 237 website for further information about our program. *By Mike Miller*



Chapter 237 2024 Ray Aviation Scholar, Liam Dewanz successfully completed his first solo flight on Tuesday, April 30. Liam is flying out of the Stanton Airfield and is training in the Civil Air Patrol Cadet Program. Liam is flying CAP Cessna 172s. His instructor, Mark Moskal, volunteers his time instructing the CAP cadets in this program. Mark is a retired FAA Air Traffic Controller and is now a flight instructor at the Stanton Airfield.





Our chapter held another successful Young Eagles event on a beautiful sunny Saturday, May 11th. There were forty-nine Young Eagle rides given to 36 boys and 13 girls. Eighteen of the Young Eagles received their first Young Eagle flight. We had an all Cessna fleet flown by Joseph Gmitter, Michael Grzincich, Mark Heule and Zachary Zweifier. As usual we had excellent ground support to make things flow smoothly. Our next scheduled Young Eagles event is on Saturday, June 8 from 9am to 2pm at Atlantic Aviation. If you know a young person, who might enjoy a free flight let then know that they can sign up on our website. If you would like to volunteer your time to help out, come on out and enjoy the fun!



Chapter 237 Coming Events

- * Chapter Meeting on Monday , May 20 beginning at 6pm with dinner, meeting to follow at 7pm
- * Chapter Aviation Explorer Post Meetings Friday June 7 and June 21 at 7pm
- * Chapter 237 Young Eagles Event at Atlantic Aviation on Saturday June 8 from 9am to 2pm
- * Cambridge Fathers Day Fly IN June 16
- * Chapter Meeting on Monday June 24 beginning at 6pm with dinner, meeting to follow at 7pm
- * Chapter 237 Fly-in Breakfast June 29 , 8am to 12pm



boldmethod

Do you need to meet stepdowns when you go visual on an approach? Video
<https://www.boldmethod.com/shorts/shorts.ifr.0097/>

When should you switch from GPS to LOC? Video
<https://www.boldmethod.com/shorts/shorts.ifr.0094/>

When do you need to fly the Procedure Turn?
<https://www.boldmethod.com/shorts/shorts.ifr.0064/>

Pitch for Airspeed, Power for Glide Slope? Or the Other Way Around?
<https://www.boldmethod.com/learn-to-fly/navigation/how-to-control-pitch-and-power-on-glide-slope-to-landing/>

IFR Alternate Requirements Video
<https://www.boldmethod.com/shorts/shorts.ifr.0083/>

IFR Departure From a Towered Airport
<https://www.boldmethod.com/shorts/shorts.ifr.0074/>

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Density Altitude: What It Is, And How It Affects Your Performance
<https://www.boldmethod.com/learn-to-fly/performance/density-altitude-what-it-is-performance/>

CTAF vs. UNICOM. What's the difference? Video
<https://www.boldmethod.com/shorts/shorts.vfr.0120/>

What are the the dimensions of Class C Airspace?
<https://www.boldmethod.com/shorts/shorts.vfr.0054/>

Who do you call to enter Class C airspace?
<https://www.boldmethod.com/shorts/shorts.vfr.0119/>

Landing in turbulence - how to make smooth touchdown
<https://www.boldmethod.com/learn-to-fly/maneuvers/approach-to-landing-through-turbulence-pattern-to-touch-down-smoothly/>

How do you "Establish Radio Communication"? Video
<https://www.boldmethod.com/shorts/shorts.vfr.0118/>

Is it ever safe to fly under a Thunderstorm?
<https://www.boldmethod.com/learn-to-fly/weather/flying-below-a-potential-thunderstorm-is-it-ever-safe-visually/>

Avoiding traffic during a Go-Around Video
<https://www.boldmethod.com/shorts/shorts.vfr.0117/>

How to get a Clearance into Class B Airspace Video
<https://www.boldmethod.com/shorts/shorts.vfr.0116/>

How does an Altimeter Work?
<https://www.boldmethod.com/learn-to-fly/systems/how-does-an-aircraft-altimeter-work-in-flight/>



Left-Turning Tendencies Explained: Why Your Plane Pulls Left During Takeoff

<https://www.boldmethod.com/learn-to-fly/aerodynamics/why-you-need-right-rudder-on-takeoff-to-stay-on-centerline-during-takeoff/>

How to avoid Stall-Spin Accident in the traffic pattern

<https://www.boldmethod.com/learn-to-fly/maneuvers/where-stall-spin-accidents-happen-the-most-often-in-flight-phase-landing/>

Should you raise the flaps on landing for a shorter ground roll? Video

<https://www.boldmethod.com/shorts/shorts.vfr.0111/>

How the Four Types of Aircraft Flaps Work

<https://www.boldmethod.com/learn-to-fly/aircraft-systems/how-the-4-different-types-of-aircraft-flaps-work/>

QUICK LINKS

AIR FACTS

The journal for pilots by pilots for pilots

Multiple Mistakes Were Too Much To Overcome By Jim Nardulli

<https://airfactsjournal.com/2024/05/multiple-mistakes-were-too-much-to-overcome/>
trk_msg=P6CNBRVH40M4HEA6E0SEBOL084&trk_contact=RMP0R64F9CCIB5GOMICONEF7QC&trk_sid=1UJ10MG5NT9K761E4919685VC8&trk_link=ADVO1RPOS4MKRBI42NV7LABUUK&utm_source=istrak&utm_medium=Email&utm_term=Multiple+Mistakes+Were+Too+Much+to+Overcome&utm_campaign=F24051A&utm_content=The+Scariest+Moment+of+My+Life+++Take+the+IFR+Challenge+From+Pilot+Workshops

What Was The Scariest Moment In Your Life By Neal Nett

<https://airfactsjournal.com/2024/04/what-was-one-of-the-scariest-moments-in-your-life/>
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General Aviation Accessible Aviation Museum Directory By Jim Adams

<https://airfactsjournal.com/2024/04/general-aviation-accessible-aviation-museum-directory/>
trk_msg=P6CNBRVH40M4HEA6E0SEBOL084&trk_contact=RMP0R64F9CCIB5GOMICONEF7QC&trk_sid=1UJ10MG5NT9K761E4919685VC8&trk_link=16M44KL81UPKVEIMVK9ET9IP8G&utm_source=istrak&utm_medium=Email&utm_term=General+Aviation+Accessible+Aviation+Museum+Directory&utm_campaign=F24051A&utm_content=The+Scariest+Moment+of+My+Life+++Take+the+IFR+Challenge+From+Pilot+Workshops

The Siege of Khe Sanh By Larry Williams

<https://airfactsjournal.com/2022/03/the-siege-of-khe-sanh/>

Memories of flying the Convair 880 By Jeff Hill

<https://airfactsjournal.com/2022/09/memories-of-flying-the-convair-880/>

A history of aviation gasoline By Bob Teter

<https://airfactsjournal.com/2022/04/a-history-of-aviation-gasoline/>

Battling G forces at Holloman Air Force Base By Steve Mosier

<https://airfactsjournal.com/2019/05/battling-g-forces-at-holloman-air-force-base/>

What doomed the Beech Lightning By Mac McClellan

<https://airfactsjournal.com/2019/03/what-doomed-the-beech-lightning/>

FAA Safety BRIEFING

It's a Confusing world Up There

<https://medium.com/faa/its-a-confusing-world-up-there-5070c1e5806b>

How Leveraging Technology Can Help Build Proficiency in a Busy World

<https://medium.com/faa/into-the-future-37f219d10415>

Maybe Not Today... Avoiding the Perils (and Regrets) of VFR into IMC

<https://medium.com/faa/maybe-not-today-e7d0457762aa>

General Aviation news Afterburner Takeoffs and Las Vegas

<https://generalaviationnews.com/2024/03/23/video-afterburner-takeoffs-and-las-vegas/>

BD-4 For Sale

This aircraft is being offered for sale by the American Aviation Heritage Foundation Inc, which is located at the Blaine Airport. They are the organization that restored the WWII BT-13 trainer which was donated to the National WASP WWII Museum located at Avenger Field in Sweetwater, Texas (<https://www.waspmuseum.org/>). The organization is currently restoring another BT-13. This aircraft was donated to the organization and is being sold as a fund raiser to fund future restorations of BT-13s. For more information contact Terry Baker at 612-986-9007.

Specifications:

Experimental aircraft BD-4 built by Gary Raabel	
Date of completion	10/17/2004
Wing Span	25.5 Ft.
Length Overall	21.6 Ft.
Height Overall	6.2 Ft.
Cabin Width. {Inches}	41
Gross Weight { Lbs}	2400
Empty Weight {Lbs}	1620
Useful Load	535
Flap Deflection	10, 20, 30 Deg
Engine	Chevrolet V6 4.3 L 220 HP
Fuel Capacity	35 Gal
Fuel	100 L.L.
Propeller	Ivoprop adjustable pitch 3 Blade
Airspeed	VNE never exceed speed 234 MPH Max structural speed 180 MPH Flap operating range 75-105 MPH

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FAA REGISTRY

N-Number Inquiry Results

N-NUMBER ENTERED: 5240R			
Serial Number	641	Status	Void
Manufacturer Name	RAABEL GARY K.	Certificate Issue Date	01/10/2010
Model	BD-4	Expiration Date	01/31/2020
Type Aircraft	Fixed Wing Single-Engine	Type Engine	Reciprocating
Finding Number Change	None	Dealer	Nil
Date Change Authorized	None	Model S Code (Base 8 / Oct)	51514180
MPR Year	2000	Model S Code (Base 10 / Hex)	A08870
Type Registration	Corporation	Fractional Owner	NO
REGISTERED OWNER			
Name	AMERICAN AVIATION HERITAGE FOUNDATION INC		
Street	8891 AIRPORT RD NE # B-14		
City	BLAINE	State	MINNESOTA
County	HENNEPIN	Zip Code	55449-7200
Country	UNITED STATES		
AIRWORTHINESS			
Type Certificate Data Sheet	None	Type Certificate Holder	None
Engine Manufacturer	AMAL/AFR	Classification	Experimental
Engine Model	UNKNOWN ENG	Category	Amateur Built
AWN Date	11/04/2004	Exception Code	Nil



