

THE WINDSOCK

APRIL 2022

Editor: Frank Huber | Layout Editor: Deb Huber

The President's Flight Deck Hello Chapter Members! April is progressing quickly, and Chapter activities will soon be increasing along with the outdoor temperatures! The first event is our April Chapter meeting where we will meet in person, as well as virtually. Al and Debra will be providing a delicious homemade meal of sloppy joes, including all the fixings! Be sure to RSVP for this meeting when you receive the email invitation so we can accommodate everyone's appetite and minimize food waste.

GMAG is occurring May 20th and May 21st at the Buffalo airport. We will be sharing a booth with several Chapters, which will allow attendees to talk to a Chapter representative in their area. On Saturday, May 21st, our Chapter will receive an award for flying the most Young Eagle flights in 2021, and our Michael Grzincich will receive an award for flying the most Young Eagles in MN! Be sure to attend so we can applaud this achievement! In addition, there are many interesting presentations to attend at GMAG that will improve your aviation knowledge. I hope to see many of you there!

On June 11th we will be hosting a fly-in event at the Anoka airport. We plan this to be larger than our last year's event, but not as large as a D.A.D. event. D.A.D. will not occur this year, so our event will be the largest event at Anoka this year. We will be sending out a sign-up genius for volunteer opportunities soon. This event was a lot of fun to host last year, and we anticipate lots of fun hosting it again this year.

Of course, July brings AirVenture, and we will have further discussions regarding camping, etc. as this event approaches. For now, we have a lot on our plate, and many volunteer opportunities will be coming up. These events are great opportunities to meet fellow Chapter members, and I encourage you to get involved, you won't be disappointed.

See you at the next event and remember to invite a friend to our Chapter events and introduce them to the wonderful world of general aviation! *Kevin*



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Before You Land On An Instrument Approach, You Need To See One Of These 10 Things *by Colin Cutler*

Can You Answer These 7 Holding Questions? *by Aleks Udris*

7 Reasons Why You Should Fly Around The Upwind Side Of A Thunderstorm



GENERAL AVIATION NEWS

Questions From the Cockpit: Who needs to be enlightened? *by William E. Dubois*



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Incorrect Traffic Pattern Entry Leads To Mid-Air Conflict *by Swayne Martin*

6 Things You Should Always Brief With Passengers In Piston Airplanes

Pilot Overcomes Aileron Failure During A Steep Turn *by Swayne Martin*

How To Fly An Emergency Descent *by Swayne Martin*

Quick Links

AIR FACTS

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

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[Low, hot, and humid](#) *by Craig Bixby*

[Spooked about night flying in singles?](#) *by Mac McClellan*

[AOPA BACKCOUNTRY RESOURCE CENTER](#)



For the fourth year of the program, Chapter 237 has been awarded another \$10,000 Ray Aviation Scholarship. We had four young men apply for the scholarship, who were all worthy candidates. After interviewing the four candidates I selected two young men, who are participants in the

Flight Expo's Build-A-Plane program. We were able to split the scholarship in half because the Flight Expo program has a very low cost flying club with two flight instructors, who charge reasonable rates for their services. Both of these scholars are pursuing careers as professional pilots.

Peyton Felszak is a tenth grader from Princeton. He has been a part of the Build-A-Plane program for five years and is already working on preparing for the PPL written exam through a ground school offered by the Build-A-Plane program. He will be attending the EAA Air Academy this summer and will be pretty much focused just on learning to fly during his summer vacation.

Our second scholar is Sawyer Hahn, who is a tenth grader at the Elk River High School. Sawyer is a Chapter 237 member and has been to several of our Young Eagle events. He has been a member of the Delano Civil Air Patrol Skyhawk Squadron since December 2020. He has been a participant of the Build-A-Plane program for several months and is also working on his PPL written. He to is going to be focused on his flight training this summer and doing his flight training at the Princeton Airport.

We are fortunate to have our chapter members Sharon Sandberg and Duane Kruse, who are running such a great program that has provided us with great candidates for our Ray Aviation Scholarships. After Peyton and Sawyer complete their training this year, as well as the other four scholars from last year, our chapter will have supported nine young men in getting their Private Pilot Licenses in four years.

Sharon and Duane are starting a scholarship program that they intend to use to help other participants in the Build-A-Plane program achieve a Private Pilot License. Please help support this very worthy aviation scholarship program for the young men and women in their program.

After being shut out the last two months because of extremely cold weather, the chapter held a successful Young Eagles event on Saturday, April 9 at Atlantic Aviation. With six pilots and a large contingent of ground crew members, we flew fifty-one Young Eagles. Because of the high number of participants, the pilots and ground crew worked later into the afternoon to ensure everyone that showed up received a ride. Atlantic Aviation, which under new ownership but with the same manager continues to support of efforts to provide meaningful experiences to potential future pilots. Our next Young Eagles event will be held on Saturday, May 14 from 9 am to 2 pm. As always, we need pilots and ground crew to help us put on another successful event.



Chapter Pedal Planes



Spring seems to encourage flight time amongst all pilots, young and old alike. In the case of young pilots, this includes the really young pilots-to-be that enjoy our Chapter's pedal planes! We have been asked again to present to a group of 3-4 year old pre-school kids at Atlantic Aviation. We did this last year, and the pedal planes were a hit! However, the planes have not had annuals for many years, and there is some wear and tear on them. Well, on Thursday April 14th, several Chapter members got together at the Chapter building and went through all of them and got them operational! The planes will be used at the above event, as well as our June fly-in. Thanks to everyone that helped repair these planes!

EAA237 COMING EVENTS

- *Chapter 237 Aviation Explorer Post meeting will be held on Friday, April 22nd. Paul Campobasso from the Red Wing Soaring Association will be giving us a soaring presentation. The May meetings will be on Friday, May 6 and Friday, May 20 at the chapter building beginning at 7 pm.*
- *Chapter 237 Young Eagles Event will be held on Saturday, May 14 from 7:30 am until 2 pm at the Atlantic Aviation FBO.*
- *IMC/VMC Club will be held on Thursday, May 19 via Zoom. The VMC meeting will begin at 6:30 pm and the IMC meeting will begin at 7:30 pm. An email with the link will be sent to all members prior to the meeting.*
- *The Minnesota Pilots Association will be holding their annual Great Minnesota Aviation Gathering on Friday, May 20 and Saturday, May 21 at the Buffalo Airport. Check for scheduled events at: <https://www.mnpilots.org>.*
- *Chapter 237 monthly in person meeting will be held on Monday, May 23. Dinner will be served at 6 pm and the meeting will begin at 7 pm.*

RECOMMENDATION: Because of the possibility of changing events, we recommend checking our [Chapter Events page](#) and our [Monthly Chapter Events Calendar](#) on our website for the most current, updated information.



HOMEBUILDERS

Since his last update in the May 2021 Windssock, Jay reports that the project has been going well. He has received the FWF and finishing kits. Both wings have been completed and fuel tanks pressure checked. He is currently working on the fuselage. The tailcone and cockpit cage, which comes welded and powder coated from the factory, have been joined. In January, he had surgery for a torn hamstring. This injury cost him about 10 weeks of lost build time. He wasn't completely idle though. His instrument panel has been ordered through SteinAir in Faribault. It will be Day/Night VFR panel, utilizing Garmin avionics and will be ready sometime this fall. The Titan 340 engine was just ordered also and has a 12-14 month waiting time. He is no longer going with a constant speed prop due to cost. However the engine has been ordered to allow for this in the future. The kit is going together extremely well. He has progressed steadily without any real troubles. He says this kit builds fast! He is taking longer than most due to priming the interior prior to assembly. He plans to paint the aircraft himself so the priming is giving him practice.

WHAT OUR MEMBERS ARE BUILDING, RESTORING AND FLYING.

Jay Jones Rans S-20 Raven





Thomas P. Turner | ATP/CFI/CFII/MEI Flight Instructor
 Hall of Fame 2015 inductee | 2021 Jack Eggspuhler Award winner
 This week's lessons...OF OUR OWN MAKING

A pilot, his wife and their 21-year-old daughter perished last week. The Piper PA-30 Twin Comanche in which they flew “crashed into a field under unknown circumstances” and was destroyed. According to the FAA, the pilot was single- and multiengine rated, but did not hold an instrument rating.

The flight departed Mineral Wells, Texas headed north, most likely toward the family’s home in Nebraska. Weather that day was good in Texas, but by northern Oklahoma was turning to rain and thunderstorms. At my home in south-central Kansas that day, along their route of flight, it was rainy and windy; blizzard warnings were in effect to the west and north, including along the Kansas/Nebraska border.

We don’t know where the pilot had intended to land, because the flight was conducted under Visual Flight Rules—the destination was not filed, at least with anything that is publicly available to date. It’s possible the pilot had filed a VFR flight plan... although that protection is rarely used in the U.S. after initial training, and most VFR pilots prefer to use Flight Following with Air Traffic Control if they use any FAA services at all.

The “Twinkie’s” flight path was tracked on [FlightAware.com](https://www.flightaware.com). The record is labeled “position only,” meaning the pilot was not participating in radar services. In general, such flight paths are reliable, but not verified. Now that much of the record is based on ADS-B, and not ground-based radar, the plot is usually pretty accurate.

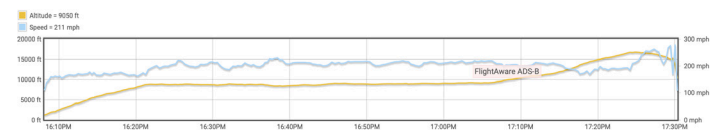
Depictions of weather radar data are not always accurate to the time of an airplane’s passage, “position only” or not. Still, in this case the deviations in

an otherwise straight line northbound roughly correspond to the heavier stored radar plots.

The airplane’s altitude and airspeed traces were also captured by FlightAware. They show level cruise flight at about 8500 feet until gradually climbing, and when nearing the area of heavier weather returns at a maximum 16,700 feet before descending. Airspeed was consistent with altitude; as the record ends the airplane was descending and airspeed reached 277 miles per hour.

Thu 05:29:27 PM	36.5919	-97.8463	↖ 326°	239	275	14,925	-83	FlightAware ADS-B (KICT)
Thu 05:29:45 PM	36.5962	-97.8652	↔ 256°	148	170	15,175	-2,042	FlightAware ADS-B (KHSD)
Thu 05:30:03 PM	36.5977	-97.8821	↔ 310°	241	277	13,700	-8,375	FlightAware ADS-B (KCKA)
Thu 05:30:21 PM	36.6124	-97.8823	↗ 243°	94	108	10,150	-11,835	FlightAware ADS-B (KCKA)

In the final observed minute the vertical speed spiraled at a terrifying rate, to almost 12,000 feet per minute, with a low ground speed (indicative of a steep vertical descent) in a four degree per second left turn. I can’t imagine the horror, or what it would be like to know in my decisions had taken my wife and child to this awful point with me.



We don’t know any more details yet. We may never learn much more. But one very possible scenario is a pilot who did not hold an instrument rating (a known fact) flying under visual flight rules (a known fact) entered an area of precipitation (a known fact) that was part of a larger area of adverse weather (from my location, a known fact). The airplane climbed (a known fact), reaching an altitude where hypoxia is a real hazard (a known fact) until for

some reason the airplane plunged steeply to earth (a known fact).

Had the flight entered instrument conditions? Had the aircraft encountered airframe ice? Was there a jolt of severe turbulence, or a wider area of dangerous turbulence? Did the Twin Comanche pilot succumb to hypoxia trying to avoid other hazards? These things we don't know.

It's possible some mechanical issue triggered the precipitous descent. But regardless, the flight entered an area of widespread precipitation chock full of deadly hazards especially for a VFR-only pilot... likely contributing to an accident of his own making.

A widely viewed [YouTube video](#) circulated a few weeks ago. In it, the pilot of an amateur-built airplane is lauded as a hero for "expertly land[ing]...in tricky weather conditions." The pilot departed his home grass airstrip in an area of known showers and storms. Soon afterward he was landing in "very fierce" winds, making a "sketchy" landing in "terrible" visibility with winds "gusting very significantly."

The video pilot's point was the speed at which adverse weather can develop. He admits that his flight was "a bad move" and in retrospect he would have done things "a lot different." He says there was "a lot of luck" involved in the outcome, landing back at his home strip without damage or injury.

I almost wrote landing "safely" back at his home strip. *But the absence of accident does not make something safe.* As the pilot admits, his skills helped him get down, but it was luck that saved him. The multiple pitch and bank excursions on final approach were, as the pilot says on video, "not good." In the words of the old FAA Practical Test Standards, *the successful outcome of the maneuver was seriously in doubt.*

The skies in the video looked like the flight could be made in clear air away from the menacing clouds. But clear air is not always smooth, and low-level turbulence can be extremely hazardous in clear air in the outflow of a storm. Clear air can quickly become obscured by precipitation in areas of rain showers. It's a part of the weather knowledge we're supposed to learn and employ as pilots.

In that respect this video has some training benefit—it's a visual display of how quickly things can go (predictably) bad. I've certainly used some of my own past decisions to make a point about flying safety. But if things had gone just a little bit worse and the pilot had crashed—a very likely outcome given the challenges he faced—we could justifiably have said the situation was one of his own making.

I'm not writing this to skewer either of these pilots. One was trying to let us learn from his experience; the other is no longer able to defend his decisions, and many of the facts in his case are still unknown. I'm writing this because *so very often the scenarios that lead to accidents—or that require extraordinary skill and effort, and not a little bit of luck to avoid a wreck—are situations of our own making.*

To use an overused yet apropos old quote from astronaut Frank Borman, "A superior pilot uses his superior judgment to avoid situations which require the use of his superior skill." That's another way of saying: continually learn and work to avoid predictable conditions that will require extraordinary effort and luck for you—and your passengers, or family—to survive.

If you are ever required to call upon your superior skill, I hope it is not because you're in an emergency of your own making.



The Great Minnesota Aviation Gathering
Friday, May 20th and Saturday, May 21st, 2022
Buffalo Municipal Airport (KCFE), Buffalo, Minnesota

The Minnesota Pilots Association's Great Minnesota Aviation Gathering will be offering educational sessions and a variety of vendors of aviation-related products. The “Hangar Flying” sessions will cover a broad range of timely topics, including VFR and IFR flight operations, preflight considerations, seaplane operations, aviation medicine and medical certification, engine maintenance, flight seeing, US Forest Service and DNR flight operations, experimental aircraft building, local and state governments ... and much more! Here a few of the sessions being offered. To see the whole program: <https://www.mnpilots.org/gmag/index.php>

The Minnesota Pilots Association is very pleased to announce that CFI's Mark Cook, Charles Scott and Jason Jensen are providing a **Float Plane Ground School course** on Friday, May 20 from 9-noon! This school will be ground training for pilots who wish to transition to flying floats. This seminar will be a great start for any pilot who wishes to obtain a sea plane rating.

Mark Boguski will be presenting **AOPA's Rusty Pilot Seminar program** from 8:30-noon on Saturday, May 21, at the 2022 Great Minnesota Aviation Gathering! Mark was once a rusty pilot, however after a 22-year absence from the sky he got current again in 2002 with help from AOPA. Since then he's earned his Instrument rating, Commercial Pilot certificate, Flight Instructor and Instrument Instructor certificates, and Advanced Ground and Instrument Instructor certificates.

The Minnesota Pilots Association is pleased to announce that **Chris Henry, EAA Historian and author** will be speaking on from 11:00-11:45, Saturday, May 21 at the 2022 Great Minnesota Aviation Gathering about EAA's B-17 Aluminum Overcast and stories of the men that flew them in WWII.

FAA Safety Team | Safer Skies Through Education

SocialFlight Launches FAA Learning System

Free On-Demand Learning for FAA WINGS/AMT and A&P/IA Renewal Credits

SocialFlight, the aviation industry's leading FREE web and mobile app for finding events, airport restaurants, and interesting places to fly, announced the launch of their new FAA Learning System. Developed in collaboration with the FAA Safety Team (FAASTeam), the new system provides on-demand, accredited video education for pilots, A&P/IAs and other FAA-certificated Aviation Maintenance Technicians (AMTs) at no cost to course participants.

The FAASTeam's WINGS Pilot Proficiency Program is a voluntary pilot training and safety initiative. It is designed to promote air safety by encouraging general aviation pilots to maintain flying proficiency through the use of online learning, in-person seminars, and tailored flight training. Similarly, the FAA's AMT Awards program encourages AMTs and employers to take advantage of initial and recurrent training by issuing awards based on training received in one calendar year.

The latest release (8.0) of [SocialFlight.com](https://www.SocialFlight.com) and the FREE SocialFlight mobile apps incorporate a library of FAASTeam accredited educational video programs, content-based quizzes, and links to additional reference materials where applicable.

For A&P Mechanics with Inspection Authorization (IA), the SocialFlight FAA Learning System includes FAA accepted IA refresher training pursuant to Title 14 CFR part 65, § 65.93(a)(4). Per the FARs, A&P/IA mechanics may complete 8 hours of accepted training per year in order to qualify for renewal of their FAA Inspection Authorization.

Upon successful completion of a training program, the SocialFlight system automatically updates the

user's account on FAASafety.gov with the appropriate course credits towards their WINGS/AMT program goals. For IA refresher training, the SocialFlight system issues certificates of completion that may be submitted to the FAA Flight Standards District Office (FSDO) along with the A&P/IA's Inspection Authorization renewal application.

"Embracing new technology is the key to reaching more pilots and educating them about aviation safety," said Barry Schiff, renowned pilot, author and aviation educator. "By making the program free, on-demand, and offering FAA credit, SocialFlight's FAA Learning System makes it easier than ever for pilots and mechanics to continue learning and refining their skills."

SocialFlight's FAA Learning System was developed in collaboration with the FAA Safety Team, as well as SocialFlight's partners including Aspen Avionics, Avidyne, Bose, Continental Aerospace Technologies, Hartzell Propellers, Lightspeed, Masimo Health, Tempest, Wipaire, Barry & Brian Schiff, Mike Busch and many others. The library of educational content is growing quickly with interesting and timely safety programs added regularly.

SocialFlight is a FREE App available on the App Store for iPhone and iPad. It is also available on the Google Play Store for Android Phones and Tablets, as well as on the web at www.SocialFlight.com.

For more information, contact Where2 Interactive at info@socialflight.com or by calling (877) 564-4457. Facebook: @SocialFlightApp, Twitter: #socflight, Instagram: SocialFlightApp, YouTube: [SocialFlight](https://www.youtube.com/SocialFlight).

On The Lighter Side

THE CYNICAL PHILOSOPHER

Today a man knocked on my door and asked for a small donation towards the local swimming pool. I gave him a glass of water.

My 60 year kindergarten reunion is coming up soon and I'm really worried about the 175 pounds I've gained since then.

Money can't buy happiness, but it keeps the kids in touch!

A recent study found that women who carry a little extra weight, live longer than the men who mention it.

My therapist says I have a preoccupation with vengeance. We'll see about that.

If you think nobody cares whether you're alive, try missing a couple of payments.

I always wondered what the job application is like at Hooters. Do they just give you a bra and say "Here, fill this out".

My therapist said that my narcissism causes me to misread social situations. I'm pretty sure she was hitting on me.

The reason Mayberry was so peaceful and quiet was because nobody was married. Andy, Aunt Bea, Barney, Floyd, Howard, Goober, Sam, Earnest T Bass, Thelma Lou, Clara and of course Opie were all single. The only marked person was Otis, and he stayed drink all the time.



I put an end to his curiosity.

If you think you are smarter than the previous generation...50 years ago the owners manual of a car showed you how to adjust the valves. Today, it warns you not to drink the contents of the battery.



During our February chapter meeting the question came up about how Amazon Smile purchases can support the chapter. Some people who had visited the Amazon Smile website said they had trouble knowing the proper charity name to use to identify our organization. It seems that unless you enter in the exact, correct text for our charity name, Amazon Smile won't find a match. Be sure to enter in the following for the charity name.

CHAPTER 237 EXPERIMENTAL AIRCRAFT ASSOCIATION

For every purchase you make on Amazon Smile (<https://smile.amazon.com>), the chapter receives .5% of the total sale amount. As of November 2021, our chapter has received over \$192 from this program. Also, please note that if you already have a regular Amazon account, you can use that same account login for Amazon Smile. You do not need to create a separate account.

For people who are searching our chapter website for this information we have added a new Amazon Smile page to the website to explain how this is done including the proper name for our organization (as shown above). Below is the link to that webpage. You will also find a link to that page on the left side menu of the website, right after the Contact Us page.

<https://chapters.eaa.org/eaa237/amazon-smile>

We greatly appreciate your support of the chapter by using Amazon Smile for your purchases. If you are still having problems with this working for you, please send us an email at: president@eaa237.org.

Thank You!

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 MAY issue are due on or before MAY 10.



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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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