



Editor: Frank Huber | Layout Editor: Frank Huber

The President's Flight Deck

Hello Chapter Members! We recently sent a survey to Chapter members requesting input on helping the American Wings Aviation Museum remove their airplanes located on our field, as well as empty their hangars. The response from you was remarkable, with more than 20 members offering their labor and equipment to help! Thank you to all those who stepped up to help. There will be several work parties in the near future, with the first occurring on September 10th. As you may have heard, AWAM is dissolving their organization and will be making donations to 501c(3) organizations. EAA 237 has been selected by AWAM as one of the organizations that will benefit. As sad as it is to see another aviation organization fold up, we must be thankful they have selected us as a beneficiary. Thank you Stan, Jerry, Chuck and Tom at AWAM!

Our Young Eagles program continues to generate immense interest from potential future pilots and parents. We are always in need of pilots and ground crew for this event. Even if you can only volunteer for a few flights as a pilot, or an hour or two on ground crew, your effort will be appreciated! Please consider volunteering for this activity.

Our next Chapter meeting will be held on Monday, September 26th. Dinner hour begins at 6:00 PM, followed by our business meeting at 7:00 PM, and possibly a guest speaker at 8:00 PM. More details will follow as the date approaches.

Until next month, remember to introduce someone to the great world of Aviation, and invite them to a EAA 237 event.

Kevin



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Contact the Board at: board@eaa237.org



Chapter 237 American Wings Air Museum Project

As Kevin discussed in his President's Flight Deck article, the American Wings Air Museum is winding down their operation, a process that will probably take more than a year to take place. Our chapter will likely be a beneficiary of some of the money they will have to give to other non-profit 501C organizations. We also have a chance to receive the hangar they currently are operating out of on the south side of the field. After loosing their museum hangar on the north end of Airport Road in 2005, they have continued to operate with many of their aircraft on display in the grass on the south side of the field. Membership has fallen over the years and the remaining members are older guys, who have realized it is time to shut it down.

Recognizing that AWAM could use some help, our chapter has offered to provide the man power to help them dispose of the large amount of aircraft parts and other things to facilitate the shutdown. So we began this past Saturday, September 10th with a work party. As you can see, we removed the rudder and vertical stabilizer, the aft end of the fuselage, the left landing gear and loaded it up on Bob Heavirland's trailer. There are two more OV-1 Mohawks that need to be dismantled and recycled. We are having another work party on Saturday, September 17th, which will work on removing the wings on those two aircraft. So if you would like to help we will be meeting at the AWAM hangar at 8:00 am.



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Why Landing Too Fast Can Lead To A Wheelbarrowing Accident

By [Swayne Martin](#)

<https://www.boldmethod.com/learn-to-fly/maneuvers/flat-landing-wheelbarrowing-accident/>

6 Ways To Perfect Your Landings By [Corey Komarec](#)

- <https://www.boldmethod.com/blog/lists/2022/08/six-ways-to-perfect-your-landings/>

The 4 Most Common Sources Of Wind Shear At Low Altitudes

<https://www.boldmethod.com/blog/lists/2022/09/four-most-common-sources-of-wind-shear-at-low-altitude/>

Class E Airspace, Explained By [Swayne Martin](#)

- <https://www.boldmethod.com/learn-to-fly/airspace/class-e-airspace/>

Quiz: Are You Ready For These 6 Aircraft Emergencies? By [Colin Cutler](#)

- <https://www.boldmethod.com/blog/quizzes/2022/08/are-you-ready-for-these-six-aircraft-emergencies/>
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- **6 Hazards Of Tailwinds During Takeoff And Landing**
- <https://www.boldmethod.com/blog/lists/2022/06/six-hazards-of-tailwinds-during-takeoff-and-landing/>



5 Things You Should Know About WAAS By [Nicolas Shelton](#)

- <https://www.boldmethod.com/blog/lists/2022/09/five-things-you-should-know-about-waas/>

Should You Fly Your Next Approach at Category A, B or C Minimums?

<https://www.boldmethod.com/learn-to-fly/regulations/use-these-minimums-category-speeds-for-your-next-instrument-approach-flight/>

Quiz: 7 Questions To See If You Can Fly This ILS Approach By [Colin Cutler](#)

- <https://www.boldmethod.com/blog/quizzes/2022/08/seven-questions-to-see-if-you-can-fly-this-ils-approach/>

Quiz: Can You Answer These 6 RNAV Approach Chart Questions?

<https://www.boldmethod.com/blog/quizzes/2022/08/6-questions-can-you-fly-this-rnav-gps-approach/>

- **6 IFR Procedures Most Instrument Pilots Rarely Fly**
<https://www.boldmethod.com/blog/lists/2022/08/six-rarely-flown-ifr-procedures/>
- **What Makes An Instrument Approach Unstable?** By Swayne Martin
- <https://www.boldmethod.com/learn-to-fly/safety/what-makes-an-approach-unstable-in-ifr-conditions-landing/>

QUICK LINKS

AIR FACTS

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

Flying for Ukraine Air Rescue—Small Planes, Big Mission by John Bone

<https://airfactsjournal.com/2022/08/flying-for-ukraine-air-rescue-small-planes-big-mission/>

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What Were You Doing on September 11? by Randy Davis

<https://airfactsjournal.com/2018/01/what-were-you-doing-on-september-11/>

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Special VFR—sometimes it's the best option BY JOE FRAMPTOM

[HTTPS://AIRFACTSJOURNAL.COM/2022/08/SPECIAL-VFR-SOMETIMES-ITS-THE-BEST-OPTION/?](https://airfactsjournal.com/2022/08/special-vfr-sometimes-its-the-best-option/)

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Good old boys and helicopters by Skip Stagg

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Easy Mental Math For Pilots By Colin Cutler

<https://www.boldmethod.com/learn-to-fly/checkride/easy-mental-math-for-pilots-in-flight-descent-planning/>

8 Ways To Keep Your Flight Training Costs Under Control

<https://www.boldmethod.com/blog/lists/2022/08/eight-ways-to-reduce-flight-training-costs/>

There's An Airplane On The Runway. Can I Land By Swayne Martin

<https://www.boldmethod.com/learn-to-fly/regulations/landing-separation-requirements-tower-and-nontower-distance-requirements/>

How to Make Your Initial Call to ATC, According to Air Traffic Controllers

<https://www.boldmethod.com/learn-to-fly/radio-procedures/how-to-call-air-traffic-control-on-your-initial-call-tower-approach-center/>

GENERAL AVIATION NEWS

Honey, I shrunk the Mustang By Tom Snow

<https://generalaviationnews.com/2022/08/29/honey-i-shrunk-the-mustang/>



WHAT OUR MEMBERS ARE BUILDING, RESTORING AND FLYING

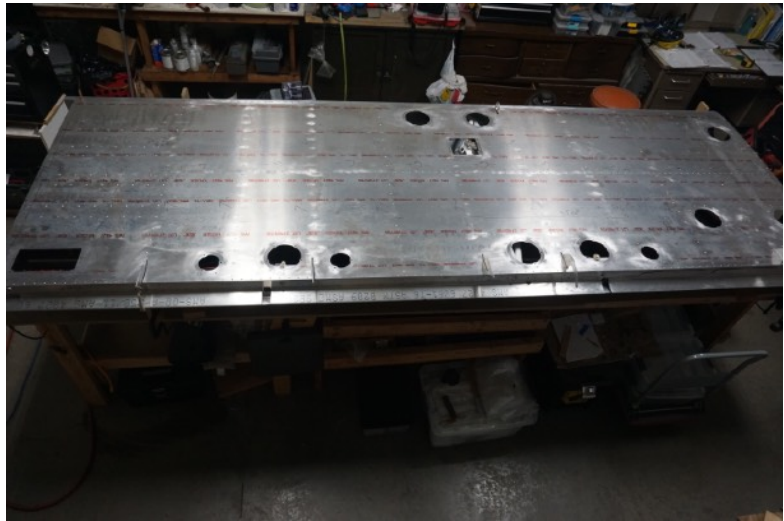
Tom Raby's Rans S20 Raven

Tom has recently finished the second wing for his Rans S20. On the advice of Randy Schlitter, Tom went with the wing from Rans new S21 Outback design. The S21 wing is a little smaller than the S20 wing and is all aluminum. It has a substantial D shaped main spar extrusion and all riveting is pulled rivets. Tom was a bit apprehensive about all the sheet metal work, but the kit proved to be well done. The skins are a single 4' X 12', .020" sheet, pre-drilled with the inspection ports cut out. He needed to be pretty careful handling those large sheets and plan his moves with them carefully. It would not take much to put a crease in them. The ribs were formed and drilled and just needed to be fluted.

Our own tech counselor, Gary Laurich made a shop visit before Tom closed up the first wing. Tom says even with first rate plans, material and instructions it is reassuring to have another set of experienced eyes look over your work. The flap controls use a tele-flex push-pull cable and the ailerons use tension cables. I pulled in wiring for wing tip nav and strobe lights and a magnetometer.

Tom has been thinking about installing a Grand Rapids Technologies EFIS and was reading about the Angle of Attack option. On the Angle of Attack system two pitot tubes are used, with the standard pitot probe unchanged. A second pitot tube is angled down 60 degrees from the airspeed pitot probe. The EFIS detects the pressure differential between the two probes and provides a display calibrated in the wing's Angle of Attack. It looked pretty simple on paper, so he thought he would just make his own Airspeed/Angle of Attack probe. It seemed like the two tubes by themselves would be pretty susceptible to hangar rash, so he sandwiched them between a couple pieces of high density foam, carved the foam to an airfoil shape and overlaid it with some thin glass cloth and epoxy resin. He formed the probe leading edge with flock to give it some impact resistance and epoxied it to an inspection cover with a flock mixture file.

Tom made the trip to Hays, Kansas to pick up the engine and engine installation kit. He is using the Rotor 912 UL engine in his project. Tom is continuing to make good progress on his Rans S20.



EAA 237 COMING EVENTS

- * Chapter 237 monthly meeting will be held on Monday, September 26. Dinner will be served at 6 pm and the meeting will begin at 7 pm.
- * Chapter 237 Explorer Post meetings will be held on Friday, October 7 and Friday, October 21, beginning at 7 pm.
- * Chapter 237 Breakfast on Saturday, October 1 at the chapter building starting at 7:30am
- * Young Eagles event will be held on Saturday, October 8 from 8:30 am until 2 pm at the Atlantic FBO on the north side of the field. There is still time to volunteer as a pilot or ground crew member. Contact Michael Grzincich, email: Michael.Grzincich@slvtech.com, cell: 612-237-7972.
- * MC/VMC Club meeting will be held on Thursday, October 20 via Zoom. The VMC meeting begins at 6:30 pm and the IMC meeting begins at 7:30 pm. An email with a link to the meeting will be sent to all members prior to the meeting.
- * Chapter 237 monthly meeting will be held on Monday, October 24. Dinner will be served at 6 pm and the meeting will begin at 7 pm.
- * RECOMMENDATION: Because of the possibility of changing events, we recommend checking our Chapter Events page and our Monthly Events Calendar on our website for the most current information.



The chapter held another successful Young Eagles event on Saturday, September 10 on a beautiful flying day. Sixty seven young people went flying on their Young Eagles flights. The chapter flew their 8,000th Young Eagle on that day. Long time chapter member and regular Young Eagles pilot Joe Gmitter flew his 900th Young Eagle flight during this event. Way to go Joe! The Forest Lake chapter is holding a Young Eagles event on Saturday, September 24 from 9am to 2pm. They can use our help with pilots to fly Young Eagles. Our next Young Eagles event will be on Saturday, October 8 from 9am to 2pm. Volunteers are always needed.



Glen Martig after giving Chapter 237's 8,000th Young Eagles flight.



Mike Miller gave Princesses of America Miss Teen 2022 a Young Eagles ride with her friends.



Joe Gmitter is preparing to give his 900th Young Eagles flight.



Another happy Young Eagles pilot trying her hand at flying.



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 | 763-245-0170

To view past issues of The Windsock, visit www.eaa237.org and select newsletters.



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Gary Laurich
EAA Tech Counselor/Flight Advisor



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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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