

THE WINDSOCK

MAY 2021

Editor: Frank Huber | Layout Editor: Deb Huber

The President's Flight Deck Hello chapter members! Our summer season is heating up and the chapter is getting busy! There is much enthusiasm in the air indicating we will be returning close to normal activities. Recent Covid regulation roll backs means we are going to be able to meet in person, soon. The first event is GMAG, on May 21st and May 22nd. The event will be held again this year at the Buffalo airport. Here is a link to the GMAG site: <http://www.mnpilots.org/gmag/index.php>. I look forward to seeing you at the event. Be sure to be there Saturday afternoon as two of our Young Eagle pilots receive awards for flying the most YEs in Minnesota.

Planning for the EAA 237 Burger Bash fly-in event to be held at Anoka airport continues. We are scheduled for June 19th, with June 20th the rain date. I see quite a few chapter members signed up to help, but as always, the more the merrier! The sign-up genius was updated with the new date, and a check box added if you can help on the rain date of the 20th. You can access the sign up via this link, <https://www.signupgenius.com/go/508094dacao2ca5ff2-eaachapter>.

Perhaps the most important announcement is we will begin in person chapter meetings in June!! The board discussed this last week and if the current Covid restrictions are lifted, we will be in compliance with state guidelines and in compliance with EAA headquarters requirements. To celebrate summer, we will have a BBQ menu! We plan to present the meeting via Zoom as well.

Looking forward to seeing you soon! Kevin



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



Ellen held the second online IMC and VMC Club meetings on Thursday, May 13th. There were thirteen pilots attending the VMC meeting and nine attending the IMC meeting. Lively discussions and a good time was had by. The next online meeting will be on Thursday, June 10th, with the VMC meeting beginning at 6:30pm and the IMC meeting at 7:30pm. Emails with the link to the meeting will be sent to all chapter members in advance of the meetings.

AIR FACTS
the journal for personal air travel—by pilots, for pilots

[Thunderstorms and ATC – how to get from A to B when direct isn't...by John Zimmerman](#)

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[Quiz: Do You Know These 6 Common Approach Chart Symbols?](#)

[Runway Light Colors And Light Spacing, Explained.](#)



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[Is It OK To Fly In The Yellow Arc?](#)

[Quiz: 6 Questions To See How Well You Understand GPS Navigation by Corey Komarec](#)

[How To Make A Perfect Crosswind Landing by Colin Cutler](#)

[Would You Go? Scattered Storms Are Building On Either Side Of Your Route by Swayne Martin](#)

QUICK LINKS

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[How To Fly An Emergency Descent by Swayne Martin](#)

[4 Rules-Of-Thumb For Summer Flying by Colin Cutler](#)

[6 Aerodynamic Facts About Ailerons Every Pilot Should Know](#)

[10 Things You Should Do Before Flying Into An Unfamiliar Airport](#)

FLYING LESSONS WEEKLY

by Thomas P. Turner, Mastery Flight Training, Inc. | Flight Instructor Hall of Fame inductee

In Rights of Spring part 1, Thomas shared a dozen recent runway accidents, that included ground loops, overruns and loss of control accidents and incidents.

The Rites of Spring part 2, Reader and well-known Australian flight instructor Edgar Bassingthwaighe writes: Re: your latest FLYING LESSONS on loss of control during landing: I would judge that many of the incidents listed are caused by excessive speed on touchdown. Extra speed in aircraft like C172 and C182 particularly, but potentially all tricycle geared light aircraft, causes most of the weight at touchdown to be on the nose wheel rather than the main wheels. Add just a little crosswind or just a touch of rudder at this point and you will indeed risk losing directional control. Lack of speed discipline, or the belief that more speed is “more safe,” is the most common pilotage error observed during my flight instruction days.

You beat me to it, Edgar. While last time we focused on “the usual suspect” in Loss of Directional Control on the Runway (LODC-R), insufficient crosswind control.

A couple of years ago there was a flurry of talk about the Defined Minimum Maneuvering Speed (DMMS). This transport category aircraft concept was being adapted to light airplanes as “the next big thing” for avoiding fatal stall-related accidents. In airline operations DMMS is used almost as an airspeed limitation, the slowest speed to maneuver the airplane...including maneuvering for landing.

So what happens when you add a few knots for the latest internet chatter, or because you overestimate the adjustment for a gusty surface wind, or simply because you no longer fly as precisely as you should...and that you proved you could, on at least one checkride flight when you were just beginning to be a pilot? Three issues are directly affected by the precision of your airspeed on final approach:

1. **Runway overrun.** Approach fast and you will likely land long. Land long and you may not have the runway length remaining to come to a stop. Runway overruns (going off the far end of the runway otherwise under control) are a common

mishap scenario. A variation is the pilot who realizes his/her mistake and decides—too late—to add power and go around, only to (a) overrun the runway at full power, (b) collide with obstacles off the far end of the runway, or (c) stall the airplane in an overzealous attempt to pull up when outcome (a) or (b) appears imminent.

2. **Pilot-Induced Oscillation (PIO).** Approach fast and force the airplane onto the runway in an attempt to avoid landing long, and it’s likely the airplane will bounce. From there, it will take skill and discipline to avoid entering a pilot-induced oscillation while you try to “catch up” with controlling the airplane.
3. **Loss of Directional Control on the Runway (LODC-R).** A too-fast touchdown also makes directional control difficult.

Like Edgar Bassingthwaighe, I find that lack of airspeed discipline is one of the most common shortcomings I find among pilots with whom I fly. Conversely, the speed-precision pilots I fly with are consistently smooth and accurate in their landings... and all their flying. Personally, I take great pride in being at the proper speed on each leg of the traffic pattern, and at each phase of my approach.

As you come down final approach, consciously evaluate whether you are: • on speed • in configuration (flaps, landing gear as applicable) • on glidepath to your identified touchdown zone • aligned with the runway centerline.

Crossing the threshold, or the last obstacle, or the beginning of the landing area (if it’s not a purpose-built aircraft landing surface), if you are not correct in all four of these criteria then go around immediately. Don’t try to salvage the landing if too fast (or too slow), out of landing configuration, above or below glidepath, or out of alignment with the runway.

It’s not enough to be above some minimum speed as you land. You need to be on the right speed to safely, smoothly and precisely land...and to avoid loss of directional control on the runway.

Questions? Comments? Relevant experiences? Let us learn from you at mastery.flight.training@cox.net.

Boldmethod [6 Braking Tips For Every LANDING](#)



Michael Grzincich
Young Eagles Coordinator



May found Chapter 237 volunteers flying kids 8 – 17 at two events for a total of 61 Young Eagles on 37 flights. A great trend is the increasing number of young women exploring aviation, nearly a third of our YE kids were girls. Our year-to-date kid count for YE Rallies is now at 89, 82 of which are credited to Chapter 237. This is actually a little behind where we were last year, but trends are tough to establish with the COVID thing in the mix.

As usual, LynxFBO was a fantastic host of our Saturday, May 8 YE Flights. We had seven planes and pilots, who flew thirty Young Eagles. We had eight ground crew volunteers, including several young men from our Aviation Explorer Post. FlightExpo.org asked us to join them for the Build-a-Plane year-end celebration in Princeton, MN on Saturday, May 15. Four pilots and planes (3 from 237) flew 31 Young

Eagles, and a number of FlightExpo/Build-a-Plane pilots flew even more kids. Smiles and free food were great rewards for this away-team adventure. Chapter members Ken Erickson and Scott Nelson did an excellent job running the ground-ops and admin/scheduling/certificates respectively.

Our Young Eagles team would sure like to have you join us. We need both ground and flight crews. Please contact me at Young.Eagles@EAA237.org to see how and where you can help out. For starters, please create an account at www.YEDay.org and also complete your Youth Protection Program training (for free) at <https://www.eaa.org/ea/youth/youth-protection-policy-and-program>? Now that the world is starting to re-open, we need your help more than ever.





Post 237

Michael Miller

MAY was a busy month for the post. In late MAY, we finished the wing structures for our RC build and have started on the fuselage. The Explorers are facing their first major design hurdle with the plane. The plans, as written, call for a gas powered engine, but the kit includes an electric motor. They are working through those logistics of this change right now.

For our first meeting in May, C&P Aviation Services on the field was very gracious in hosting us on a Friday evening. We had a great tour of their hangar and got a good look at all the aircraft being restored at the moment. We got to learn how some of the aluminum parts are pressed, including a demonstration, and the highlight of the evening was certainly the B-25. The Explorers had a chance to climb up inside the aircraft, from nose to tail, and get a really great first-hand look at that historic aircraft. Some of the Explorers then spent their Saturday morning helping out as ground crew at the Young Eagle rally on May 8. They cleaned aircraft between flights and even did some preflight demonstrations for some of the participants.

The post received some great news that our very own Elijah Durkin is the recipient of the Northern Star Council Explorer of the Year award for 2021. The award ceremony was broadcast live on Facebook on Wednesday, May 12. Congratulations Elijah!

The June meetings will be held on Friday, June 4th and Friday, June 18 beginning at 7 pm at the chapter building. If you know any young person with an interest in aviation, please tell them about our chapter Aviation Explorer Post.



2021 Ray Aviation Scholar Joe Van Norman received his Student Certificate from the FAA, so he was able to complete the EAA application for the scholarship. I have been advised by Megan Hart, the EAA program director, that his scholarship will be processed and he should be able to begin his private pilot training early next month.



2020 Ray Aviation Scholar Ed Christian is making good progress in his private pilot training. MAY was a slow month for training due to the weather, but things have picked up in May. He has flown tens hours so far and is approaching his first solo. The CAP aircraft is currently out of service for a 100 hour maintenance check, so his training will resume when that check has been completed. With better weather upon us, Ed plans to fly more often to help speed up his training. Ed and I went flying in my RV-7A. He did a nice job with straight and level flying, as well as turns. We also got in some practice entering the traffic pattern at a non-controlled field.



HOMEBUILDERS

WHAT OUR MEMBERS ARE
BUILDING, RESTORING AND FLYING.



TOM RABY'S RANS S-20 RAVEN

Chapter member, Tom Raby, is building a Rans S-20 Raven. He ordered the tricycle gear, pre-welded fuselage with the optional factory powder coating and internal corrosion protection. He also ordered the optional 141 wing kit. The original Raven wing is aluminum frame, fabric covered. The 141 wing is all aluminum, and is the same wing Rans uses on the S-21 Outbound. Practically all the riveting is with pulled rivets. The boot cowl gets riveted to the steel tube fuselage frame. From the boot cowl aft is fabric covering. Rans provides the Stewart system with the kit. Tom has most of the fuselage systems put together and is planning to prime everything with Stewart EkoPrime. He is planning to start on the wing assembly soon. Not having experience working with

sheet metal, he is a little apprehensive about working with the 4' X 12' wing skins. But since education is what the whole project is about, he plans to learn as he goes.

Once the wings are completed, Tom is planning to do the fuselage covering and painting. Then he will do the panel work and finally engine installation. For the panel, he is considering a Garmin com radio and transponder with ADSB out, a GRT engine monitor and a Sport EX display, analog airspeed and altimeter, Aera 760 portable and GDL 50. The engine will be the Rotax 100hp carbureted version.

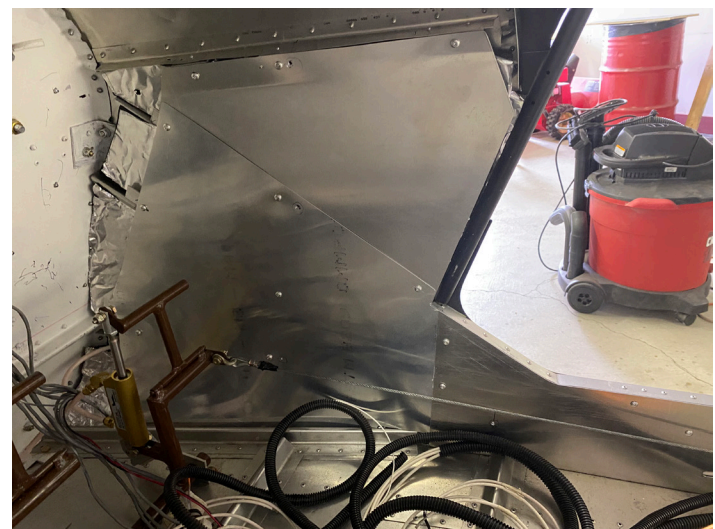
He had thought spring of 2022 would be reasonable for completion, but is going to have to pick up the pace a little to make that goal.



The Zenith 701 Project

The crew continues to make progress on the chapter Zenith 701 project. Lower wing root fairing were fabricated and we are waiting for the rubber edging material to arrive so the fairings can be completed and installed. George has fabricated and installed the mounting bracket for the Emergency Locator Transmitter. He has also fabricated the mounting bracket for the remote magnetometer. The pass throughs for the dual throttles have been installed, as well as a new throttle control arm. Work is being done on setting the cable tension for the rudder and elevator. Work continues on fabricating and installing side panels in the cockpit. Once that work is completed, the plan is to paint the cockpit.

The cockpit fire extinguisher has been installed on the right flaperon control cover, putting it in easy reach of the pilot. The Uavionix Skybeacon strobe/position light/ADS-B out transmitter was installed on the left wing tip. A Whelan LED strobe/position light was installed on the right wing tip. These two jobs required the removal of the leading edge slats and the wing tip fairings. This gives the aircraft LED lights and strobes on both wing tips. As always, we encourage anyone interested in helping out to join us Mondays and Wednesdays from 9 am until 1 pm at Mark's hangar at 2155 Kansas on the southwest side of the field. *by Frank Huber*



CHAPTER FLIGHT SIMULATOR

Thanks to the outstanding volunteer efforts of chapter member, Dick Pugh, great progress has been made on the flight sim framework and mounting of the operating controls. This includes the ability to raise and lower a new shelf he built where the yoke, throttle quadrant, touch-screen monitor, keyboard and mouse are mounted. Dick was able to obtain a motorized linear actuator, and designed a vertical sliding framework that easily moves the shelf up and down about 3 and 1/2 inches by just pressing a rocker switch. He also implemented the ability to reposition the rudder pedals forward or backward to adjust for the length of a person's legs. We also discovered that the sliding seat track had been mounted upside down which was restricting forward and backward movement and making it difficult to reach the seat adjustment handle. Dick re-worked the seat mounting so it operates very smoothly and easily now. All of these improvements will make it much easier to accommodate pilots of different sizes in the flight sim. This is something you would not need to do on your own flight sim at home but was a challenge we needed to overcome with this chapter flight sim when used by various chapter members.

The three monitors have now been reinstalled with mounting brackets that Dick made that facilitate the proper viewing angles. He also added angled support brackets between vertical framework and the base which substantially 'beefed up' the frame and eliminated the wobbliness of the shelf for the

controls. In the attached pictures you will see Dick hard at work on the flight sim framework and making the necessary adjustments during installation of his modifications. Thanks Dick!

Another thing we did with the flight sim is to place the metal sim framework on a platform with rollers underneath. This will have two benefits. One is to be able to roll the unit into and out of the corner where it is currently located. This will make it easier to access the PC and cabling in the rear when it needs servicing and repair. A second benefit is that it should make it easier for the user to get into and out of the bucket seat from the left side as it will be a bit higher (4 inches) off of the floor than it was previously. We are also continuing the work on the documentation (user manual) for how to start up, operate, and shut down the sim hardware and software. We plan to make this documentation available online so that users can review it before and while operating the sim. *by Dave Peterson*



AVIATION ADVENTURES

Out and About in Our Neighborhood *by Bob Henkes*

Last month's question was about the location of the Piper on floats. Several people got it correct, but the first was Al Lindh. He was sent a coveted Airventure 2020 COVID patch. If you guessed Surfside Seaplane base in Lino Lakes, you'd be right too. They celebrated their 50th anniversary this past year. Bruce Hanson is the main fixture and owner.

Born in Fergus Falls, Hanson grew up on a dairy farm and became an over-the-road truck driver. He also began flying as a hobby in 1963 and moved to Forest Lake. In 1970, Hanson, with some partners, bought the Surfside Seaplane Base. Hanson soon bought out his partners and began a program of improving the seaplane base each year. He completed a sod runway, dredged slips to the shore and began hosting the annual Minnesota Seaplane Pilot's Association picnic.

The base is known for its maintenance, classes, and air rides. When I recently visited the base, Bruce was tinkering with his riding lawnmower. He told me the base has between 30 and 40 planes based there. He said mechanic Bob is well known and the best recover mechanic around. He showed me a plane that was being repaired after it had flipped on a test run. He said the lake is normally deep enough to do a standard recovery, but they had to use a crane in shallow water. After taking the motor off, they were able to restart it with very little work and the fuselage was in great shape too.

He welcomes all and says he's never met a "rotten egg" in the bunch. He recently had some health issues and 70 or so people showed up to make sure the place stayed open. With a business owner like this, you can't go wrong if you want to become part of this community. They have training available using a Skyhawk on floats with Surfside Seaplane Training LLC. They are the home base for the Minnesota Seaplane Pilots Association and hold a seaplane picnic the 2nd Sunday of August. Bruce told me that having to cancel it last year with their 50th anniversary was hard and he is starting to plan for this years and can't wait. But for now, there is grass that needs cutting.

Stop by with the kids and just look around. It's fun. Hanson's honesty and character have become legend among the seaplane fraternity and the Hanson family makes newcomers and old friends equally at home. He is an inductee to the Minnesota Aviation Hall of Fame. His enthusiasm is responsible for numerous fliers purchasing and learning to fly seaplanes. As aerial ambassador, Hanson is constantly advocating and demonstrating the beauty of the State of Minnesota and its lakes to visitors and tourists.

From my first article in October, when I was going stir crazy with COVID cabin fever, I wrote "Since I was a kid, I always loved history and aviation. There are a lot of us in the chapter who love aviation, but

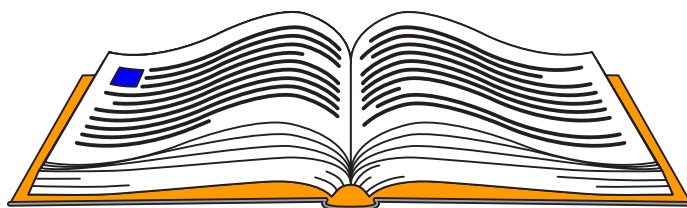


do not fly. I thought about combining my love for history and aviation and share it with you? I decided there is a lot of aviation history in our neighborhood, that is any where from ten minutes away to a two day adventure, that I could share with you in The Windsock. I have done that and just have 3 left on my list. If you have a place that fits the bill and would like me to visit and write about it, please let me know about it. Otherwise I anticipate August to be the last article.



As for next months article, who can guess who own's this P40 and where is it kept?

GREAT READS for the Aviation Enthusiast



Jackie Cochran | The Story of the Greatest Women Pilot in Aviation History
by MaryAnn Bucknum Brinley

Going Downtown | The War Against Hanoi and Washington
by Jack Broughton

Pilot *by Tony LeVier with John Guenther*

From Barnstorming to the Edge of the Envelope and Beyond - The Epic Career of America's Leading Test Pilot

EAA237 COMING EVENTS

- 2021 Great Minnesota Aviation Gathering on Friday, May 21, 9 am to 5 pm, Saturday, May 22, 8:30 am to 4 pm at the Buffalo Municipal Airport (KCFE).
- May Chapter meeting will be held on Monday, May 24. Details to follow in an email.
- Chapter 237 Aviation Explorer Post meetings are usually held on the first and third Fridays of the month at the chapter building, beginning at 7 pm.
- June Chapter Young Eagles Event will be held on Saturday, June 5, from 9 am until 2 pm at the Lynx FBO at KANE.
- IMC/VMC Club May meeting will be held on Thursday, June 10 via Zoom. The IMC Club meeting will begin at 6:30 pm and the VMC Club meeting will begin at 7:30 pm.
- Chapter 237 Blaine Burger Bash Fly-in Saturday, June 19 at Lynx FBO from 10 am until 2 pm.
- June Chapter meeting will be held on Monday, June 27. Details to follow in an email.

BLAINE BURGER BASH FLY-IN

HOSTED BY EAA CHAPTER 237



JUNE 19TH, 2021, 10:00 AM - 2:00 PM

Rain date June 20th

Anoka County-Blaine Airport (KANE)

Lynx FBO - 9877 N Airport Road NE

No landing or ramp fees! \$1/gal fuel discount!

Join EAA 237 at Lynx FBO for a spectacular selection of delicious 1/3 lb burgers, flavorful brats, tasty 1/4 lb hotdogs, and delectable chicken breast sandwiches expertly prepared just for you!

Proceeds benefit EAA 237 Young Eagles and education initiatives.

Event update at flyin.eaa237.org

Contact : Kevin Sislo - president@eaa237.org or 763-486-6575 (c)

Ellen Quist - quist.ellen.e@gmail.com or 763-222-4952 (c)

On The Lighter Side

Why, Why, Why do we press harder on the remote control when we know the batteries are getting weak?

Why do banks charge a fee due to insufficient funds; when they already know you're broke?

Is there ever a day that mattresses are not on sale?

Why do people constantly return to the refrigerator with hopes that something new to eat will have materialized?

The statistics on sanity say that one out of every four persons is suffering from some sort of mental illness. Think of your three best friends. If they're OK...? (then it's you!)



**I don't always
go the extra
mile, but when
I do it's because
I missed my
exit.**



The official sports drink
when I was a kid...



2021 GREAT MINNESOTA AVIATION GATHERING

...celebrating aviation in Minnesota

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Feel free to contact us to become an exhibitor or sponsor of this premier event!



“Rising Above for Education”

Our

Sweepstakes drawings continue this Friday night (April 16, 2021), live on Facebook at 5:45pm central time. This week we will be drawing for a Polaris “Tenacity 4.0” Helmet. You will be able to choose the size and color. *“It will take 4—12 weeks to receive, possibly more due to availability”*.

Overviews and Specs of the Helmet:

- Shock-resistant helmet made from ECE/DOT certified thermoplastic
- Ventilated helmet keeps you cool
- Helmet with removable lining for easy cleaning
- Polaris helmet with padded double D-ring chin strap for comfort
- Lightweight helmet weighs less than 3lbs for all-day comfort



Polaris has put together a video on this helmet: Watch it here: [Tenacity 4.0 Helmet | Polaris GENERAL](#)

Retail price for the helmet is: \$139.99 plus tax. You can purchase a ticket today for \$50 and support two great non-profits (Flight Expo, Inc and G.A.L.S. Technology) with their educational building that they are pushing for as the end goal!

Update on the progress of our sweepstake’s we need your help to reach our goal of selling 1500 tickets. Currently, we have sold over 225 tickets. If you are not aware....

The Final Drawing for the 2021 Sweepstakes Fundraiser has been officially extended to August 6, 2021. Presently, we have not reached our ticket sale goals and do not yet have enough to break even. This is due in part to the shutdowns and economic hardships faced by would-be participating businesses and individuals. And so, as per the official rules, we have decided to extend the deadline for entering the sweepstakes until August 6, 2021. It is important, therefore, that you help spread the message about this fundraiser in support of our nonprofit educational programs. Thank you!

New Deadline: August 6, 2021

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 | 763-245-0170

To view past issues of The Windsock, visit www.eaa237.org and select newsletters. Articles and photos for consideration in our JUNE issue are due on or before JUNE 10.



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1st AirVenture Chapter Grand Champion

Gary Laurich
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Chapter Hangar
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Blaine, MN 55449

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



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