

The Upwind Flyer

Your *Scentinel* for Chapter Happenings

May 2020



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A Few More Pandemic Induced Updates

AirVenture Decision Due This Month

By Eric Gettel

Physical distancing to mitigate the threat of disease continue to take a toll on normal activities:

- Chapter 333 heartbreakingly cancelled its Annual Pancake Breakfast/Airport open house event scheduled for June.

- Chapter 333 cancelled its first of two planned Young Eagles Rallies scheduled for June.

- Due to the constraints on flight training imposed by physical distancing, Chapter 333 extended the deadline to apply for the 2020/21 Ray Aviation Scholarship to May 15th.

- The Ann Arbor control tower has changed its hours of operation to be from 10am to

6pm.

- It appears that the FAA has converted the prior non-enforcement action into a [SFAR \(Special FAR\)](#). The difference is that it is now *legal* to fly with an expired medical amongst other things whereas the initial action was merely a promise to not punish you for breaking a FAR.

- EAA HQ [announces](#) that it does not have to make a decision to postpone or cancel AirVenture until May.

- The club will continue to hold meetings via the internet into the foreseeable future.

On display at EAA's Pioneer Airport

Photo courtesy Roger Hanson



Don Frankman owned this Tailwind "Sylvester" built by Steve Whittman

Ray Aviation Scholarship

Update

Due to the constraints on flight training, the board decided to extend the application deadline to May 15. Applications have been received and we will be vetting an awardee.

Chapter 333 has been awarded the privilege of administering 1 Ray Aviation Scholarship for the 2020/21 cycle. Interested? Contact us via [email](#) for an application. Deadline is May 15.

President's Log

By Eric Gettel

I have to admit that the state government's stay-at-home order initially threw me into a funk. For, you see, I've had far more numerous offers of help on my build than I can possibly consume and was just getting to the point where I could use some assistance to rivet the bottom skins on to my left wing. *Oh no! All this time cooped up at home and I can't move the project forward.* <insert pout here>

Nevertheless, in a build project of an aircraft (even if from a kit) there are thousands of little details that eventually need attention. I found a handful miscellaneous tasks to work on such as wiring the controller for the heated pitot tube. Digi-key sent me Faston connectors and Aircraft Spruce sent tefzel coated wire and got the job done. I thought about doing a dozen other things

Calendar of Events

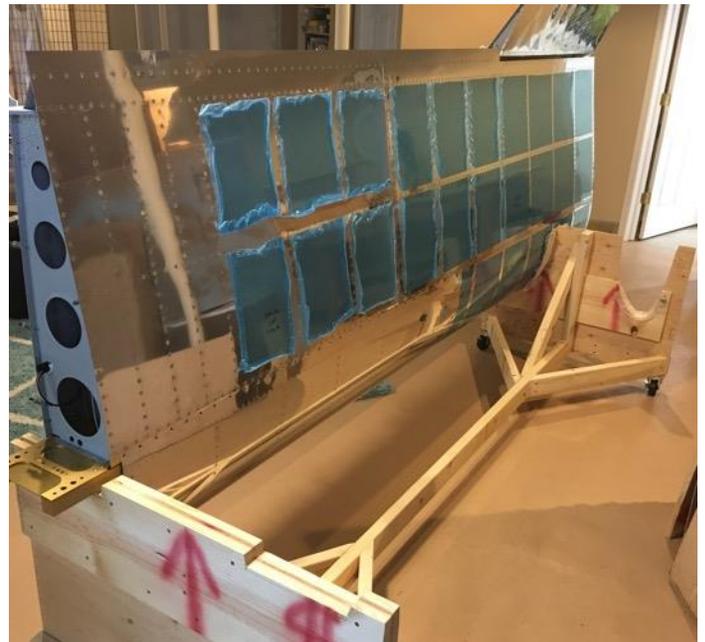
For 2020, the chapter has realigned its meetings schedule to fall consistently on the second, third, and fourth Tuesday evenings of most months.

Links for all internet meetings will be delivered via email closer to the event date.

- May 12 Chapter gathering, 7pm via internet.
 - May 19 Business (Board) Meeting, 7pm via internet.
 - May 26 IMC Club Meeting, 7pm, via internet.
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- Jun 14 Pancake Breakfast CANCELLED
 - Jun 20 Young Eagles Rally #1 CANCELLED
 - Jul ___ A2GA2 Adopt-A-Road Cleanup
 - Jul 20-26 EAA AirVenture 2020
 - Aug 15 Young Eagles Rally #2
 - Aug 29-30 Thunder over Michigan
 - Sep ___ A2GA2 Adopt-A-Road Cleanup
 - Dec 8 Holiday Party

and so scoured the instructions to see if I was going to get too far ahead of myself. What do ya know? It says the bottom skins can be put on much later in the project. *Movement.*

This revelation pushed me to work on the milestone (chore) of building the wing dolly. As the name implies it is a wooden structure intended to be a movable, safe place to store the wings as



the fuselage is constructed. Van's even provides a drawing. This task is a chore because my carpentry skills are, ahem, rough. I had to purchase only 4, 2x4s from Lowes and 4 casters from McMaster-Carr. The rest of the structure was the shipping crate from Van's that once was full of wing components. All the wood screws were leftovers from other projects.

It only took a minute for my wife and I to move the wing off the table in the workroom and on to the dolly. Once that was done, I was immediately able to begin assembling the other wing's skeleton. This wing should assemble much faster as many of the sub-assemblies for both wings were completed during construction of the first wing. Now I'm dreading the eventual arrival of spring and how the necessary attention to the house's landscaping is going to deduct from the project.

Even if the stay-at-home order is lifted, I imagine people will want to continue to keep their distance in some form. We could be an online only club for some time to come.