



THE WINDSOCK

AUGUST 2021

Editor: Frank Huber | Layout Editor: Deb Huber *EDITOR'S NOTE: *We are happy to announce the arrival of our first grandchild, Tristan James Huber, on August 17, 2021.*

The President's Flight Deck August is here already and AirVenture 2021 is in the rear-view mirror. It was great to see many of you at AirVenture a couple weeks ago. This was the first time I was able to spend a week at this event and I found it very relaxing. I suggest everyone try this at least once. There was much more time to spend at seminars and builder's forums. With the upcoming Emeraude build, I wanted to try my hand at fabric covering as taught in one of the forums. This was a very enjoyable experience and I look forward to installing this material on a real airplane. Some of you with vast covering experience are probably chuckling at my naivete of this subject. That's OK as I hope you will lend a hand when the time arrives for this project to commence. The point is, AirVenture gives us a focused opportunity to delve into the products and processes that we may need to complete our airplanes. If you couldn't attend this year, I do hope you make plans to attend next year.

I visited the EAA booth to see if there was a petition to sign for the LODA flight training FAA ruling. I didn't see a petition to sign, but EAA has been busy lobbying to congress. Here is a link to the EAA site with further information on the LODA issue. This link <https://ujoin.co/campaigns> will help you lobby your Congressman on bills designed to rewrite the rule. As you recall, the impact of this ruling affects everyone intending to use their own aircraft for flight training purposes. We all may lose this privilege unless we speak up.

Our August chapter meeting will be in person again this month at the chapter building. We will be serving spaghetti and meat sauce, corn on the cob, and fruit. The meat sauce is made from scratch by Kim Otis, who prepared it for our Thursday evening AirVenture pasta feed. There was much praise from all who tasted this sauce! A big THANK YOU to Kim and Steve Otis is due for preparing and serving this meal at AirVenture!

See you at the next chapter meeting and bring a friend to introduce them to the wonderful world of Aviation! Kevin



YOUR CHAPTER BOARD OFFICIERS

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

Contact the Board at: board@eaa237.org





2021 CHAPTER 237 EAA AirVenture





GREAT READS for the Aviation Enthusiast



The Day I Owned the Sky *Robert Lee Scott Jr Brig Gen, USAF (Ret) the author of God Is My Co-Pilot*

I had the pleasure of meeting General Scott at the Warner Robbins AFB Air Museum in Macon, Georgia. Macon was his home town, so that is where he and his wife retired. The museum has a whole section dedicated to his Air Force service, including a P-40 painted in the Flying Tigers colors. He was a very friendly and engaging man, who enjoyed telling stories of his experiences.

Aces, True Stories of Victory and Valor in the Skies of World War II *by William Yenne*

The Battle of Leyte Gulf, 23-26 October 1944 *by Thomas J. Cutler*

The dramatic full story, based on the latest research of the greatest Naval battle in history.



How To Calculate Your Own VDP When An Instrument Approach Doesn't Have One *by Swayne Martin*

How To Prevent The 6 Types Of Spatial Disorientation *by Colin Cutler*



6 Times You Should Declare An Emergency With ATC

What's Worse: Light Or Strong Crosswinds? *by Colin Cutler*

How To Prevent Over Controlling Your Plane

How To Fly An Approach To Landing Through Turbulence

Quick Links

This is a beautiful drone [video](#) of Norway.



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

[Reducing loss of control accidents in five minutes](#) *by Ed Wischmeyer*

[The hidden benefits of learning to fly](#) *by Dan Sobczak*



9 Training Tips For Every Student Pilot

6 Dangers Of Tailwinds During Takeoff And Landing



[Quiz: Your iPad just quit on you in flight, now what?](#) *by Bret Koebbe*



Michael Grzincich
Young Eagles Coordinator



The chapter held a very successful Young Eagles event on Saturday, August 14.



We gave 52 Young Eagle rides throughout the day. We had a Boy Scout group that got us started in the morning and had a pretty steady stream of Young Eagles for most of the day on what was a beautiful flying day with light winds, clear skies and smooth air.

We had a great ground crew that checked in the participants and created the Young Eagle certificates, marshaled the nine aircraft in and out of their parking spots, briefed the kids of the specifics of a proper preflight and how the flight controls work, kept the flight line safe for the Young Eagles and their parents and flew the nine aircraft that included a J-3 Cub, a Citabria, lots of Cessnas and an L-19 Birddog.

The September Young Eagles event will be held on Saturday, September 11 from 9am to 2pm at Lynx. We can always use more volunteers to help make our event safe and successful, so come on out and join in the fun.

EAA 237 COMING EVENTS

- Glencoe, MN Annual Sweet Corn & Bratwurst Fly-In | Saturday, September 4, 9am-1pm
- Osceola Wheels and Wings | Saturday, September 11
- Richard Bong Airport Pancake Breakfast | Saturday, September 11
- Chapter 237 Young Eagles Event at Lynx FBO | Saturday, September 11, 9am-2pm
- New Ulm Breakfast | Sunday, September 12
- Mora, MN Fly-in Breakfast | Saturday, September 18
- Hector Pancake Breakfast | Sunday, September 19, 7:30am-12:30 pm
- Chapter 237 September meeting | Monday, September 27, 6pm



Post 237

Michael Miller

AirVenture was a success. We braved some severe storms on Wednesday evening, but the worst of the weather passed South of the airport. We had some wet tents, but that was the extent of the damage.

Thank you to the Explorers that helped out at the event. Minnesota had five Explorers represent at AirVenture this year of the over 100 that attended from all over the country. Post 237 alone contributed over 100 hours of volunteer work at the show. The Explorers helped keep people safe on the taxiways, helped park airplanes, helped with marshalling, and counted aircraft. While at the show, they were able to get tours of the Orbis Flying Eye Hospital, the KC135 tanker, the Goodyear Airship, and made some time to visit the museum.

Elijah Durkin, the president of Post 237, was also elected by his peers as the National Youth Representative for Aviation Explorers, a one-year term that has him involved in growing and promoting Aviation Exploration at the national level. For the next year, Elijah will work with the leaders of the Aviation Exploring group, the BSA, and other organizations

dedicated to bringing aviation to youth, to promote and grow this program. Elijah will be our voice as we come up with ideas on how to make this better, bigger, and even more fun. A huge congratulations to Elijah for being elected to this position.

August is recharter month. This is the month to renew our memberships. If you are not on the roster yet, now is a great time to join. We have national representation from our Post and we're looking at more opportunities for all of you to do more and learn more.

Saturday, August 21st is our selected day for a visit to Fagen Fighters Museum in Granite Falls, MN. The plan is to fly out as a group. We will be joining Post 521 from Flying Cloud at the museum. In order to do this, we need to know who will be attending so we can arrange for enough planes to carry everyone.

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.

EXPERIMENTAL AVIATION

continued from the July Windsock | by Jon Swenson

I organized a small, experienced ground crew of pilots, A&P mechanics and my wife for my first flight attempt on a bright, clear and calm fall morning. After pre-flighting the airplane, I taxied out to a 4000-foot runway. I had been taxi testing the airplane at speeds just below where I anticipated it to take off. It had accelerated normally to that speed without incident so all things seemed good. As I reached take off speed there was a sudden and severe shimmy in the front nose wheel. I reduced power and the shimmy went away. As I reaccelerated the shimmy returned. By this time I was going over 70 MPH and the end of the runway was coming up fast. I aborted the take off and tried to stop, but I overshot the end of the runway by a few hundred feet. I discovered that my high performance sleek little airplane actually handled very well in the grass. There was no damage to anything other than my pride. I returned to the hanger to troubleshoot the shimmy problem. After several calls to other builders and an inspection, the problem was identified as the front dampener being too loose. So tightening the front “Jesus” nut was all that was required. By the time I had corrected the gear problem, the flying season had ended. Two things happened as a result of this event. One, I realized I needed a longer runway to test this airplane and two, I needed more time flying Quickie airplanes. The next summer I took a road trip to North Carolina

to fly with one of the most experienced TriQ200 builder, pilots. This was a very valuable experience for me.

I have talked to many Quickie pilots and flown with several. I learned a lot about the unique qualities of the design. Perhaps the most significant information was the use of the “Reflexor”. The reflexor is an unusual trim mechanism that raises and lowers the trailing edges of the ailerons. As every Quickie is home built from some premade parts and raw materials, all of them have unique features. How each builder chooses to install a part or system some times is left to interpretation. The reflexor is one of those. Some builders use hand-operated control cables and some use an electric servo. Mine came with an electric servo with the control rocker switch on the panel. After my experience in North Carolina, I realized that having the switch on the panel was not the optimum solution because you would have to release either the throttle or the stick to engage it. After returning home, I again modified my project to reflect this new information. I purchased and installed a new stick grip with a switch in the grip so I could operate the trim without releasing the stick.

The second correction was the airport. I moved my project to the longest runway in my flight test area, 5500 by 75 feet. This entailed disassembling the fuselage, renting a trailer and finding a willing crew to help with the move.

When this was all accomplished the end of the flying season was fast approaching. I managed to reassemble the Q and begin taxi testing again. Higher speeds and longer runs on the runway and subsequent long taxi back for a second or third run caused the engine overheating problem to reappear. Some fellow builders suggested this may go away when the plane is flying. I decided that in the interest of safety that was not a good plan. I spent the better part of the next season working on this problem until a variety of small changes brought it under control.

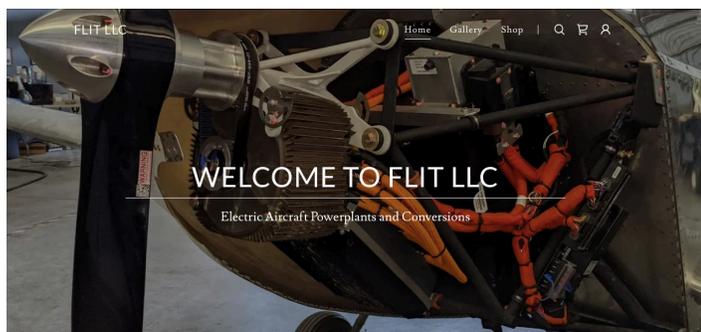
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Meanwhile, in my personal life, my son was getting married in the fall and there was a family wide request made that I wait until after the wedding for my first flight. I concurred. Immediately after the late September wedding, I traveled to Oklahoma to fly with another TriQ200 builder for several hours. After returning home, I set a late October date for the big day. Again I invited a number of pilots and friends and they showed up from near and far. The support in the home built community is truly inspiring. It was a clear very cool day, just above my 50-degree

minimum. The skies were clear but the wind was not cooperating. By flight time the wind was 15 steady gusting to over 20 knots at 80 degrees crosswind to the 5500-foot runway. Everybody agreed that those conditions were not safe and the flight was cancelled. That was the last possible day of that season where I could get everybody together and have a reasonable chance of favorable weather. So another flying season came to a close without a first flight. That was 2019. Jon's story will be concluded in the September Windsock.

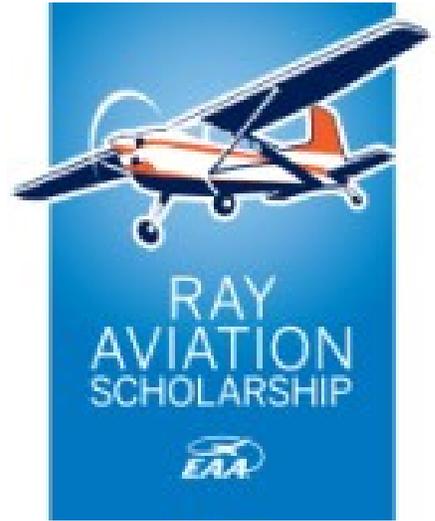
WHAT OUR MEMBERS ARE BUILDING, RESTORING AND FLYING.



Considering building an electric powered aircraft? The designer of the electric powered Sonex Xenos has created FLIT LLC, that is offering an engine mount / reduction gear system for your electric aircraft. Check out their offerings at: <https://flitllc.com/>



Here is chapter member, Steve Schultz's, prototype fuselage of The Skylab Engineering Hybrid/Electric Aircraft on display at AirVenture 2021. Steve said he had a lot of interest in his project throughout the show.



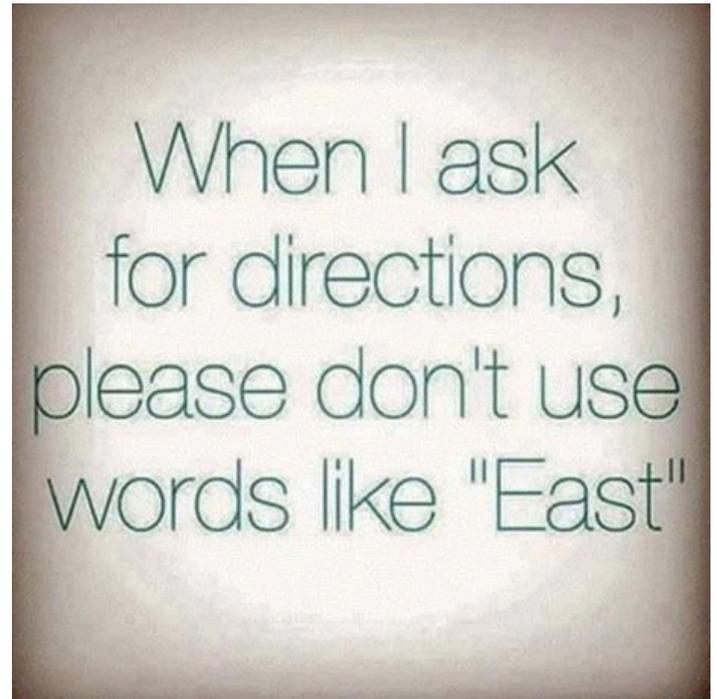
2020 Ray Aviation Scholar Cade Stommes received his Lightspeed Zulu 3 headset from the Lightspeed Aviation Foundation. This is the third year that the foundation is providing free headsets to Ray Aviation scholars, who have successfully completed their first solo flights. He will now have a great headset for his future flight training.

Cade has made great progress towards his Private Pilot license. He needs a few more solo flight hours to complete the required forty hours of flight time. He begins school at the University of North Dakota on August 20. He plans to finish up in early September.

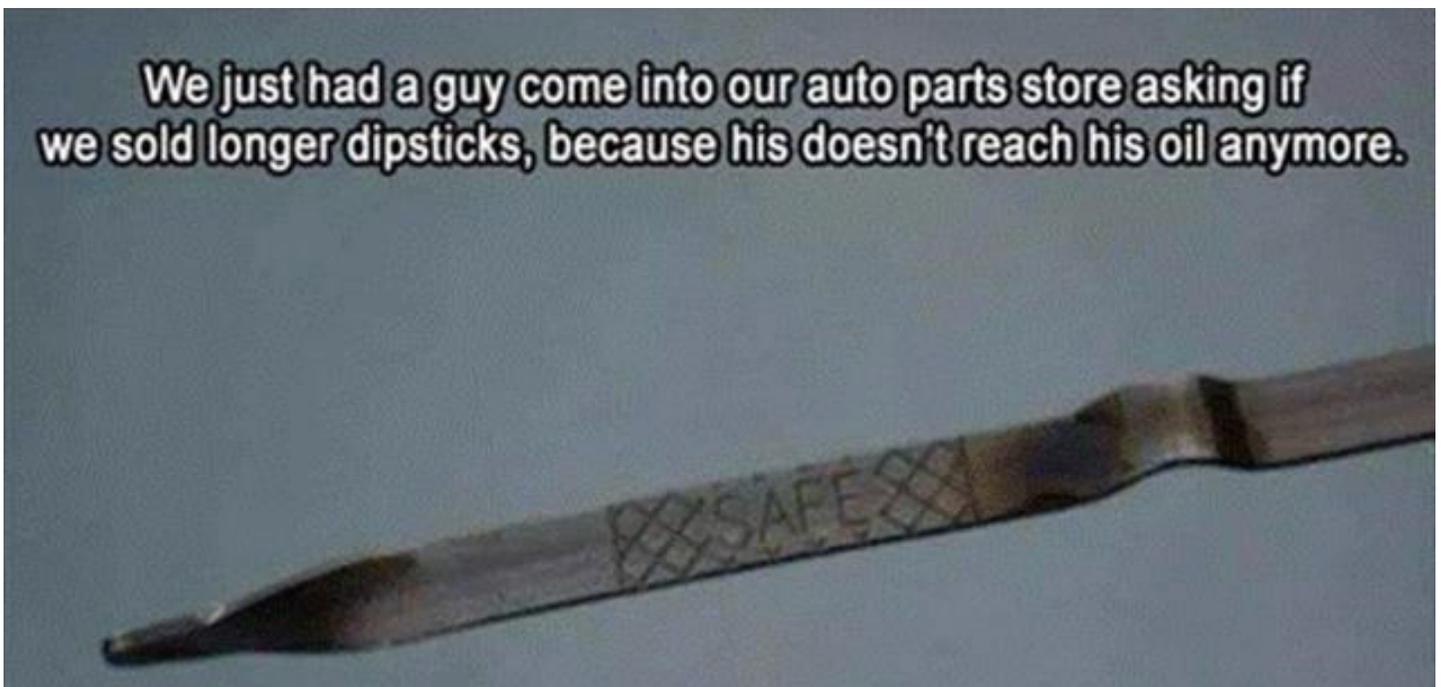
2021 Ray Aviation Scholar Joe Van Norman successfully completed his first solo flight on Thursday, August 5 under the supervision of his instructor, Ellen Quist. Joe flew three nice patterns ending in excellent nose high touch downs. Joe is now beginning work on cross country flights. He is working towards finishing his training early next year after he turns seventeen on January 25th.



On The Lighter Side



Facial recognition software can pick a person out of a crowd, but the vending machine at work can't recognize a dollar bill with a bent corner.



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 SEPTEMBER issue are due on or before SEPTEMBER 10.



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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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