

THE WINDSOCK

DECEMBER 2021

Editor: Frank Huber | Layout Editor: Deb Huber

The President's Flight Deck

We are just a few days from the end of 2021, and what a year it has been! Despite the ongoing pandemic, we have been able to return to somewhat normal lives, and that includes the ongoings of our Chapter. We have been able to host a fly-in, nearly monthly Young Eagle events, bi-weekly Explorer events, and have returned to hosting monthly pancake breakfasts! I would like to thank all the coordinators and volunteers who have helped with these events, without you we could not have succeeded! I look forward to continued success with these events next year!

Our election of Board members was conducted at the November Chapter meeting. The existing board was re-installed unanimously. This was either because of your approval of the Chapter status, or else no one wanted the positions! No matter, I, along with the Board members are honored to again guide the chapter for the next two years. As always, please contact me with anything not meeting your approval, because after all, this Chapter belongs to all of us.

Membership renewals are due on December 31st. Membership fees remain the same as last year, and payment can be made via the Paypal portal on our website, or via check or cash at the December chapter meeting to be held on December 20th.

Our Holiday Party is on schedule for December 20th. Doors open at 6:00 pm, and dinner will begin at 7:00 pm. Everyone should have received an email requesting RSVP of your attendance and food item. Let me know if you did not receive that email and we will get that out to you. The Chapter will be providing ham, rolls, and a big salad. Please bring items around that menu.

May all of you have a blessed Holiday Season and let us reflect on our good fortune which allows us to participate in this wonderful world of Aviation.

See you at the Holiday Party! 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





Is Flying Through Snow Considered 'Known Icing'

Quiz: Can You Answer These 7 Holding Questions?

The Hardest IFR Quiz You Will Take This Week *by Corey Komarec*



AVOID THIS COMMON MISTAKE! - WHEN FLYING THROUGH CLOUDS ON PRACTICE INSTRUMENT APPROACHES



Special VFR Clearances: How To Use It

5 Weather Products That Help You Determine Icing Conditions

6 Ways to Avoid Irritating Other Pilots On Your Next Flight *by Corey Komarec*

How to Correct A High Flare During Landing

AIR FACTS

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

Go or No Go: VFR ahead of a cold front *by John Zimmerman*

QUICK LINKS

AIR FACTS

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

Flying perpetual VFR—PFDs, HUDs, and conformal displays *by Mac McClellan*

Dad, can I fly the plane? *by John Rousch*

GENERAL AVIATION NEWS

A year-end update on proposed changes to LSA | DECEMBER 5, 2021 *by Dan Johnson*

SPORTY'S iPad PILOT NEWS

ForeFlight adds IFR airway details and 3D airport markers



HOMEBUILDERS

What our members are building, restoring and flying



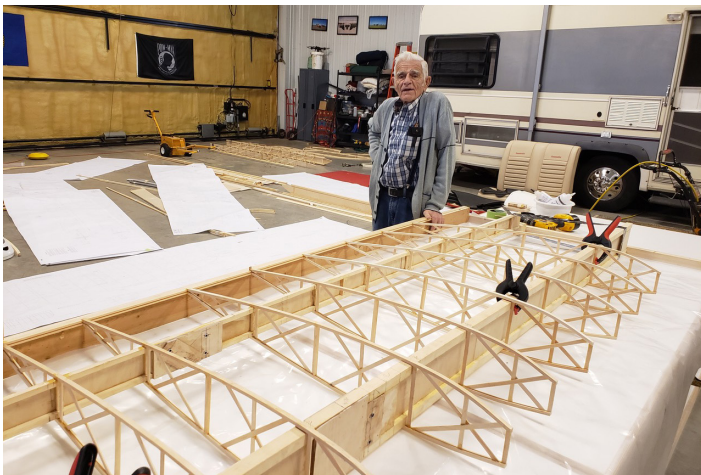
Chapter member Patrick Lee and his father, Patrick Lee Sr. are building a Fisher Flying Project Tiger Moth. They are both pilots and own a 1965 Comanche 260, which is hangared at the Osceola airport. They first saw a FFP Tiger Moth at Oshkosh in the Ultralight/Light Sport area. After doing some research, Pat found out it was an all wood construction aircraft that comes in a quick build kit. He and his father had been building wood RC aircraft for years, so they decided it would be a fun project to build together.

They ordered the kit in August 2021 and received it in the end of November. After inventorying the kit, they began construction in their hangar at Osceola. Pat and his father are both retired and live in Lindstrom, just 10 minutes from the airport so they have been working on the project every day from 9 am until 5 pm. The kit comes with regular plans and full size blue prints, so parts can be built on the work bench on top of the plans. He has found that some of the large prints are a little shy on the lengths compared to the plans. The materials, Northern Pine wood, are cut to proper dimensions and T-88 epoxy glue is used to hold it all together. They have made good progress with their daily work schedule nearly com-

pleting the upper wings. They plan to install a Aero-momentum AM-13 100 hp engine and wood ground adjustable prop in their Tiger Moth and have basic flight instruments.

The R-80 Tiger Moth is an 80% scale version of the British WWII trainer. With an 80hp to 100hp engine, it cruises at 90 mph, takes off in 300 feet and lands in 400 feet and stalls at 35 mph. It has an empty weight of 560 lbs, a useful load of 590 lbs and is stressed to +6 and -3 Gs. KITPLANES magazine writer, Ben Millsbaugh said, "She flies beautifully. Ground handling is exceptionally easy and I'd recommend this airplane to anyone who is a first-time builder or any pilot with little or no tail dragger time." The estimated build time is 700 hours.

Pat and his father have not taken any EAA workshops, but are considering taking a class on fabric covering. Both Bob Heavirland and Chapter 237 Tech Counselor Gary Laurich have visited Pat at his hangar at Osceola to offer their expertise. Pat says "we're having a lot of fun doing it and building it together is a great opportunity for us to learn something and be proud to fly an airplane that we both built." It should be a real fun aircraft to fly.



FLYING LESSONS for November 25, 2021

by Thomas P. Turner, Mastery Flight Training, Inc., Flight Instructor Hall of Fame inductee

A few years ago my friends at AVEMCO Insurance (a past FLYING LESSONS sponsor) asked me to write a synopsis of what I've learned. The result was a two-part article published in January and February 2016. You can read the whole thing through those links if you wish; I'll list the basics here again now, and consider whether anything has changed in the last five years.

From those articles, here are the long-term LESSONS from (then) almost two decades of tracking lightplane mishaps:

Don't push it with fuel. Plan to land with no less than one hour in the tanks, including reserves...and have the discipline to land before violating that plan, even if it means landing just a few miles short of your intended destination.

Consider weighty matters. Don't take off without absolutely confirming the airplane is loaded within its approved envelope, and will stay within its envelope as fuel burns in flight. The more critical performance becomes—short runways, density altitude, obstacles to clear—the further from the edges of the envelope you ought to be. The closer to the edges of the envelope the fewer options you have, especially if something starts to go wrong.

Stay within limitations—limits on the airplane, the environment (weather, etc.) and yourself.

Employ SOPs. Standard Operating Procedures means using industry best practices to do things the same way every time as much as possible, so you can predict what the airplane will do and have more mental bandwidth to deal with unusual situations. If circumstances require you to deviate from SOPs, you can only do so safely by knowing the results of the “standard” way to fly so you can predict *how to fly differently*, and what the airplane's response to your different technique will be.

Fly stabilized approaches—a valuable SOP. 'nuf said.

Get real about fatigue. Establish a duty day length, and don't violate this personal limitation.

Involve your passengers and family. It's likely you'll find that external pressures to “go” will cease when your passengers and family know *why* you make a no-go decision.

Maintain your airplane. What most aircraft owners call “maintenance” is really three different things: *inspection, maintenance and repair*. We inspect airplanes before flight, annually and at other times

to ensure they are airworthy. We maintain airplanes proactively to keep them airworthy, and prevent the need for repairs. We repair airplanes if inspection reveals that our attempts at maintenance have proved unsuccessful (or if a sudden event has damaged the aircraft). Accident history shows that trouble happens when owners ignore their responsibility to continually maintain their airplanes.

Put time into training. Periodic training through the year is the maintenance you need as a pilot—the skills equivalent of maintaining your airplane.

Get comfortable with angle of attack and stalls. Most pilots who are uncomfortable flying the proper speeds for landing and takeoff feel that way because they don't spend enough time flying at high angles of attack. To make better takeoffs and landings you don't need to fly some arbitrary speed above a stall, you need to *fly the proper speed for the conditions*. If you're well practiced at flying those speeds, and also have recent experience flying slower and at higher angles of attack, you'll be far safer and precise.

Hand-fly the airplane...a lot. Be confident and capable with all the automation you may have, but practice enough that you never let the automation take you into a situation where you cannot immediately take over and fly by hand, either completing the planned trip or flying yourself out of the situation and into better circumstances.

Maintain mode awareness. When you do use cockpit automation and complex navigation systems, be familiar enough with it that you never ask, “what is it doing now?”

Practice partial panel. Pilots who fly by reference to instruments have an abysmal record when primary instruments fail. You can load an airplane up with backups to the backups to the backups...or you can spend a fraction of the cost getting some dual instruction a couple of times each year, including identification of failed instruments and flight without your primary attitude reference.

Know your EPs. Emergency procedures may seem complex and hard to remember. But with some study to understand the systems of the airplane you fly, what you need to do in the event of an emergency becomes clear. With that understanding and some practice you'll be as prepared as you can be for an emergency in flight.

CHAPTER FLIGHT SIMULATOR

by Dave Peterson

We recently added a new control device to the chapter flight simulator. It is called a 'Replay Controller' and is used to more easily pause the simulator and/or to set the simulator to replay mode and then change the speed and time position of the replay. Without this device you have to use the keyboard and mouse to accomplish these functions: For a description and detailed user information click on the following link. [REPLAY CONTROLLER INFO](#)

One interesting announcement to make is that we are experimenting with a process to be able to conduct orientations on the Flight Sim whereby the trainer will be on a PC at home and connected into the Sim using a remote desktop tool. The student/trainee would be at the simulator and communicate with the trainer using the Zoom communications tool. Initial testing of this idea has been promising. We just need to work out a few more details.

Finally, we are continuing to add to the on-line information and documentation for the flight simulator at our chapter website. The latest addition is a "Frequently Asked Questions" page. You will find the link listed at the bottom of this webpage: Flight Simulator webpage.

Please email Dave Peterson at: flight-sim@eaa237.org if you have any questions about the simulator.



Michael Grzincich
Young Eagles Coordinator

The December Young Eagles event was held on Saturday, December 11 in spite of the Friday snow storm. Flights were delayed until 11am until the alleyways were dug out. There were five planes providing rides to every person that showed up. There were 26 Young Eagles rides given that day. Chapter 237 flew 296 Young Eagles in 2021 in spite of Covid-19 and bad weather days, finishing off another successful year of our Young Eagles program. Thanks to all the ground crews and pilots who made this happen!

amazon Smile Donations

Do you purchase items on Amazon? If so, please consider using Amazon Smile for your purchases as our chapter is a supported non-profit organization. You pay exactly the same price for your purchase, and our chapter receives a .5% donation from Amazon. To use this service, simply choose <https://smile.amazon.com> while searching for your next purchase. When asked for the charitable group, enter *Chapter 237 Experimental Aircraft Association* and it should appear. You can use this service with your existing Amazon account. Here is a link for additional information on how to use this service on all devices: <https://smile.amazon.com>

Financial and Property Donations

As an educational entity, Chapter 237 reminds you that we are a 501 (c)(3) corporation and gladly accept donations to promote aviation education to our members. For additional information please contact EAA 237 treasurer Mark Heule at treasurer@EAA237.org.

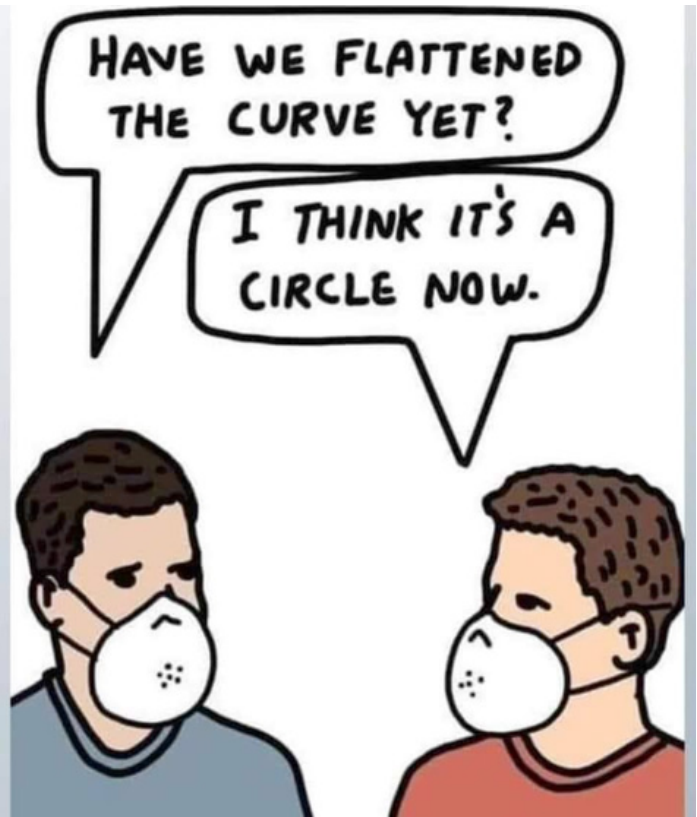
**WHY DO EGGS COME
IN FLIMSY STYROFOAM
CARTONS AND
BATTERIES COME IN A
PACKAGE ONLY A
CHAINSAW CAN OPEN?**

**WHY DOES TOILET PAPER
NEED A COMMERCIAL?**



WHO IS NOT BUYING THIS?

**CALL CENTER WHEN SOMEONE IS
FINALLY INTERESTED IN AN EXTENDED
WARRANTY FOR THEIR CAR.**



**Do y'all remember,
before the internet,
that people thought
the cause of stupidity
was the lack o access
to information?
Yeah. It wasn't that.**

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 JANUARY issue are due on or before JANUARY 10.



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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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