



May, 2020

Presidents Corner

It is with sadness that we mourn the passing of another longtime chapter member, Don Laurence. Many of you have called Don friend for many years and his loss will surely be felt. His obituary is included in this newsletter.

As June approaches, I hope all of you are staying healthy and ready to participate in summer activities. I understand it is going to be a different summer this year, but let's see if we still can get together. As of now, some chapter members have approached me and asked if we can pull off a June chapter meeting outside of the chapter building. I think that is an excellent idea since we haven't seen each other for several months! A cookout seems appropriate to me. I'll approach the culinary team and put together a menu, and of course food additions as well as friends are welcome! Social distancing will be required, but airports are massive expanses of turf!

This past month has found me discussing the Emerald project with the board and some members in greater detail. Questions that I never would have thought to ask, and some assumptions made that are now questions, have arisen. Much of this discussion revolved around the survey results. While mostly positive, it became apparent some clarity in the project's objective is needed. Rather than go into the details here, a detailed email will be coming out shortly which has much more information. A suggestion has been made to allow anyone interested in the project to see the construction to date. While a few of us reviewed the project earlier this year, I understand the need for a comfort factor before accepting the responsibility of completing this project. Arrangements are being made to make that happen for anyone interested. Details will follow shortly as well.

As always, feel free to contact me or the board with any question or concerns you may have, and I look forward to seeing you at the June chapter meeting.

Kevin Sislo



Laurence, Donald Frederick Age 90 of Maple Grove, passed away May 16, 2020. He was preceded in death by parents Fredrik Ruben and Mona Evelyn (Williams) Laurence and brother, Richard Stuart Laurence. After graduating from Washburn HS, Don earned a Civil Engineering degree from the University of MN, graduating in 1953. He married Lois Elaine (Cook). He served in the US Army from 1953 - 1955, stationed in Leadville, CO and Greenham Common, England. Don worked as a project engineer for International Multifoods until his retirement in the 1980's. Don used his GI Bill to earn his private pilot's license in the early 1960's and he loved taking kids, neighbors and friends up for a flight on a pleasant Saturday morning. After retiring, he spent 5 years building his own Kit Fox airplane, becoming active with the Experimental Aircraft Association and the Young Eagles Program. His wing dips and low passes were a familiar sight for many years. Many a young pilot took their first flight with him, including his son Tom, and his grandson, Air Force Captain Gordon Spahr. Don started donating blood

as an 18 year old U of MN freshman, giving regularly and reaching a lifetime total of 710 units, just short of 89 gallons. The staff at the Memorial Blood Center treated him like 'Norm', from Cheers. He thought the extra ribbons on his name tag at the annual donor/volunteer banquet were nice, but what really made him happy was to think of the people (especially kids) he might have helped live. Don was a lifelong learner. He kept exploring his passions of history (especially WWII), engineering feats, biographies and exceptional dogs. His engineer's mind allowed him to keep an archive of facts, physics equations and maps right in his head. In retirement, he explored over 70 ski resorts in the US and Canada and could name the best slopes and the highways he took to get there. He never lost his desire to be sociable and make friends, as indicated by his steadfast presence and the enjoyment he found with his pals at Starbucks these last years. Shoveling snow and cutting grass were welcome opportunities to stay active and be useful - two important requirements to happiness, according to Don. Until cancer quickly overtook him this spring, he enjoyed walking the trails near his home with a pocket full of Milk Bones for the dogs and peanuts for the squirrels. Don is survived by his daughters Jane (John Wright) Laurence of St. Paul, and Jennifer (John) Spahr of Lafayette CA, and son, Thomas (Cammie) Laurence of Merrifield, MN; his grandsons Cody (Mary DePuydt) Cooper, Gordon Spahr and Owen Spahr and favorite grand daughter Kristin Cooper; his great grandchildren, Freyja and Phil; and his friend and caregiver, Judy Laurence. He was a kind, loving and interested dad, grandpa, great grandpa and friend, who is really going to be missed. At some time, Don will take his place near his brother at Fort Snelling National Cemetery. Arrangements will be made for a service at Lord of Life Lutheran Church, through Evans-Nordby, at a later date. Memorials that would have pleased Don can be made to Memorial Blood Center or the Young Eagles program. 'See you later, Don!'

Chapter Flight Simulator Update

By Dave Peterson

As most of you know, we have a chapter project to get a flight simulator up and running in the chapter building so that members can work on their flight skills and procedures. Obviously, the current situation that requires 'social distancing' and other limitations has put a bit of a damper on this project. However, we wanted you to know that progress has been made.

Three large screen monitors have been purchased and one of the three has been installed to give us an idea on how the other two will be mounted and how this will affect where the various flight controls will need to be mounted. A 24" Dell touch screen has been purchased and delivered to my house. This will be used to provide a functional instrument panel for various types of airplanes using simulation software called Air Manager which interfaces with the X-Plane 11 flight simulator software. Since I also have an X-Plane 11 setup at home this was a good way to check out how this will work for an active

touch instrument panel using Air Manager without having to be at the chapter building.

I am happy to report that the touch-screen functions as it should, including the operation of toggle switches and push buttons displayed on the instrument panel. Also, the knobs work together with the separate physical dual concentric knob hardware called 'the knobster'. For example, on the Garmin 530 you touch the concentric knob on the touch panel for setting the radio frequencies and it becomes highlighted in yellow (see attached photo). You then reach over and rotate the inner or outer knob on the knobster and the frequencies change on the display. Pushing the inner knob switches you from the com radio to the nav radio, just as it does on a real Garmin.

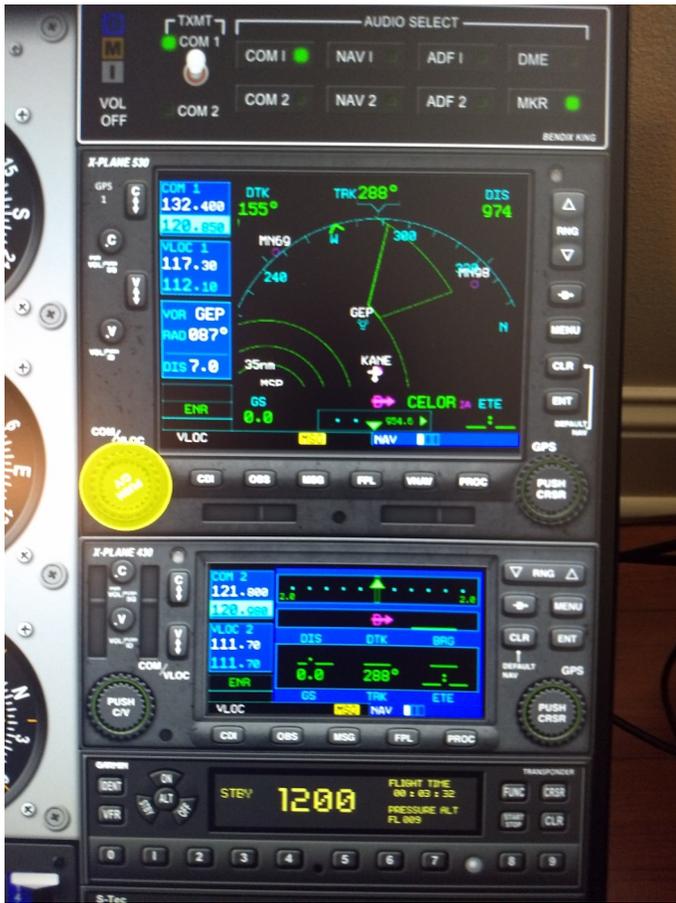
We are currently working on the various configuration settings needed in both X-Plane and Air Manager. This includes the use of the keyboard number pad for changing views on the simulator screens and other features in the simulator. Also starting to work on the documentation we will need for how to startup and shutdown the simulator PC and peripherals (flight controls). For the short-term we will try to support a couple of instrument panel configurations for a Cessna 172, one with a standard radio stack and one with a Garmin 530 and 430. In the longer-term we will want to support other types of airplanes but we need to do this one step at a time.

The Covid-19 situation will require us to include additional procedures for meeting sanitation requirements. Presumably, users will have to be instructed in how to clean the flight simulator controls without causing damage. There is also the need to decide how accomplish the hands-on orientation, instruction and checkout that will be needed by each authorized user to safely use the simulator. We are also looking into how we will be able to provide remote support of the simulator (PC) over the internet. These are details that we will need to work out going forward.

If you have any questions about this project please send me an email at:
flight-sim@eaa237.org.



Cont'd on page 3



Al Eke Hospitalized

Kirk Fjetland has informed me that Al Eke is in Intensive Care at Mercy Hospital. He has Covid-19. No further information is available at this time. Our thoughts and prayers are with him in this time of great concern.

Al passed away at 5:30pm, June 4, 2020. Family members were able to be with him at the time of his passing.

EAA Spirit of Aviation Week™

“While we can’t gather in Oshkosh, we can still share The Spirit of Aviation. EAA Spirit of Aviation Week on July 21-25 will celebrate the entire aviation community by showcasing the spectrum of flight in a virtual way. Share your favorite aviation experiences on social using #EAAtogether!”

Mark your calendar. It’s only 45 days away.

Calendar

Chapter Board Meeting, June 8, 2020 on ZOOM
 Possible Chapter Membership Meeting, June 22, Outdoors

Your Chapter Board

The Chapter officers are:

Kevin Sislo	President
Robert Henkes	Vice President
Lyle Peterson	Secretary
Mark Heule	Treasurer
Charles Jasicki	Director
Michael Grzincich	Director

Contact the Board at: board@eaa237.org

Your Newsletter Editor Lyle Peterson

Suggestions or articles for the Newsletter are welcome. Contact the Editor at: editor@eaa.237.org

A Flying Club From the Editor

There has been a lot of discussion surrounding the possibility of the Chapter creating a flying club. The Zenith 701 under construction in the back room is destined to be owned by a flying club. An Emeraude is under consideration. The incomplete airframe would be donated to the Chapter. An engine is also available for purchase.

The concept of a flying club is to provide low cost access to an airplane for recreational travel, training or business travel. There are two types of flying clubs. One is an equity club where membership depends on the purchase of equity in the aircraft belonging to the club. The other type is the dues club where members pay monthly dues to belong. In either type a user of club aircraft pays fees for the use of a club aircraft.

It should be noted that an EAA chapter is neither type of organization. No one owns any part of the chapter.

The Zenith 701 was apparently not donated to the Chapter. The owner was willing to part with the incomplete airplane but wanted some compensation. The Emeraude airframe would be an unencumbered donation to the Chapter. The engine has a price.

Neither airplane is finished. They are 90% complete with 90% left to do. When they are finished they cannot be operated by the Chapter. They must be owned, operated and insured by a completely separate entity. This is to protect the local chapter as well as EAA.

The creation of a flying club involves some paper work and registration with government agencies. To create a corporate entity the name and charter documents must be registered with the state. This requires a fee of \$280. If the club is to be a non-profit application must be made to the IRS. The application form is complex and the fee is at a minimum \$600. These fees must be the responsibility of the flying club.

The biggest requirement for a flying club is members. They provide the financial support for the club. If it is an equity club the members buy a share in the club and the aircraft. They also pay monthly dues and fees for the use of the aircraft. A dues type club only requires monthly dues to belong plus fees for the use of the club aircraft.

Experimental Amateur Built aircraft require an inspection by a Designated Airworthiness Representative. One representative list his fees as \$759 plus \$95 an hour plus expenses. This could reach over \$1500 for the inspection.

Experimental Amateur Build aircraft require a test flight period of 25 or 40 hours depending on the power plant.

With a certified engine and propeller the required time is 25 hours. With a non-certified engine and propeller the time is 40 hours. Fuel flow for an O320 ranges from 6.7 gallons per hour at a low power setting and aggressive leaning to 10 gallons per hour at full power. The average is just over 8 gallons an hour. Today 100LL is selling for \$5.24 a gallon. That works out to \$1093 for fuel for flight testing.

An EAA Chapter cannot own an operating aircraft. The flying club would have to be established, members recruited, the DAR inspection completed and insurance in place before the flight testing could commence.

There are three or four flying clubs at KANE. Between them there are at least thirteen airplanes all of which are factory certified, primarily Cessna and Piper. There is one tail dragger in the mix.

There is a lot of paperwork to be done. Some of the documents to be filed are:

- FEIN Application
- Form 1024-Application for Recognition of Exemption
- Form 8178-User Fee for Exempt Organization
- Form 1023 Attachment with all the answers,
- Form 1023 Expedite Letter template,
- Nonprofit Articles of Incorporation,
- Nonprofit Bylaws,
- Nonprofit Conflict of Interest Policy,
- Conflict of Interest Policy Acknowledgment,
- Donor Contribution Form

Form 1024 is a long and complex application.

There is more.

The Editor Says:

Your article submissions are welcome. I would like to have a series that covers the construction and first flight of your project. Photographs of people, airplanes and parts of airplanes are welcome. You may send comments to editor@eaa237.org. Text must be submitted only as a text file or Microsoft Word file. Do not submit PDF files or photos of articles or clippings. I can not work with them.

EAA Chapter 237

1st AirVenture Chapter Grand Champion

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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Help Wanted At the Chapter

With all the activity in EAA 237, several volunteer opportunities have been identified. We need good looking, talented individuals for the following positions, but will settle for a warm body! The positions can be shared positions, grab a friend and work together! Remember, the more you put into something, the more you get out of it!

Membership Coordinator - This position reaches out to potential members to join our chapter, enters new members into the EAA membership application, acts as chapter ambassador, develop posters and brochures, promotes general chapter functions.

Technical Advisor - This person is a chapter-nominated and EAA Headquarters-appointed position predicated on an individual's experience with aircraft construction. Essentially this person helps members present a "zero defect" aircraft at final inspection by the FAA.

Marketing Coordinator(s) - The role of this position is to develop a marketing strategy to bring awareness of our chapter to print, video, and social media.

Building Committee - So far a party of one. Some of you will receive a tap on the shoulder. This committee will explore the feasibility of a new or expanded building space.

VMC & IMC Coordinator(s) - This position will moderate the VMC and IMC video events downloaded from EAA Headquarters. This could be two different people. This person will also help promote the VMC & IMC events.



EAA Chapter 237

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