

THE WINDSOCK

JUNE 2021

Editor: Frank Huber | Layout Editor: Deb Huber

The President's Flight Deck Hello chapter members! It was great to see several EAA members at the recent GMAG event, and to be able to attend seminars in person. For me, this offered great inspiration to be involved with our wonderful aviation community. Thinking about this, I realize it is easy for us to get stuck in a rut of doing the same things time and again. Or maybe we don't follow our dreams because it is easier not to get started! If you find yourself in a rut, well our chapter has many opportunities for you to try something new. As an example, the VMC/IMC meeting typically has only about six attendees, but the discussion is always interesting, educational, and non-threatening. I have learned something each time I have attended, and most often the education is from the attendees and their experiences. Since I don't hold an IFR rating, I find I am in the fog when I attend that class. Yes, that was a cheap intended pun. I still value the discussion the instrument rated members are providing and hope someday I can return the favor. The point of all of this is to get involved with various aspects of our chapter, even those that you have never sampled.

Our EAA 237 Burger Bash fly-in event is Saturday, or perhaps has been completed by the time you read this. The extended weather is looking very good! It is great to see chapter and KANE community involvement with this event. We can always use additional volunteers for the event, and you can sign up via this link, <https://www.signupgenius.com>.

It is hard to believe, but after 16 months of not-meeting in person, we will be hosting an in-person June chapter meeting! This will be a barbecue event to take advantage of the summer season. The CH701 crew will bring the airplane near the chapter building so everyone can see its progress, weather permitting of course. Many of you have only heard of the progress being made, or have seen a few pictures, but now you will be able to see it up close.

AirVenture 2021 is facing us head on and plans for camping are being made. You should have received an email with sign up information. Kirk Fjetland and Curt Stoltz are heading up these plans and are the contacts if you need information. As always, inspire the love of aviation in all of those you meet. Invite them to a chapter meeting, Young Eagle event, or Zoom webinar. Be an inspiration to others, and you will be inspired yourself.

Looking forward to seeing you soon! Kevin



YOUR CHAPTER BOARD OFFICIERS

Kevin Sislo, President
Ellen Quist, Secretary
Charles Jasicki, Director

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

Contact the Board at: board@eaa237.org



Ellen held the third online IMC and VMC Club meetings on Thursday, June 10. There was good attendance for both meetings and good discussions by the pilots taking part. The next meetings will be held in person at the chapter building on Thursday, July 8th with the VMC meeting beginning at 6:30pm and the IMC meeting at 7:30pm. There will be an email reminder for the meetings.



[Learning never stops | Approach Lighting Systems](#)



[Go or No Go: ice and storms over Montana](#)
by John Zimmerman



[Can You Circle-To-Land From An ILS Glide Slope?](#)



[How Thunderstorms Form](#) by Colin Cutler

[Thunderstorms and ATC – how to get from A to B when direct isn't...](#)
by John Zimmerman



[Soft Field Takeoff – HD Flight Maneuver Spotlight](#) by Bret Koebbe

Quick Links



[How To Make A Perfect Short Field Takeoff](#) by Colin Cutler

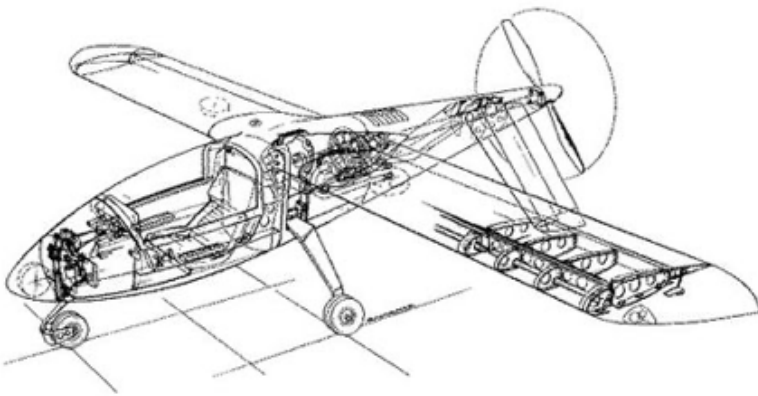


[9 Ways To Avoid The Hazards Of Night Flight](#) by Corey Komarec

EXPERIMENTAL AVIATION *by Jon Swenson*

In 2002, while completing my private pilot training, I was renting airplanes and flying regularly. I enjoyed it so much I wanted to buy my own airplane. Looking at my financial situation and the cost of aircraft ownership I realized I would have to be creative to achieve this goal. I quickly found EXPERIMENTAL AVIATION. The process of “experimenting” is where you develop an idea, propose a course of action, engage in that course of action evaluate the results and repeat for every step of your project. For a builder with limited experience, this process is better known as “Trial and Error”. This was the answer to my dilemma. I could build and maintain my own airplane at pennies on the dollar of a certified General Aviation craft. That was perfect for me. Experimental Aviation would allow me to fly at a price I could afford.

My aircraft ownership journey began with looking at airplane plans. After much research, I bought two sets of plans to consider for a project. The first set came from a very respected aviation legend, Molt Taylor, who in his waning years had designed and sold plans for several different airplanes. My artistic training led me to be attracted to the innovative and unique aspect of his design of the Minilmp.



I sent off my 250.00 US dollars and patiently waited the arrival of the plans set. Eventually I received a photo copied set of 250+ pages that had clearly been, originally, larger, hand drawn sheets reduced to fit two drawing sheets on a standard 11/17” paper to fit in a mailing envelope. The reduction caused much of the handwritten description and specifications to be barely legible. Being new to the field I assumed that this was the standard and began studying the plans to get as full of an understanding as possible

before I began building. What emerged was that this was not going to be a simple or quick build. The airplane was not physically large but it was extremely complex in its design and full of unique parts that would have to be fabricated using complex and expensive milling and metal forming machines. The final blow was that the drawings for the unique propeller shaft called for where not included in the plans. Without those sheets the aircraft could never fly. By the time I discovered this omission the designer had gone to the great hangar in the sky. I chalked that investment up to supporting an old man in his golden age, who had contributed a lot to the aviation world.

The second set of plans I purchased for \$75.00 was for an Ultra light design, that was clearly very simple. Just a few tubes that created a place for a small gas engine, seat and fabric covered aluminum flying surfaces. I heartily began building this design. Ordering tubes from distant aircraft parts suppliers (often paying more for shipping than the material.) and fabricating the tail surfaces with simple shop tools and a pop rivet gun. The wing was the biggest part of this project. It was designed so that the leading edge was also the main spar.. This was accomplished by bending aluminum sheets around a series of formed ribs. To properly fabricate the leading edge/spar required building a solid, level table to hold a large number of negative shaped molds that hold the leading edge material perfectly true while installing the fabricated ribs. To build the table and forms took me a few weeks spread over a few months to complete. Not too long after I had completed the table and began molding the ribs I received a communication from the designer, wondering if I had built the wing yet? When I explained I was in the process he advised that I should hold off as another builder had finished his plane and the main wing spar had failed in flight. Turns out the designer had never done a stress test to see if the wing actually was strong enough. That didn’t bode well for what else he hadn’t tested. So this project was abandoned before I spent too much money or got hurt.

My next idea was to buy a “Kit plane”. These are projects that come with a set of plans, most of the materials and most of the difficult and unique parts

prefabricated. If the design had been around for a while and had successfully been built and flown, there was the added bonus of a builders group that had worked out answers to all the questions not addressed in the plans or problems unforeseen by the designer. Another attraction to a Kit Plane was that only a small fraction of the projects would be completed and flown by the original builder/owner. Therefore the opportunity to save on the initial investment of time and money by buying a partially completed project was very appealing. It didn't occur to me to wonder why so many incomplete kits were for sale. This began my search for a project that I could complete quicker and cheaper than any other way possible. All you readers who are also builders know just how wrong headed that idea is, but at the time it

seemed perfectly reasonable.

I scoured the Internet and Trade-a-Plane ads for an opportunity. Eventually I discovered on E-Bay what seemed like the perfect project, a tricycle gear, two seat, side-by-side fiberglass fuselage without an engine that needed a little repair. It was called a Quickie. The Quickie is a very futuristic looking, sleek canard type airplane designed by Burt Rutan. Originally introduced in the early eighties it still looks ahead of the times today.. Other designers picked up the basic look of the airplane and made a new design with a series of modifications to allow two occupants, larger engines and different landing gear configurations. The model I bought was the fourth generation, TriQ200. *Jon's story will be continued in the July Windsock.*



NOVEMBER CHAPTER ELECTIONS



The chapter will be holding elections in November for our chapter officers and board members, for two year terms. The board has established a Nominating Committee, per chapter bylaws, to oversee the election process. Former chapter presidents Kirk Fjetland and Bob Heavirland, along with Frank Huber, have agreed to be a part of that committee. The committee will be accepting the nominations of anyone wishing to volunteer to become a chapter officer or board member. Nominations will be accepted up to the November chapter meeting, at which time the elections will be held.

The Board also filled the vacancy for Chapter Secretary following the resignation of Lyle Peterson at their recent meeting. Ellen Quist, our new IMC/VMC Club coordinator, volunteered to fill the position and was duly elected.



Michael Grzincich
Young Eagles Coordinator

The chapter had another successful Young Eagles event on Saturday, June 12, giving 30 young eagle rides to kids 8 to 17 years old. We had six volunteer pilots and lots of volunteers helping with registration, aircraft marshaling and Young Eagle education that included several of our Aviation Explorer Post members. Lynx FBO, once again, was a great host to our event.

Fox 9 news anchor and aviation enthusiast, Tom Blotz, attended our event. He filmed some of the event, interviewed Michael Grzincich and some of the participants. He made a one minute and thirty-nine second presentation on the Fox 9 evening news show, in which he talked about the Young Eagle program and about Chapter 237's monthly Young Eagles events. Here is the link to that presentation: <https://www.fox9.com/video/943746>

The July Young Eagles event will be held on Saturday, July 10 at the Lynx FBO. Please join us to make it another successful event.





HOMEBUILDERS

I had the pleasure of seeing Jeff's Pegazair project last month at his home in Elk River. Jeff is nearing the completion of a project more than a dozen years in the making. The Pegazair is a plans built aircraft with few parts provided by the designer. So Jeff has literally built the entire aircraft from scratch and has done an amazing job doing it. Besides making all the parts, he had made numerous tools to fabricate the parts. For example, he decided to go with a spring steel landing gear made out of titanium to save weight and significantly reduce drag, thereby increasing his cruising speed. He manufactured the die to bend it in and the press to fabricate it with.

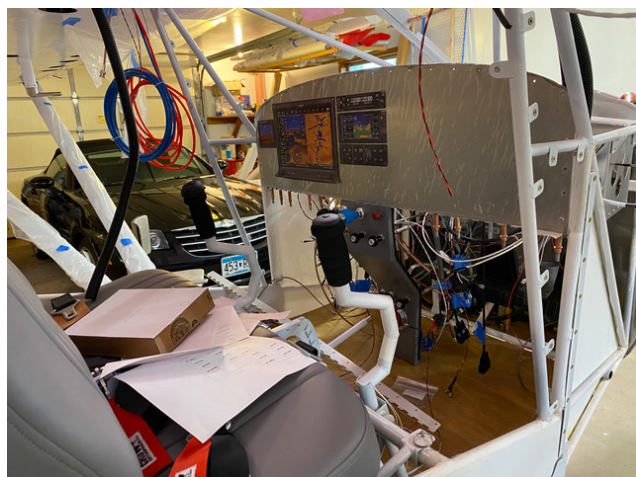
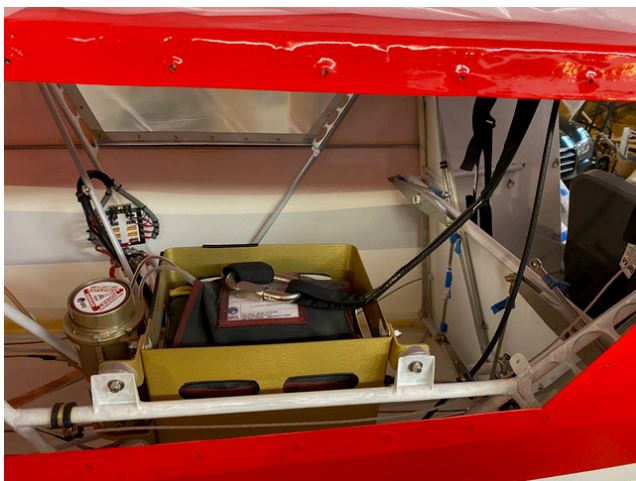
Jeff has put a great deal of thought and engineering into his aircraft. For instance, he is using the SDS electronic ignition and fuel injection system on his

WHAT OUR MEMBERS ARE BUILDING, RESTORING AND FLYING.

JEFF MULLIN'S PEGAZAIR PROJECT

engine. Because it is electrical powered, it needs a back up system to provide electrical power to keep the engine running. He engineered a dual electrical system with separate alternators, a cross tie system and an electronic system that can switch to the alternate system in a millisecond on takeoff. Jeff also decided to add a full aircraft ballistic parachute recovery system. Working with BRS, Jeff engineered the installation on his aircraft.

When I saw the project, Jeff had already done the wiring for his electrical system and the wiring for his avionics. Installing the avionics and the EFIS systems is the last big project before completion. He expects to be flying this summer. Jeff has done a remarkable job constructing his aircraft and could well be in the running for best plans built aircraft at AirVenture.



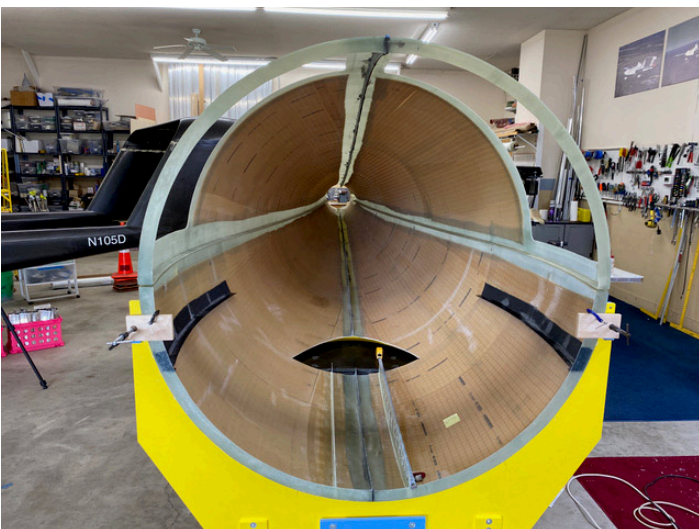


STEVE SCHULTZ'S SKYLAB HYBRID PROJECT

Chapter member, Steve Schultz, of Skylab Engineering out of the Anoka County Airport, has been making significant progress on his SkyLab Project hybrid aircraft, which was introduced to the chapter in the December 2020 Windssock. This hybrid aircraft will have five engine electric motors mounted on the leading edge of each wing. Providing the electric power will be a four cylinder gas engine/generator combination mounted aft of the cockpit.

Steve has already made the molds and constructed the fuselage halves for the prototype. As you can

see from the pictures, the design is a circular shape that follows all the way to the tail. The nose bowl, which opens upward for entry into the aircraft, will offer an unlimited view forward through six shaped windows. The main gear has been made from aluminum and the nose gear from carbon fiber for strength and weight savings. Steve has done an incredible amount of engineering work on this huge project. He plans to have the aircraft at Air Venture on the landing gear. Steve's hangar is located at the East end of the Kansas hangar row on the west side of the airport.



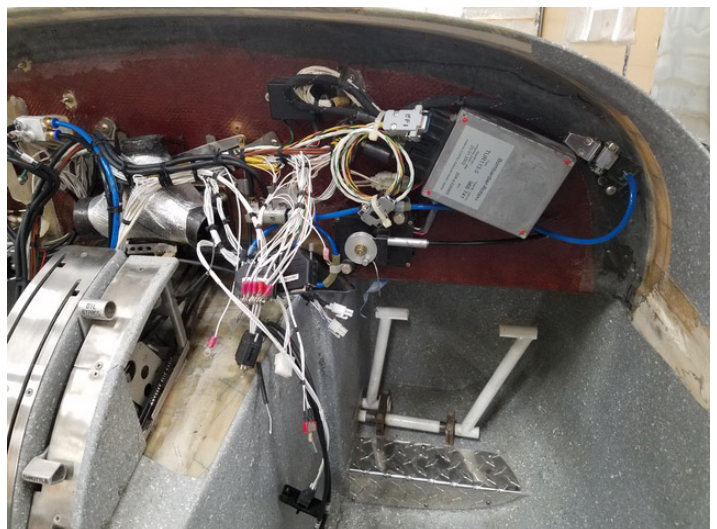
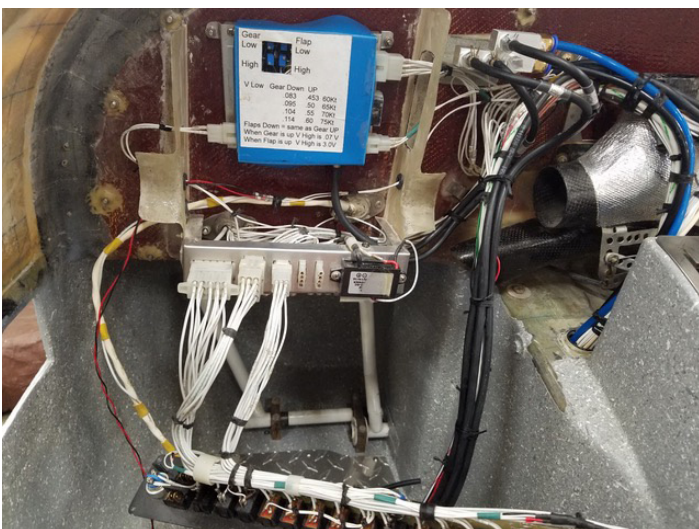


DICK PUGH'S EUROPA



Attached are some photos of my recent progress. The instrument panel has been finished for a while, but an access panel has been added to allow easier access to wiring behind the panel. This removable panel is covered by an iPad normally and I am currently working on the mounting hardware for the iPad. The two other photos show the completed harnesses behind the panel. The wiring has been tested so everything is working...I hope. The blue box is a driver board for the warning annunciator display. On the lower part of this photo is the switch panel and its associated plugs. This switch panel can be removed for service. The other photo shows the right side and the turbo controller and motor, as well as harnesses for radios and prop controller.

The next big step is to glue the instrument panel into the fuselage. Once this is installed, it will make access to the area behind the panel more difficult, so I am really hoping everything is complete to this point.



AVIATION ADVENTURES

Out and About in Our Neighborhood *by Bob Henkes*

This month's feature is for Fagen Fighters Museum. I had showed a P-40 they have in restoration right now.

Although, by car, it is about a 2½ hour drive, it is worth the time. Particularly if you like WWII aircraft, vehicles and artifacts. Located in Granite Falls, MN, the Fagen Fighters Museum is a showcase of some of the most significant aircraft and ground equipment in that epic conflict. Most importantly, it is a tribute to the men and women of The Greatest Generation whose incredible sacrifices during that time shaped the freedom and liberty we enjoy today. Their mission is to preserve the memory of the heroes of WWII, promote patriotism in today's Americans, and inspire tomorrow's leader to study and apply history's lessons. Through their exhibits, programs, and facilities, they instill in all ages the desire to learn more about this critical time in history of the United States.

Often on weekdays they will fly one of their planes, so, if planning a trip, make sure to check their website for details.

The ground war was fought with men and machines that did proud justice to the spirit of the American Soldier. Women on the home front took over the job's soldiers left behind, turning out the machines to ultimately give our troops the tools to win. You'll see a variety of these vehicles from Half-tracks, tanks, bulldozers and horse drawn wagons. Fine art, sculptures, and image galleries compliment the aircraft and vehicles in the exhibits.

You can find more information at their website:
<http://www.fagenfighterswiiimuseum.org/index.html>

I have three more places on my list of Aviation Adventures, but haven't been able to get to them yet, so I will write articles on those when they happen.



AWARDS AT THE GREAT MINNESOTA AVIATION GATHERING

The Minnesota Pilots Association was a success again this year at the Buffalo Municipal Airport. Several members of our chapter received awards during the Saturday event. Our president, Kevin Sislo, accepted an award for the chapter recognizing that our chapter flew the most Young Eagles in 2020 during the pandemic. Young Eagle pilots, Mike Miller and Michael Grzincich received their awards for being the high time pilots in Minnesota in 2020, both having flown fifty-one Young Eagles each.

Chapter members, Roger Gomoll and Frank Huber received the FAA Wright Brothers Master Pilot Award. The award is given “in recognition of 50 years of exemplary aviation flight experience, distinguished professionalism, and steadfast commitment to aviation safety.” This is a huge award and a big honor for any pilot to receive. To date only 6,572 pilots have received this award. Congratulations to all the recipients from the chapter.



Mike Miller and Michael Grzincich receiving awards from MPA president Randy Corfman

Frank Huber receiving Wright Brothers Master Pilot Award from FAA rep Al Thiernay



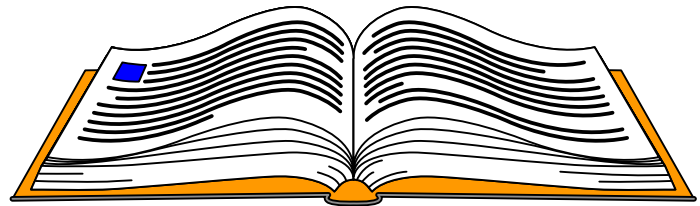
Roger Gomoll with his wife, Liz, after receiving the Wright Brothers Master Pilot Award



June's Hangar Talk was exciting. We had a couple of dozen folks there in the morning, followed by our Aviation Explorers working on their RC model. Talk ranged from everything imaginable from tire pressures, molding, weddings and AirVenture. The donuts were consumed, so I presume they fit the bill.

Our next scheduled Hangar Talk was scheduled for July, but I did not pay attention to see that it was on 4th of July weekend, so we won't have that. The next scheduled one is August 7th after AirVenture. Look for a note.

GREAT READS for the Aviation Enthusiast



The Friday Pilots *edited by Don Shepperd*

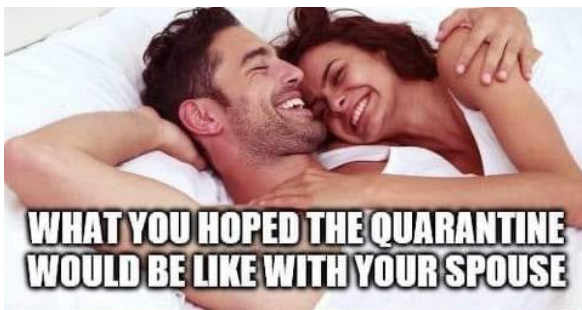
First person stories of growing up and flying the old airplanes in the "old Air Force" by the Friday pilots of Tucson, Arizona. These are stories of American heroes, fighter pilots who flew in Korea, Viet Nam, Desert Storm, who were POWs, astronauts, test pilots, generals and more.

On The Wings of Geezers, Life Lessons From Old Pilots of the Friday Pilots
edited by Don Shepperd | Written by fighter pilots, bomber pilots, tanker pilots, airline pilots, astronauts, rotor heads, private pilots, recce spy pilots, FAC pilots, Ex-POWs.

EAA237 COMING EVENTS

- June Chapter meeting to be held at the chapter building on Monday, June 27 beginning at 7pm.
- July Young Eagles Event will be held on Saturday, July 10th at the Lynx FBO from 9am until 2pm.
- Isle Airport pancake breakfast fly-in Sunday, July 11
- Wings of the North Fly-in Saturday, July 24 at the Flying Cloud Airport
- EAA Air Venture at Oshkosh beginning Monday, July 26 through Sunday, August 1

On The Lighter Side



<https://flightexpo.org/sweepstakes>

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Sweepstakes drawings continue this Friday night (April 16, 2021), live on Facebook at 5:45pm central time. This week we will be drawing for a Polaris “Tenacity 4.0” Helmet. You will be able to choose the size and color. *“It will take 4—12 weeks to receive, possibly more due to availability”*.

Overviews and Specs of the Helmet:

- Shock-resistant helmet made from ECE/DOT certified thermoplastic
- Ventilated helmet keeps you cool
- Helmet with removable lining for easy cleaning
- Polaris helmet with padded double D-ring chin strap for comfort
- Lightweight helmet weighs less than 3lbs for all-day comfort



Polaris has put together a video on this helmet: Watch it here: [Tenacity 4.0 Helmet | Polaris GENERAL](#)

Retail price for the helmet is: \$139.99 plus tax. You can purchase a ticket today for \$50 and support two great non-profits (Flight Expo, Inc and G.A.L.S. Technology) with their educational building that they are pushing for as the end goal!

Update on the progress of our sweepstake’s we need your help to reach our goal of selling 1500 tickets. Currently, we have sold over 225 tickets. If you are not aware....

The Final Drawing for the 2021 Sweepstakes Fundraiser has been officially extended to August 6, 2021. Presently, we have not reached our ticket sale goals and do not yet have enough to break even. This is due in part to the shutdowns and economic hardships faced by would-be participating businesses and individuals. And so, as per the official rules, we have decided to extend the deadline for entering the sweepstakes until August 6, 2021. It is important, therefore, that you help spread the message about this fundraiser in support of our nonprofit educational programs. Thank you!

New Deadline: August 6, 2021

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 JULY issue are due on or before JULY 10.



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Anoka County Airport/Blaine (KANE)

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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