

THE WINDSOCK

SEPTEMBER 2021

Editor: Frank Huber | Layout Editor: Deb Huber

The President's Flight Deck I know I bring this subject up often, and I don't want to steal our YE coordinator's thunder, but our Young Eagle program is fabulous! I was fortunate to be able to help at the September event where we flew 36 Young Eagles in 21 flights, and 20 of the Young Eagles experienced their first flight! Looking at the results, nearly 42% of Young Eagles flown were girls! I am glad to see females embracing aviation nearly as equally as males, and I am glad our chapter is encouraging these young women to pursue aviation.

I inquired one of our pilots on how much it cost him for that Saturday morning event and was informed it was nearly \$600 out of his pocket to fly these kids! Unfortunately, due to FAA regulations, these pilots cannot be compensated for these costs, so that is quite a commitment on their part! I often request our chapter members who can fly, to please help fly at these YE events. With more pilots the cost could be spread amongst a few more pilots so the burden isn't quite so large for each pilot. Likewise, if you have a pilot friend, please encourage them to join our chapter and participate in this wonderful event. The smiles on these kids after their flight is priceless!

We have a fun September chapter meeting planned for a tour of Stein Air located at the Faribault, MN airport. Most homebuilders shopping for avionics and instrument panel fabrication know of Stein Air. Stein has invited us to tour their facility and is providing a cookout at their facility on Monday September 27th. For Stein to plan for the event, we sent all chapter members a survey email asking if they wish to attend the event, and how they plan to get there. Some members are planning to fly and some will be driving, and may be able to car pool. If you haven't received that email, or have changed your mind since completing it, please reach out to me so we can get the attendance updated. Hopefully you have figured out we will not be hosting the chapter meeting at the chapter building this month.

Finally, with the passing of long-time chapter member Ron Fichtner, we are reminded of the fragility of life. If you haven't heard from a chapter member in a while, reach out to them and see how they are doing. It's good to hear from each other!

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

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Quiz: 6 Questions To See How Much You Know About IFR Nav aids
by Colin Cutler

How To Fly A Visual Climb Over Airport (VCOA) Under IFR by Swayne Martin

5 Things You Should Know About WAAS by Nicolas Shelton

Would You Go? IFR Cross Country Into Low Ceilings And Scattered Storms
by Swayne Martin



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5 Tips for Better Night Landings

8 Flying Decisions You'll Feel Pressured To Make

6 Tips To Improve Your Radio Calls

How to Make a Perfect Soft Field Landing

Quick Links

AIR FACTS

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

From the archives: Bob Buck on William T. Piper
The Man Who Makes Me Think Young

The right pilot mindset: realistic, not conservative by John Zimmerman

BEST OF OSHKOSH 2021 by EAA AirVenture Oshkosh

Galileo's Hypothesis about gravity is demonstrated in a vacuum chamber at NASA's nuclear space power facility in Cleveland.

EXPERIMENTAL AVIATION

continued from August Windssock

by Jon Swenson

As everyone knows 2020 started out slow and descended into hell. With the Covid 19 pandemic raging by March, it looked like the flying season was going to have to be one of the many sacrifices of the year. However in spite of all that, I scheduled a test flight that too was cancelled due to weather. Realizing I needed more current flight experience prior to the next attempt of a test flight, I flew almost twenty hours over two months with over fifty takeoffs and landings. The weather finally looked favorable for September 13, so I scheduled a test flight and invited some experienced pilots to back me up.

On the day of the the first test flight, the winds were calm but there was ground fog. The sun finally burned off the fog and the winds look good for the flight. Unfortunately, three of my support pilots were not going to be there in time because of the earlier weather. I checked in with my friends with Quickie experience, who told me to give it a go.

Over the years I had discussed the takeoff reflexor setting with several Quickie pilots. Most said to set it about a ¼" up. But this is variable and depends greatly on how each airplane is constructed. Therefore it is a trial and error setting determined by test flying. One of the most experienced Quickie pilots told me to start with no trim set and adjust it as necessary. With the fog lifted and winds favorable, I completed the preflight and ground crew briefing, fired up the engine and taxied N12XD to runway 30 at Owatonna. I took the runway and applied full power. The airplane accelerated normally and tracked nicely down the centerline. I reached 85 mph about halfway down the runway and applied back pressure, but the nose wheel was stuck solidly to the ground. I aborted the takeoff, rolled to the end and then taxied back for another try after adjusting the reflexor up a bit.

Once again I lined up on the centerline of runway 30 and gave it full throttle. Once again it accelerated normally to 85 MPH. This time when I pulled back there was slight hesitation than the nose popped off the ground and I was briefly airborne. But just as quickly the nose dropped and slammed into

the ground causing a bounce. I was holding the centerline of the runway and pulling back as hard as I could. I was high enough that I thought I should try to keep it in the air. So I kept the power in and the stick back. On the next bounce, I was launched about 20 to 30 feet in the air, but I realized the airplane just wasn't going to fly. It again nosed over and impacted the ground. This time the nose gear sheared off and flew under the canard to the starboard side. The lower cowl slammed into the ground and the carbon fiber, Warp Drive propeller disintegrated in a puff of black smoke. I slid down the runway remarkably straight never leaving the pavement. My practice of emergency procedures kicked in. I quickly shut off the ignition, fuel pump and fuel master valve. When I came to a stop, I gave a radio call that I was ok but needed assistance. Then I shut off the electric power and exited the aircraft. I did a quick personal assessment and realized I was no worse for wear and I remained remarkably calm. My ground crew had seen the last bounce and puff of smoke that was the propeller exploding and where on their way.

The front gear leg with the front wheel and yoke intact was found a few hundred feet from where I came to rest. The only evidence of the propeller was the black dust on the outside of the canopy. The propeller had ground down to about 6 inches from the spinner. As this was the active runway and people where waiting to fly, we quickly tied the fuselage to the back of my SUV and towed it off the runway, up the taxi way and back to the hanger. Shortly after returning to the hanger my Quickie friends flew in having finally been able to get around the weather. We discussed the last hour's events and examined the airplane. We found the reflexor was trimmed up the 1/8" as shown on the indicator. The consensus was that this was not enough I needed another 1/8" up trim. This shows how sensitive and powerful this trim device is. The difference between flying and not flying may have been as little as 1/8th inch.

All in all I am not convinced I could repeat this event with less damage to the airplane or me. I sure

don't want to try it again. I believe that with some glasswork on the cowl, installing a new front gear and checking the crankshaft after the prop strike the airplane would be ready for another try. It just isn't going to be me that tries it. So this is the meaning of experimental to me; some experiments are failures, maybe most experiments are failures. One has to learn from those failures and make corrections. In the long run I think that coming to this place actually is

a success. I did learn a lot of new skills and learned much about myself. I made many wonderful aviation friends and even changed my career path becoming an avionics tech working for Steinair. I have not lost my enthusiasm for flying or building. I have joined the crew building the chapter Zenith 701 and am looking for another airplane project that is better tested and flyable.

GREAT READS for the Aviation Enthusiast



Joe Foss, Flying Marine The Story of his Flying Circus as told to Walter Simmons.

McCampbell's Heroes The story of the Navy's most celebrated carrier fighters of the Pacific War
by Edwin P. Hoyt

Flying the Hump – Memories of an Air War *by Otha C. Spencer*

EAA237 COMING EVENTS

- Chapter 237 Aviation Explorer Post Fly-out to Granite Falls Fagen Fighters WWII Museum Saturday, September 25 departing 9 am.
- September Chapter 237 meeting will be held at SteinAir at the Faribault Airport. Food will be served at 6 pm followed by a tour of the facilities.
- 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.
- October Chapter 237 Young Eagles Event will be held on Saturday, October 9, from 9 am until 2 pm at the Lynx FBO at KANE.
- IMC/VMC Club will be held on Thursday, October 14 via Zoom. The IMC meeting will begin at 6:30 and the VMC meeting will begin at 7:30 pm. An email with the link will come out prior to the meetings.
- October Chapter meeting will be held on Monday, October 25 beginning with food at 6 pm and the meeting at 7 pm.



Michael Grzincich
Young Eagles Coordinator

The chapter held another successful Young Eagles event on Saturday, September 11, giving 36 Young Eagle rides to kids 8 to 17 years old. We had five aircraft and pilots giving the rides. Kevin Sislo and Mark Heule talked to participants and parents about the program and gave preflight demonstrations on the Cessna 150 Club aircraft. Scott Nelson and Kieran Dostal did their usual great job of handling registration and printing forms and YE certificates.

Ken Erickson, George Wollenburg, Dave Troy and Explorer Post members Joe Van Norman and Elijah Durkin took care of marshaling the aircraft and people during the event. The crowd was treated to a view of a dozen or more warbirds including a B-25, UH-16 Albatross, 2 AT-6s, T-34, a Stearman, UH-1 Huey and a Corsair, who were staging out of Lynx for September 11 flyovers. Lynx FBO was once again a great host for our event.

The October Young Eagles Even will be held on Saturday, October 9 at the Lynx FBO. Come on out and enjoy the fun and help us put on another successful event.



RONALD O. FICHTNER
19 MARCH, 1937 – 10 SEPTEMBER, 2021



Long time chapter member, Ron Fichtner passed away quietly at home on Friday, September 10. Ron loved to work with wood and was a master cabinet maker. He was a member of EAA and our chapter for 53 years. Ron was active in the chapter and won the Wally Swanson Outstanding Service Award in 2013. He helped with the chapter's involvement with the EAA B-25 project, building a fixture to hold the nose section, that allowed work to be done from different angles. He also built a beautiful wooden seat for the nose gunner position.

After retiring from his cabinet making career, Ron built a beautiful Emeraude aircraft, which he flew on many trips with his wife, Isla. After selling his aircraft, he started building and flying RC aircraft, including one that was a match for his Emeraude that hangs in the chapter building. Ron was a real gentleman and a very talented person, who will be sorely missed by all that had the pleasure of knowing him.

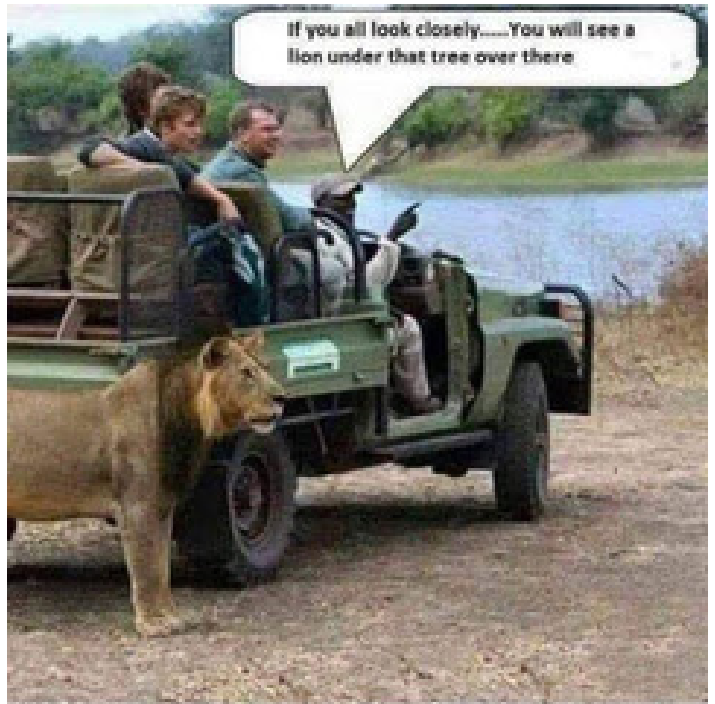


On The Lighter Side

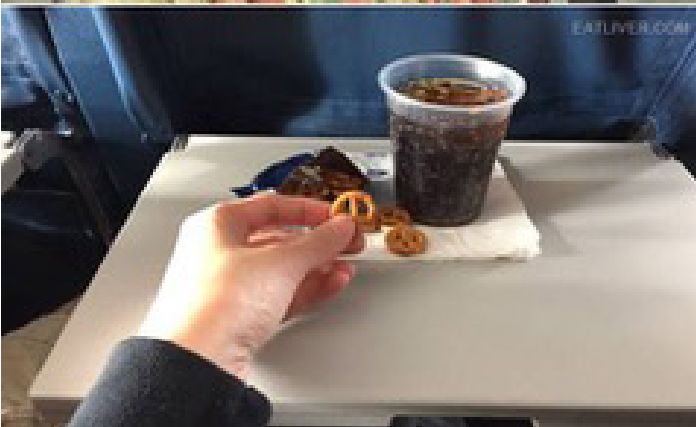
"Hey guys! Let's take one more picture together before we get fired."



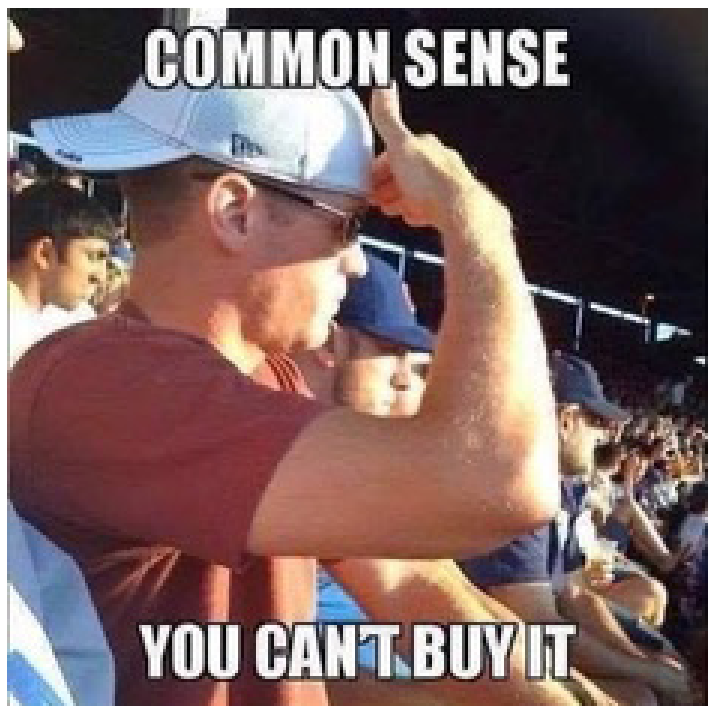
If you all look closely.....You will see a lion under that tree over there



OMG, Susan! Can you imagine how luxurious planes in 50 years will be?



COMMON SENSE



YOU CAN'T BUY IT

WHAT OUR MEMBERS ARE BUILDING, RESTORING AND FLYING.



HOMEBUILDERS

Chapter member, Dean Nelson's 1946 Stinson restoration was completed on Thursday, August 18. The picture shows the first engine run of the 165 hp Franklin, which was ten years from the last test-stand run at Li'l Red Aero in Kearney, Nebraska. Dean has owned the aircraft since 1979 and last flew it in 1984. He began his restoration in 1986. The exterior restoration was done by Dan White at the Anoka County Airport. The paint job is a faux military scheme of two shades of gray, with Danish Air Force insignia on the wings, fuselage and tail in honor of his Great-Grandfather, a Danish immigrant, who fought in the Union Army in the Civil War and then was an early settler in Dean's home town of Fergus Falls, Minnesota. There are changes, upgrades, improvements, virtually everywhere, the most obvious is a skylight over the front seats.

This plane's fuselage was stripped down to bare steel tubes by Dean, and sand-blasted by Central Sandblasting in New Brighton. He then re-primed it with zinc oxide and epoxy primer in Dan White's paint booth. The wings were also stripped down and thoroughly cleaned by Dean. He found that they were

covered in zinc chromate at the factory in 1946 and were virtually free of corrosion.

Dean is working on getting his Basic Med certification and getting a check out with a good tailwheel CFI to get back into tailwheel flying. He is waiting for an FAA signoff on all the 337s Dan has submitted before a first test flight. Dean keeps his aircraft at George Kalogerson's hangar at 2132 North Dakota West, where he spends his time while at the airport if you would like to stop by and see it.

DEAN NELSON'S 1946 STINSON 108



JEFF MULLIN'S PEGAZAIR



The Pegazair was moved to the Princeton airport on August 13th. Jeff is doing the weight and balance measurements and fuel flow tests. First engine start is a couple of weeks away. He doesn't have the DAR scheduled yet as he is still waiting for the aircraft registration to be processed by the FAA. As of September 14, the FAA is processing registrations submitted on June 28. He estimates the FAA received his application on July 20th, so it looks like it will be another month before he will receive the registration form. Without that he can't set up the online account for uploading the documents the FAA requires before the DAR can inspect the plane.

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 OCTOBER issue are due on or before OCTOBER 10.

Flyhalf Aero

Ellen Quist

Commercial Pilot
CFI / CFII

Cell: 763.222.4952
ellen@flyhalf.aero

 @flyhalf_aero

<https://flyhalf.aero>

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**Bob
Henkes**

• Auto • Home • Life • Business •

Office (651) 489-1347

Fax (651) 489-5403

236 Larpenteur Ave. W • St. Paul, MN 55113

Bob@QualityInsuranceService.com

www.QualityInsuranceService.com

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Cheryl Ann Daml

CFI, CFII, Commercial Pilot
C. 612-272-9717
cdaml@msn.com

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Gary Laurich

EAA Tech Counselor/Flight Advisor



Chapter Hangar

8891 Airport Road NE, Box C-12
Blaine, MN 55449

763-242-3564

gary.laurich16@gmail.com

www.eaa237.org

Chapter Meetings:

4th Monday of the month

Dinner Social: 6:00 pm

Meeting Starts: 7:00 pm



DAVID A. AUTIO

Certificated Flight Instructor
CFI/CFII/IGI

Phone: (763) 755-0350

Mobile: (763) 229-4987

Email: dautio0350@comcast.net

Airport: Anoka/Blaine Airport (KANE)

401 117th Ave NW

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