

THE WINDSOCK

August 2024

Editor: Frank Huber | Layout Editor: Frank Huber

The President's Flight Deck

There are only 336 days, 10 minutes, and 39 seconds 2025 (at the time of this writing) until AirVenture 2025! August is here and AirVenture 2024 is now a memory. It was wonderful to visit with those of you who attended AirVenture. We were blessed with ideal weather during the event and were only awoken one night with a weather warning that fizzled away. Our new camping location worked out well for us as we avoided the Mad Max road dust of years gone by, and still attracted a nice crowd for our Thursday evening pasta feed! Check out the photos elsewhere in this newsletter. I hope to see you at AirVenture 2025.

Our August gathering will be held Monday August 26th beginning with our dinner/social hour at 6:00 PM when we will enjoy fresh corn-on-the-cob, pasta topped with Kim Otis' famous spaghetti sauce, salad and dessert. As usual, some kitchen prep and final clean-up help will be appreciated! We will provide a Chapter update at 7:00 PM. At 8:00 PM we will host author Steve Church, who will present his new book: Fighter Combat World War Two Stories and Tactics 1939-1945. I saw his presentation at AirVenture and was very impressed with it. The book is more than just pilot stories, it is a very in-depth discussion on the evolution of aircraft fighter tactics. The book is illustrated by Jeremy Vecoli of EAA Chapter 25, who has previously presented at our Chapter gatherings. If you are interested in WWII aviation history, this is a must read! Steve will bring copies of his book with him so you can purchase a signed copy. Check out his website here: <https://www.fightercombatww2.com>. I promise this will be a very interesting presentation and provide the opportunity to add to your WWII aviation library!

I hope to see you at the Chapter meeting!

Kevin



YOUR CHAPTER BOARD OFFICERS

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Kim Kuck, Secretary
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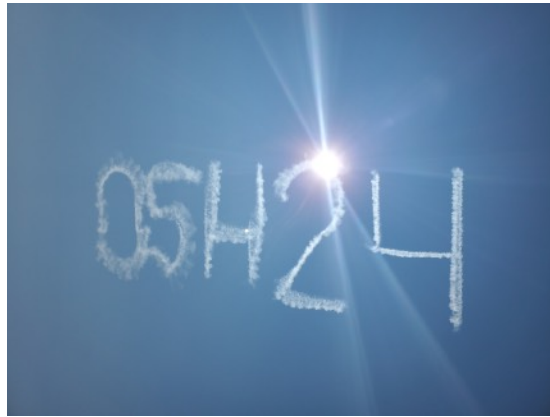
Robert Henkes, Vice President
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Contact the Board at: board@eaa237.org



Chapter 237 at Air Venture 2024

It was a beautiful week for Air Venture 2024. There were a record number of people in attendance and a record number of aircraft, that flew in. The Canadian Snow Birds and the Italian Tricolori flight demonstration teams flew in the airshows along with demonstrations of our top line fighter aircraft. I am told the night airshows were truly amazing. The chapter held a spaghetti feed on Thursday night. We had great attendance from various people stopping by for a great spaghetti dinner prepared by Kim Otis. After expenses, the chapter cleared about \$250.





Our chapter held a mother successful Young Eagles event on Saturday, August 10 at Atlantic Aviation on a sunny breezy day. Seventy-nine Young Eagles rides were given during thirty-two flights. Six pilots, Joe Gmitter, Roger Gomoll, Michael Grzincich, John McClelland, Mike Miller and Claud Morgan did the flying. We had a great ground crew checking in the kids, taking care of the paper work, getting the participants and their families safely to and from the aircraft and marshaling the aircraft during the event. As always a good time was had by all. Our next scheduled Young Eagles event will be held on Saturday, September 14 from 9am to 2pm. All chapter members are encouraged to come on out to help make this event another success.



Chapter 237 Aviation Explorer Post at AirVenture

Explorer Post 237 joined Explorer Posts from all over the country as part of the AirVenture staff. We work in the homebuilt area by assisting in parking and moving aircraft and help with crowd control, while aircraft are taxiing down papa taxiway and in the homebuilt rows. We also helped out in the Ultralight area this year.

We did marshalling on 18/36, and we recorded all arrivals and departures on 18/36. Each group also helps with kitchen duties. Aviation Explorers have their own sub-camp and kitchen facilities, so everyone is provided with three meals per day along with snacks and there is a stock of frozen pizzas the youth can purchase in the evenings.

Beyond our camp and volunteer duties, the youth are encouraged to explore AirVenture and have a special area reserved for them front and center for the night airshows. EAA arranges special tours such as Seaplane base, the museum, and some of the aircraft in Boeing Plaza.

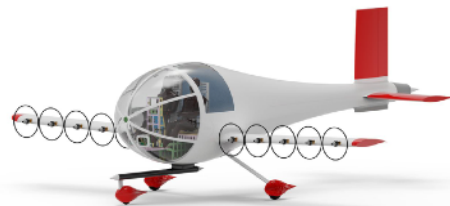
This year the Explorers also had some in-camp Olympic events which were a big hit and a great opportunity to get to know Explorers from other posts. *By Mike Miller*





WHAT OUR MEMBERS ARE BUILDING RESTORING AND FLYING

Steve Schultz
Skylab Engineering Hybrid Aircraft



Chapter member, Steve Schultz is engineering and building a two place Hybrid aircraft. The plane will have a gross weight of 1,900 lbs and empty weight of approximately 1,100 lbs. It will be powered by gasoline fueled genset located behind the cockpit, which will provide power to five electric motors driving propellers in the leading edge of each wing. This creates a blown wing that creates air flow over the wing. Which allows for a smaller more efficient wing with less drag. It is designed to have a range of 500NM and has an emergency back-up battery. The circular frontal cross section allows for two molds to make the fuselage halves and a very large internal volume while still having an extremely efficient shape. Steve has already made the first fuselage, has it on the landing gear, has made the cockpit assemblies and is working on the powertrain and wings. Steve has a cadre of Aerospace engineers around the country helping him with the design and engineering work on his project. It is an amazing undertaking on a very unique design. His hangar is located at the Blaine Airport. For more information go to <https://www.skylabengineering.com/>



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4 Items You Should Brief Before Every Instrument Departure

<https://www.boldmethod.com/blog/lists/2024/08/brief-these-four-things-before-every-instrument-departure/>

Is Obstruction Clearance Guaranteed Below DA?MDA? Video

<https://www.boldmethod.com/shorts/shorts.ifr.0027/>

Quiz: Can You Identify These 6 Uncommon Airport Lighting Systems?

<https://www.boldmethod.com/blog/quizzes/2024/08/can-you-identify-these-6-uncommon-airport-lighting-systems/>

Flying The Dalles One Departure (ODP) video

<https://www.boldmethod.com/shorts/shorts.ifr.0004/>

What Your VOR Course Doesn't Always Match Your GPS Course video

<https://www.boldmethod.com/shorts/shorts.ifr.0120/>

Who Can Be A safety Pilot video

<https://www.boldmethod.com/shorts/shorts.ifr.0119/>

How Do You Know You Are On a False Glideslope? Video

<https://www.boldmethod.com/shorts/shorts.ifr.0116/>

RNAV Guidance On A VOR Approach video

<https://www.boldmethod.com/shorts/shorts.ifr.0117/>

AIR FACTS

IFR Insights With Spencer Suderman Procedure Turn and RNAV Circling Approach Video

<https://airfactsjournal.com/2024/08/ifr-insights-with-spencer-suderman-procedure-turn-and-rnav-circling-approach/>

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Why Are Mountain Waves Less Common In the Summer? video

<https://www.boldmethod.com/shorts/shorts.weather.0035/>

How To Touch Down In A Strong Crosswind video

<https://www.boldmethod.com/shorts/shorts.vfr.0147/>

Why Does Your Engine Run tough When It's Leaned? Video

<https://www.boldmethod.com/shorts/shorts.vfr.0109/>

Your Engine Failed After Takeoff. Should You Return To the Runway?

<https://www.boldmethod.com/learn-to-fly/maneuvers/engine-failure-should-you-turn-back-to-the-runway-or-land-straight-ahead-decision/>

What Counts As A Prop Strike?

<https://www.boldmethod.com/learn-to-fly/systems/propeller-strikes-aircraft/>

5 Learning Plateaus, And How To Solve Them

<https://www.boldmethod.com/blog/lists/2024/08/five-causes-of-learning-plateaus-during-flight-training/>

There's An Airplane On The Runway. Can I Land?

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



THE LIGHTER SIDE



• An elderly couple return to a Mercedes dealership to find the salesman had just sold the car they were interested in to a beautiful, leggy, busty blonde.

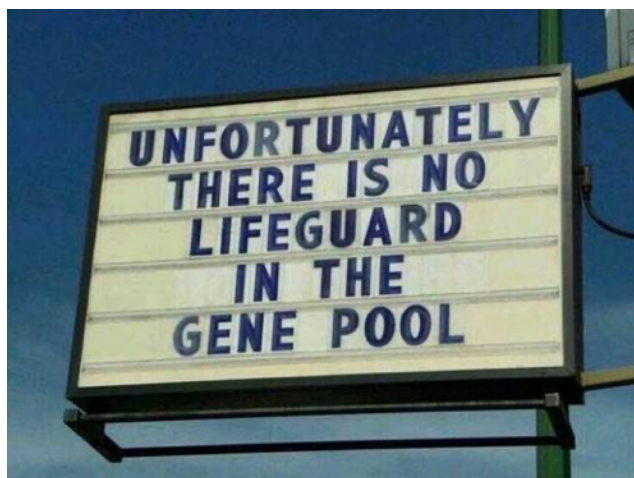
"I thought you said you would hold that car till we raised the \$75,000 asking price," said the man. "Yet I just heard you closed the deal for \$65,000 to that lovely young lady there. You insisted there could be no discount on this model."

"Well, what can I tell you? She had the ready cash, and just look at her, how could I resist?" replied the grinning salesman.

Just then the young woman approached the old folks and handed them the keys.

"There you go," she said. "I told you I could get this joker to drop the price."

"See you later, grandpa."
Never mess with the elderly!



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.

I Buy Used Avionics!

Do you have something to sell?

I am a student pilot, and I fund my flight lessons by selling used avionics, and other aircraft parts. Let's help each other!

Please contact me! (Text or email preferred.)

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Oil cap more than "finger-tight" – mine was!



EAA Chapter 237

1st AirVenture Chapter Grand Champion

Gary Laurich

EAA Tech Counselor/Flight Advisor



Chapter Hangar

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Chapter Meetings:

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

FLIGHT INSTRUCTION

Ground Instruction
Flight Instruction



Cheryl Ann Daml

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