



Editor: Frank Huber | Layout Editor: Frank Huber

The President's Flight Deck

Happy April everyone! Spring has become more normal after our warm winter and will hopefully lead to more flying! After last month's Chapter meeting cancellation, we will be meeting in person for this month's Chapter meeting on Monday, April 22nd beginning with the social/dinner hour at 6:00 PM. Chicken Kiev, potatoes and green beans are on the menu. The informational portion of our gathering begins at 7:00 PM, followed at 8:00 PM with a presentation from Chris Glaeser on "Cirrus Aircraft: Innovation and Safety." Chris will discuss Cirrus's most advanced technologies in GA, including the newest G7 generation of the SR2X family, which was released in Jan 2024. This will be a very interesting presentation.

Several email surveys have been sent to Chapter members for upcoming volunteer and fundraising opportunities. The positive response has been a bit light, so I plan to send them out again with the hope that you will reconsider helping with these events.

On June 29th our Chapter will be hosting a fly-in breakfast in front of the Golden Wings Museum. This will be our biggest fundraiser of the year. A survey email has been sent out with the expectation of a planning committee getting together during the week of April 22nd. If you are interested in participating on the planning committee, please let me know. Follow-up opportunities will be available as the planning moves forward.

Finally, be sure to invite a friend or family member to one of our events!

I hope you enjoy the Chapter meeting!

Kevin



YOUR CHAPTER BOARD OFFICIERS

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Our chapter held another successful Young Eagles event on Saturday, April 13 at Atlantic Aviation. Fifty young people, 10 girls and 40 boys went flying on a sunny windy day. Thirteen of the Young Eagles were first timers. Four chapter members, Joseph Gmitter, Michael Grzincich, Glen Martig and Mike Schoen, flew twenty flights. Strong gusty winds caused a pause in the flying during the event. As usual we had excellent ground support to make things flow smoothly. Our next scheduled Young Eagles event is on Saturday, May 11 from 9am to 2pm at Atlantic Aviation. If you know a young person, who might enjoy a free flight let them know that they can sign up on our website. If you would like to volunteer your time to help out, come on out and enjoy the fun!



Our Chapter BSA Aviation Explorer Post has been experiencing lots of interesting aviation activities. In January they visited the Delta Airlines maintenance facilities at MSP and received a tour by Delta mechanic Caleb Mink.



On Friday, April 5, the group visited a company, Sentera, in St Paul. The company uses sensors and drones to provide insights and data analysis for agriculture companies. They were given a presentation by Matt Skelton, an aerospace engineer, and John Doerr, their head of UAS Operations.

Sentera makes imaging sensors and uses their in-house proprietary data analysis to help farmers know the health of their crops. With their systems, they can detect weeds the size of a nickel and identify the species! Both Matt and John were eager to share with the explorers, and help inspire the next generation. Part-time seasonal drone pilot openings are available, and there might even be internships available. The second meeting in April is scheduled for Saturday, April 20th in Lakeville. We will be visiting a Glasair Glastar build project hosted by Chapter 25 members.



On Friday, May 3, at 7p, we will be touring the Atlantic FBO (Fixed Base Operator) at the Anoka County airport. LifeLink has an office in their facility so we will also be talking with the LifeLink pilots and nurses on shift that evening. LifeLink has two helicopters and a Pilatus fixed-wing stationed there. May 17th is a continuation of the Introduction to Electricity and Magnetism / Motor Build, the group had in February.



Friday, June 7th, we will be touring RC Avionics at the Anoka County airport. RC Avionics, which, works on aircraft avionics, which includes not only radios but altimeters, transponders, and the installation of new equipment in older aircraft. The second meeting in June is tentatively scheduled for Saturday, June 22nd. We are working on arranging a tour of Cirrus aircraft in Duluth. There will be no meetings in July because of Air Venture, but post members will have the opportunity to attend the event as volunteers and camp at the BSA base camp.

On deck but not yet on the calendar includes the Learning Jet at the downtown St. Paul airport, another visit to the Johnson Aerospace and Engineering High School, Fagen Fighters museum in Granite Falls, the Air Force ROTC facility at the U of M, and somewhere in all of this, finishing our RC build and a visit to the RC club to fly it.

As you can see, the chapter's BSA Aviation Explorer Post is actively exploring many aspects of aviation with many fun and interesting activities. If you know a young person with an interest in aviation please direct them to the Chapter 237 website for further information about our program. *By Mike Miller*



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Do You Need To Cancel IFR When You Fly A visual Approach? video
<https://www.boldmethod.com/shorts/shorts.ifr.0091/>

Requirements For A Visual Approach video
<https://www.boldmethod.com/shorts/shorts.ifr.0089/>

Is An LPV A Precision Approach? video
<https://www.boldmethod.com/shorts/shorts.ifr.0088/>

Pilot Misses Note ' Circle NA South Of Runway 09", Resulting In near CFIT Event
<https://www.boldmethod.com/learn-to-fly/maneuvers/pilot-misses-circling-approach-restriction-note-near-cfit-incident/>

Do You Have To Use The OTP? video
<https://www.boldmethod.com/shorts/shorts.ifr.0087/>

Can You Use The Approach Lights To Defend On a Non-Precision Approach? video
<https://www.boldmethod.com/shorts/shorts.ifr.0085/>

The Zen of IFR Flying

https://airfactsjournal.com/2024/03/the-zen-of-ifr/?trk_msg=NFO27N4DQNHKPBRE34HB4TR2AO&trk_contact=RMPCCR64F9CCIR5GOMICQNF7OC&trk_sid=D93GPH7PT2L9IBJPFMIPAB4IBO&trk_link=8KVJ9C2DP44K7EP3KMOEG6UJOO&utm_source=Istrak&utm_medium=Email&utm_term=The+Zen+of+IFR&utm_campaign=F24041A&utm_content=Collins+Writing+Prie+Winners+++the+Zen+of+IFR

Can You Answer These 6 RNAV Questions?
<https://www.boldmethod.com/blog/quizzes/2024/04/can-you-fly-this-rnav-approach-into-kdpa/>

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3 Rules of Thumb For Summer Flying

<https://www.boldmethod.com/learn-to-fly/private-pilot/three-rules-of-thumb-for-summer-flying/>

Quiz: These 6 Aerodynamic Designs Are For.....

<https://www.boldmethod.com/blog/quizzes/2024/04/do-you-know-how-these-6-airfoil-designs-work/>

Why Do We Use high RPM Fro Takeoff With A Constant Speed Propeller? video

<https://www.boldmethod.com/shorts/shorts.systems.0009/>

Why Are True Airspeed and Indicated Airspeed Different

<https://www.boldmethod.com/learn-to-fly/aerodynamics/why-true-airspeed-increases-with-altitude/>

Why Does My Engine Run Rough When It's Lean? video

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

3 Ways To Check For TFRs

<https://www.boldmethod.com/blog/lists/2024/04/three-ways-to-check-tfrs-before-your-next-flight/>

Should You Raise Flaps On Landing For A shorter Ground Roll? video

<https://www.boldmethod.com/shorts/shorts.vfr.0111/>



VFR Flight Following, What To Tell ATC video
<https://www.boldmethod.com/shorts/shorts.vfr.0107/>

10 Things You Should Do Before Flying Into An Unfamiliar Airport
<https://www.boldmethod.com/blog/lists/2024/04/10-things-you-should-do-before-flying-into-unfamiliar-airports-every-time/>

Restricted Areas: What You Should Know, And How To Operate Around Them
<https://www.boldmethod.com/learn-to-fly/airspace/restricted-airspace-areas-what-you-should-know-how-to-operate-around-them>

Cross Wind Landing Tips video
<https://www.boldmethod.com/shorts/shorts.vfr.0104/>

When Should You Start Your Flare? video
<https://www.boldmethod.com/shorts/shorts.vfr.0102/>

QUICK LINKS

GENERAL

AVIATION NEWS

Safety alert issued for aluminum propellers
<https://generalaviationnews.com/2024/04/17/safety-alert-issued-for-aluminum-propellers/>

Avoiding self-induced emergencies By Jamie Beckett
<https://generalaviationnews.com/2024/04/16/avoiding-self-induced-emergencies/>

AIR FACTS

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

The following two articles were the winners of the Richard Collins Writing Prize For Young Pilots

Blister Flight – Six Pilots and an Angel *By Clay Simmons*

https://airfactsjournal.com/2024/04/2024-collins-writing-prize-winner-blister-flight-six-pilots-and-an-angel/?trk_msg=NFO27N4DQNHKPBRE34HB4TR2AO&trk_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk_sid=D93GPH7PT2L9IBJPFMIPAB4IBO&trk_link=1NSKHORQGVKRB598TD53E747D8&utm_source=istrak&utm_medium=Email&utm_term=Blister+Flight+Six+Pilots+and+an+Angel&utm_campaign=F24041A&utm_content=Collins+Writing+Prize+Winners+++the+Zen+of+IFR

My First Oshkosh *By Joseph Cummins*

https://airfactsjournal.com/2024/04/my-first-oshkosh/?trk_msg=NFO27N4DQNHKPBRE34HB4TR2AO&trk_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk_sid=D93GPH7PT2L9IBJPFMIPAB4IBO&trk_link=MN5L79N2RU3KR47G67B016DDQC&utm_source=istrak&utm_medium=Email&utm_term=My+First+Oshkosh&utm_campaign=F24041A&utm_content=Collins+Writing+Prize+Winners+++the+Zen+of+IFR

Drop Missions: Aerial Delivery *By Ralph Grigg*

https://airfactsjournal.com/2024/03/drop-missions-aerial-delivery/?trk_msg=NFO27N4DQNHKPBRE34HB4TR2AO&trk_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk_sid=D93GPH7PT2L9IBJPFMIPAB4IBO&trk_link=1PKB14I72AB411VF4KEQB1VWSO&utm_source=istrak&utm_medium=Email&utm_term=Drop+Missions+Aerial+Delivery&utm_campaign=F24041A&utm_content=Collins+Writing+Prize+Winners+++the+Zen+of+IFR

Before the Rubber Band Breaks - The Reason I Quit *By Walt Catlow*
<https://airfactsjournal.com/2024/04/rubber-bands-when-its-time-to-say-goodbye/>

Quick land to Quicksand *By Patrick Carter*

https://airfactsjournal.com/2024/04/quick-land-to-quicksand/?trk_msg=QOK5EA1JT6A47AT1RR9HHE8SNC&trk_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk_sid=TNNFHTH0099B57NPN958PR6448&trk_link=OQH6GR6E022KH8UF66B54QVJHC&utm_source=istrak&utm_medium=Email&utm_term=Quick+Land+to+Quicksand&utm_campaign=F24043A&utm_content=When+It's+Time+to+Call+It+Quits+++John's+Blog+What+a+Difference+a+Decade+Makes

A Visit to The Paris Museum of Air and Space *By Jon Swenson*

The Musee de l'Air et de l'Espace, situated at the historic Le Bourget airport in Paris, stands as a testament to the marvels of aviation and space exploration. As you step into the museum, you're immediately greeted by the grandeur of the restored Art Deco Terminal, a masterpiece in itself. The museum's collection is not only extensive but also incredibly diverse, making it one of the most important air museums globally. Whether you're a seasoned aviation enthusiast or simply curious about the wonders of flight, there's something for everyone to marvel at during a visit to this extraordinary institution.

From vintage aircraft that trace the evolution of aviation throughout the 20th century to cutting-edge spacecraft that symbolize humanity's quest to explore the cosmos, the Musee de l'Air et de l'espace offers a captivating journey through the history of flight and space exploration. Walking through the halls of the museum, you'll encounter iconic planes like the legendary Concorde, the graceful Spitfire, and the mighty Boeing 747. The Airbus A380 is a recent addition to the collection. Each aircraft tells a story of innovation, courage, and ingenuity, offering visitors a glimpse into the remarkable achievements of aviation pioneers.



But the museum doesn't stop at showcasing historic aircraft. It also delves into the realm of space exploration, with exhibits dedicated to spacecraft, satellites, and the groundbreaking achievements of astronauts. From the early days of the Space Race to contemporary missions to Mars and beyond, the museum provides a comprehensive overview of humanity's quest to explore the final frontier.

Beyond its impressive collection, the Musee de l'Air et de l'Espace also offers interactive exhibits, simulators, and educational programs that engage visitors of all ages. Whether you're exploring the cockpit of a fighter jet, experiencing the thrill of a space mission simulator, or attending a lecture on aerodynamics, there's no shortage of immersive experiences to enjoy. The museum is easily accessible from the central part of Paris via train and bus or by Uber. If you prefer the Air and Space Museum hotel is located nearby.

A visit to the Musee de l'Air et de l'Espace is not just a day adventure – it's a journey through the skies and beyond, a celebration of human ingenuity, and a tribute to the timeless allure of flight. So, if you find yourself in Paris, don't miss the opportunity to experience this extraordinary museum firsthand



Thomas P. Turner's Mastery of Flight

FLYING LESSONS Fro March 21,2024

What happened in Australia

On the morning of April 6 2023, a chartered GippsAero GA8 Airvan...took off from Geraldton Airport to Rat Island aircraft landing area in the Houtman Abrolhos Islands, Western Australia. A pilot and 6 passengers were on board. During the landing on runway 18, the aircraft did not stop before the edge of the island and tipped into shallow seawater. The pilot and passengers were uninjured. The aircraft was substantially damaged.

The ATSB found that the aircraft was unstable during the approach due to excessive height and airspeed. During the landing, the aircraft floated for a significant time and touched down approximately halfway down the runway, with insufficient remaining runway to stop. While the pilot recognized opportunities to conduct a go-around when they determined they were not on the correct approach profile, this was not **conducted**.

Finally, the ATSB found that the pilot was possibly experiencing **fatigue** at a level known to affect human performance, due to a combination of **restricted sleep and insufficient sustenance**.

Safety Message This incident highlights how an unstable approach can contribute to the risk of a runway excursion. Pilots should be prepared to conduct a go-around if the stabilised approach criteria are not met. The later the decision to go-around is made, the more likely that additional hazards will be present for pilots to manage.

We've been discussing go-around procedures in FLYING LESSONS for a few weeks, beginning with [the March 7 report](#) and continuing in [last week's Debrief](#). That conversation was prompted by reports of a Beech Musketeer loss of control attempting to go around out of a pilot induced oscillation (PIO), itself the result of a hard landing. The ATSB report reminds us not all go-around loss of control (LOC) events result from getting too slow on final approach and "dropping it in." Coming in too fast is just as hazardous. The airplane will "float" as it takes time to dissipate the excess airspeed in the flare, even more so because drag is reduced in ground effect and that means even more time—and distance—to bleed off speed within about one wingspan of the ground.

In other words, it's not a matter of just being at some margin of airspeed above the stall, **it's being at the correct final approach speed** that provides that margin but does not cause the airplane to float and land long.

As you come down final approach, consciously evaluate whether you are **on speed, in configuration** (flaps, landing gear as applicable), **on glidepath** to your identified touchdown zone, and **aligned** with the runway centerline. Crossing the threshold, or the last obstacle, or the beginning of the landing area (if it's not a purpose-built aircraft landing surface), if you are not correct in all four of these criteria then go around *immediately*. **Don't try to salvage the landing** if too fast (or too slow), out of landing configuration, above or below glidepath, or out of alignment with the runway.

Use an aim point to define a **Touchdown Zone**. If you'll land beyond the touchdown zone you are in [The Go-Around Zone](#). As the name implies, **go around without hesitation**.

When you do, manage attitude and airspeed for control authority and performance, and apply rudder to compensate for any power up/pitch up induced yaw, which can be substantial at low speeds.

Practice go-arounds frequently enough, both from short final and just above the runway, so you're simply exercising a well-practiced option when the time comes, not performing an abnormal or unfamiliar procedure.

The Tech Corner - by Dave Peterson

Flight Simulator Software Testing– In the previous newsletter I mentioned that we recently upgraded the chapter's flight simulator to X-Plane 12 and Air Manager 4.2.8. After the upgrade one of our chapter members, who was in Florida for the winter, came back to Minnesota and wanted to get a 'refresher' on the sim. It was an opportunity (for both of us) to check out the new version of the software. From my perspective (at least) it went very well. We discovered that I had forgotten to re-configure the GPS output from X-Plane after the upgrade. This is the feature where the current GPS location, altitude, heading and airspeed of your sim aircraft is broadcast to your iPad over the Wi-Fi network. This data is input to your EFB (in our case ForeFlight) as if you were flying a real airplane. In fact, we had it configured to drive multiple devices so we each were tracking the flight on ForeFlight. You could say I was acting as a 'mock' flight instructor since I am not a CFII. It was interesting just strolling around in the building and tracking the progress of the flight.



My 'student' practiced with entering and flying various approaches in the sim's Garmin 530 GPS. There were a couple of odd things that didn't seem to work as expected in the Garmin, but this might just be due to un-familiarity with the Garmin user interface. Time will tell. We do have some on-line documentation on our chapter website which can be viewed on the sims #5 monitor (the one on the stool). So, if you need to look something up in the user manual you can just pause the sim and then locate the user information you need. Here are two links to documents available on the Flight Simulator Reference Manuals page related to the Garmin 530.

[Garmin 500W Pilot Guide](#)

[X-Plane G530 Manual](#)

One of the first things users will notice with the new X-Plane version is the improvement in the graphics rendering. This includes weather (cloud) formations and ground details (trees and vegetation, buildings and runway surfaces).

If you are interested in getting a Level 1 orientation on the sim, please shoot me an email at flight-sim@eaa237.org. After this 2 to 3 hour one-on-one training session, you will have enough knowledge to be able to come to the chapter building by yourself and use the sim. We have also been considering holding a more informal, group-orientated demonstration session for chapter members who might just like to see some of the capabilities of the sim without having to make the commitment to our one-on-one training/orientation program. If this sounds like something you would be interested in, send an email to me at the above-mentioned email address. We could then schedule a time to meet at the chapter building on a Saturday morning or a weekday evening. We could even have you fly the sim for a few minutes (level flight and a few turns) so you see if you like it. Just let me know.

Chapter 237 Coming Events

- * Chapter Meeting on Monday , April 22 beginning at 6pm with dinner, meeting to follow at 7pm
- * Chapter 237 Young Eagles Event at Atlantic Aviation on Saturday, April 13 from 9am to 2pm
- * Chapter Aviation Explorer Post Meetings Friday May 3 and 10 at 7pm
- * Chapter Aviation Breakfast Social Saturday May 4 from 7:30 am to 11am
- * Chapter 237 Young Eagles Event at Atlantic Aviation on Saturday May 11 from 9am to 2pm
- * Chapter Meeting on Monday May 27 beginning at 6pm with dinner, meeting to follow at 7pm

On The Lighter Side

this is the one



Teacher: Stop throwing paper airplanes

Me:



when the cops pull you over because you were going mach 3 in a school zone



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.



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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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