



Editor: Frank Huber

President's Flight Deck

Happy Holidays Chapter Members! The new year is fast approaching and it is time to reflect on 2023. I am grateful for the effort our chapter members contribute every month to make our chapter the best it can be. Additionally, there are a few members, whose extra efforts need to be acknowledged. We honor these individuals at our annual awards ceremony, held during our December chapter meeting. Please say thanks to these chapter members the next time you see them.

*Kevin Sislo - President

*Bob Henke - Vice President, Membership Coordinator, BSA Aviation Explorer Post

*Ellen Quist - Secretary

*Mark Heule - Treasurer

*Gary Laurich - Technical Counselor

*Bob Heavirland - Eagle Flight Leader

*Michael Grzincich - Young Eagles Coordinator

*Chris Baye - VMC/IMC Coordinator

*Don Huetti - New Membership Coordinator

*Frank Huber - Windsock Editor, Ray Scholarship Coordinator and received EAA's First Flight award for Zenith 701 project

*Dave Peterson - Chapter Website Editor, Flight Simulator Manager, Dave received the Chapter Wally Swanson Outstanding Service Award for all of his support for our IT, simulator, audio visual systems, website, software needs and chapter communications.

*Al and Deb Patchin were awarded the EAA 237 MVP award for their efforts in providing food for every chapter meeting.

*Duane Kruse and Sharon Sandberg were awarded the Ron Fichtner Award for the craftsmanship they provide in their aircraft restorations and the work they do with the youth in their Build A Plane Program. Half of our successful Ray Aviation Scholars have come from their program, which is a reflection of the success of their program to motivate young people towards careers in aviation.

I look forward to sharing many Chapter experiences with you in 2024, and hope you do too!
Happy Holidays! Kevin



YOUR CHAPTER BOARD OFFICIERS

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Charles Jasicki, Director

Robert Henkes, Vice President

Mark Heule, Treasurer

Michael Grzincich, Director

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Chapter 237 had another record year in 2023 with 740 Young Eagle rides flown by our chapter volunteer pilots. This was in spite of a number of events being cancelled due to weather. Mike Miller and Michael Grzincich were neck and neck going into December, which saw two scheduled events cancelled due to weather. Over half of the Young Eagles were first time flyers, which means we are reaching lots of new young people taking a look at flying. We had very good support from chapter members throughout the year's events. But as always we can always use more help with pilots, aircraft marshalers and ground support people. Our next scheduled event will be on Saturday, January 13 from 9am to 2pm at Atlantic Aviation.

The Ray Aviation Scholarship program continues to be a success. Scholar Sawyer Hahn completed the Private Pilot training this year, making him the eight Ray scholar to successfully complete his training. Scholar Cody Philippi has made very good progress but has been delayed in completing his training due to a shortage of flight instructors at the Princeton airport. However a young woman instructor, who has moved back to the area after completing her training, has agreed to do the flight instructing for the Build A Plane program. So Cody should finish up in the coming months. The chapter received another scholarship in December, which had been turned back to EAA from another Minnesota chapter. That scholarship has been awarded to Francesca Dewanz, who is participating in the CAP flight training program. She has already started her flight training and has completed the PPL written test. So when Cody and Francesca complete their training, the chapter will have had ten successful Ray Scholars with the five scholarships awarded to the chapter. I am applying for another scholarship for 2024, which the chapter is very likely to be awarded, so we can continue to offer a great opportunity for a motivated young person. *By Frank Huber*



The Chapter 237 Aviation Explorer Post visited the St Paul Johnson Senior High School on Friday, December 15. The school has a stem program with lots of things to support the program. The school has 3D printers, a CAD lab, a robotic lab and 8 flight simulators. The explorers got a tour of the facilities and got the opportunity to fly the simulators. The post has nine members, with five young men and four young women participating this year.

Mike Miller, Bob Henkes, Andy Geppert along with the post leadership are working to develop a great program for the participants. The BSA Explorer program is for young people, ages 14 - 20, with our chapter program focused on aviation. If you know of a young person with an interest in aviation, please tell them about our chapter program.





Is Flying Through Snow Considered “Know Icing”?

<https://www.boldmethod.com/learn-to-fly/weather/is-flying-through-snow-considered-known-icing-conditions-flight-winter-icm/>

5 Times ATC Will Give You Priority Handling

<https://www.boldmethod.com/blog/lists/2023/11/five-times-atc-will-give-you-priority-handling/>

What Happens If You Stall In a Forward Slip Video

<https://www.boldmethod.com/shorts/shorts.vfr.0053/>

How Maximum Demonstrated Crosswind Is Calculated

<https://www.boldmethod.com/learn-to-fly/maneuvers/how-maximum-demonstrated-crosswind-is-calculated-ga-aircraft/>

I’m On Flight Following and Approaching Class C Airspace. What Should I Do? Video

<https://www.boldmethod.com/shorts/shorts.qa.0007/>

7 Things Every Aircraft Owner Should Keep In Their Plane

<https://www.boldmethod.com/blog/lists/2022/12/seven-things-every-owner-should-keep-in-their-airplane/>

How To Prevent Over Controlling Your Plane

<https://www.boldmethod.com/learn-to-fly/maneuvers/how-to-prevent-over-controlling-your-plane-on-final/>

Tips To Get On The Centerline Video

<https://www.boldmethod.com/shorts/shorts.vfr.0046/>

7 Ways To Find An Airport Hidden By The Nighttime Darkness

<https://www.boldmethod.com/blog/lists/2023/12/seven-ways-to-find-an-airport-hidden-by-nighttime-darkness/>

Three Ways To Preheat Your Airplane This Winter

<https://www.boldmethod.com/learn-to-fly/aircraft-systems/three-ways-to-preheat-your-aircraft-this-winter-sub-freezing-weather/>

Class E Airspace, Explained

<https://www.boldmethod.com/learn-to-fly/airspace/class-e-airspace/>

Can I Use Windshield Washer Fluid To Deice My Airplane? Video

<https://www.boldmethod.com/shorts/shorts.qa.0002/>

9 Tips From Mechanics To Keep Your Airplane In Great Shape

<https://www.boldmethod.com/blog/lists/2023/11/9-tips-from-mechanics-to-pilots-to-maintain-your-aircraft/>

Does An EFB Count As An “Official” Weather Briefing? Video

<https://www.boldmethod.com/shorts/shorts.weather.0019/>

How Is The Altimeter Setting Calculated? Video

<https://www.boldmethod.com/shorts/shorts.weather.0017/>



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Multiple RNAV Approaches To The Same Runway Video
<https://www.boldmethod.com/shorts/shorts.ifr.0039/>

5 Common Mistakes Made During IFR Missed Approaches
<https://www.boldmethod.com/blog/lists/2023/12/five-common-mistakes-made-during-ifr-missed-approaches/>

Leaning The Mixture On The Ground Video
<https://www.boldmethod.com/shorts/shorts.systems.0010/>

Quiz: Do You Know These 6 IFR Regulations?
<https://www.boldmethod.com/blog/quizzes/2023/12/can-you-answer-these-six-ifr-regulation-questions/>

Quiz: Can You Answer these 5 Holding Questions?
<https://www.boldmethod.com/blog/quizzes/2023/12/5-questions-about-ifr-holding/>

QUICK LINKS

AIR FACTS

Richard Collins on Collision Avoidance

https://airfactsjournal.com/2023/12/from-the-archives-richard-collins-on-collision-avoidance/?trk_msg=QJ74VDEP0TAK34N8JJ5MV38VAK&trk_contact=RMP0CRB64F9CCIR5GOMICQNF7OC&trk_sid=63FAENJHCTJA18N3PDM1U0UQAO&trk_link=C4GS2EUFBLA4TENG1O974F9SQK&utm_source=listrak&utm_medium=Email&utm_term=From+the+Archives:+Richard+Collins+on+Collision+Avoidance&utm_campaign=F23123A&utm_content=What+it's+like+catapulting+from+an+aircraft+carrier+++Christmas+far+away+from+home

What It's Like Not Being Home For Christmas *By Dick Jones*

https://airfactsjournal.com/2023/12/what-its-like-not-being-home-for-christmas/?trk_msg=QJ74VDEP0TAK34N8JJ5MV38VAK&trk_contact=RMP0CRB64F9CCIR5GOMICQNF7OC&trk_sid=63FAENJHCTJA18N3PDM1U0UQAO&trk_link=A3E6U632PMJ4DBU24PC0ULTQ0&utm_source=listrak&utm_medium=Email&utm_term=What+It's+Like+Not+Being+Home+for+Christmas&utm_campaign=F23123A&utm_content=What+it's+like+catapulting+from+an+aircraft+carrier+++Christmas+far+away+from+home

I Was A Meigs Field *By Michael Brown*

https://airfactsjournal.com/2023/11/i-was-at-meigs-field/?trk_msg=9NMHQA10R694H7GUJLJMRFC2RO&trk_contact=27VOR1J5I18NUTRIAJ32F40R6S&trk_sid=HVAN6O088CFBRB4LMQFL10KNES&trk_link=81RD1OL0V074J6DC8RU1L1QR14&utm_source=listrak&utm_medium=Email&utm_term=I+Was+at+Meigs+Field&utm_campaign=F23113A&utm_content=Reflections+on+Meigs+Field+++the+Importance+of+Selecting+the+Right+Instructor

My Self Taught Immelman For Collision Avoidance *By Robert Patlovany*

https://airfactsjournal.com/2023/11/my-self-taught-immelman-for-collision-avoidance/?trk_msg=2VQJDEHT4EIK10FT1TBT4T2FFS&trk_contact=RMP0CRB64F9CCIR5GOMICQNF7OC&trk_sid=9IEPMJSLPDFG9L9PVTIHAMO4&trk_link=CTGTBFDFRTS4F3P5P0V27L5L3K&utm_source=listrak&utm_medium=Email&utm_term=My+Self-Taught+Immelmann+for+Collision+Avoidance&utm_campaign=F23121A&utm_content=Pilots+Need+to+Be+Generalists+Not+Specialists+++Distractions+Nearly+Lead+to+Disaster

Chapter 237 Coming Events

- * Chapter Aviation Explorer Post meetings Friday, January 5 and 19, at 7pm
- * Chapter Young Eagles event Saturday, January 13 9am to 2pm, Atlantic Aviation
- * VMC/IMC Meeting on Tuesday, January 16 VMC begins at 6:30 pm and IMC at 7:30 pm
- * Chapter meeting Monday, January 22 dinner at 6pm, meeting and presentation at 7pm

Thomas P. Turner's **Mastery of Flight**

**“A superior pilot uses his superior judgment to avoid situations which require the use of his superior skill.
Apollo 8 astronaut Frank Borman,**

I think I mentioned in an earlier edition how hearing of Richard's death hit me hard for about four days thinking the same thing—if someone of his caliber could die in an accident matching the initial reports, then who am I to think I can make a difference? Am I fooling myself that I'm doing any good teaching about improving safety as pilot-in-command? Eventually I resolved that there are *LESSONS* to learn from virtually every flight, including (and perhaps especially) in this case.

Still-preliminary information now suggests this was not a total power loss immediately after takeoff, but that it may have been a more insidious partial loss of engine power a bit further away from the airport, as the Cardinal was “joining up” into formation flight with the A36 Bonanza camera airplane. Still, there are many valuable *LESSONS* suggested by the facts of this tragedy as they are known at this point.

[Scott “Gunny” Perdue this week posted](#) about the [NTSB preliminary report on this accident](#) on his [Flywire](#) YouTube channel. For those of us who knew Richard personally (or Cardinal owner Russ Francis, who also died in the crash) it's especially difficult to talk about this event. Gunny applied the same respectful treatment of the facts as they are known to this point as Richard did in his extremely professional [Early Analysis reports on AOPA's website](#). I agree with Gunny's comments given what we know so far. Had Richard recorded an Early Analysis video on the facts of this preliminary report the content would likely have covered similar ground.

The NTSB's final report (in a year or so) should answer more questions about the specifics of this crash. But chances are it will not teach us many more *LESSONS* we can't already glean now. I've touched on possible considerations many times in past *LESSONS* and elsewhere, including:

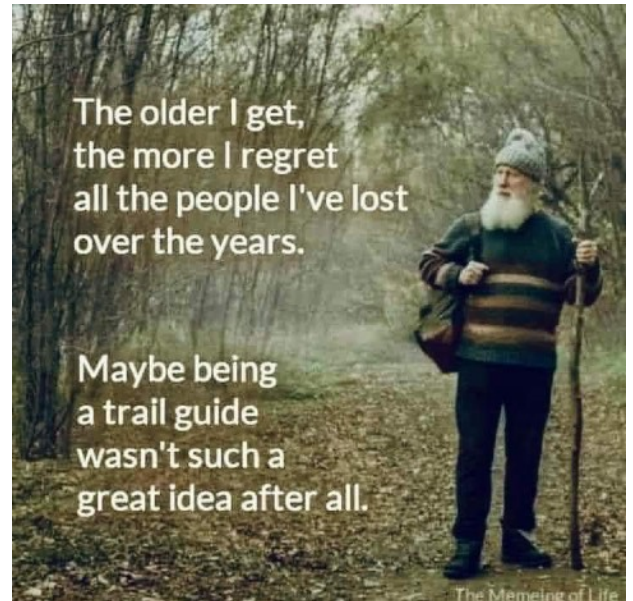
- In an off-airport landing, the greatest chance of survival comes when you touch down **WUSS: wings level, under control at the slowest safe speed.**
- **The “turnback maneuver”** after engine failure shortly after takeoff, even if recently practiced by a highest capable pilot, **presents a far lower chance of survival** than landing WUSS straight ahead even into obstacles.
- **The lack of good options roughly straight ahead does not by itself suddenly make attempting to turn back a good idea.**
- According to [Australian Transport Safety Bureau \(ATSB\) research](#) I've cited in *FLYING LESSONS* many times, **partial power loss is three times as likely to have resulted in an accident report than total power loss** historically...and the less glaringly obvious indications of partial power loss as compared to total engine failure introduces **confusion that will negatively impact the pilot's response.**
- **If an engine anomaly occurs before takeoff, investigate it thoroughly, and don't try to take off again until the reason is determined and corrected.**
- As discussed in my [October 26 LESSONS](#), **set takeoff targets for every departure, then monitor actual performance against these targets.** If the aircraft fails to attain a target, abort.
- In a retractable gear airplane, **the default response to a power-off or off-airport landing should be a gear up landing.** In most RG airplanes at their Best Glide speed extending landing gear adds about 500 feet per minute to the gear-up rate of descent. As I've noted many times over the years, it's common when an engine failure occurs in an RG airplane that the airplane either stalls or descends into obstacles a quarter mile or less from the pilot's apparent intended landing spot. The landing gear is usually down when this occurs. I suspect in such cases the pilot has set up a glide that is going to work, then decides to extend the wheels. As soon as the gear leaves the wheel wells and drag increases, what might have been a successful WUSS touchdown will no longer work. **Leave the gear up unless you are high and very close to touchdown. Sliding it on under control** is a very acceptable outcome.
- If it can happen to someone like Richard McSpadden, it can happen to anyone. **We all need to exercise superior judgment** on every flight, looking for signs of trouble and acting **before we find ourselves needing superior skill.**

I'm confident from my frequent talks with Richard McSpadden, and his many articles and videos I've read and watched, that he would have wanted us all to learn these *LESSONS* and act on them in all our flying. It's incredibly tragic that it took the Lake Placid crash to remind us, yet again, that the circumstances of most aircraft accidents are repetitive and predictable.

On The Lighter Side



**INSTEAD OF
CLEANING
HOUSE
I JUST WATCH
AN EPISODE OF
HOARDERS AND
THINK WOW MY
HOUSE LOOKS
GREAT!!**



**Me: Please bring me a
screwdriver.
Wife: Flat head, Phillips, or
Vodka?
And that was when I knew
she was the one.**



**The School Called Today
And Said "Your Son Is
Telling Lies"
"Well" I Replied "He Must
Be Really Good Because
I Don't Have Any
Kids"**

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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