



Editor: Frank Huber | Layout Editor: Frank Huber

The President's Flight Deck

June is here and so is our busiest time of the year! There are plenty of events coming up for our Chapter. This month's meeting will be held on Monday, June 24th, beginning with the social/dinner hour at 6:00 PM. Grilled burgers with the fixings are on the menu. The informational portion of our gathering begins at 7:00 PM, followed at 8:00 PM with a presentation from Steve Schultz who will present on his latest aircraft design. This is a very interesting experimental project; you will enjoy this one!

Our pancake breakfast on June 29th is shaping up to be a great fundraiser! We are working on static displays, model airplane control line demonstrations, vendors, and plenty of pancakes! A signup genius with volunteer opportunities has been sent to all members. Any amount of volunteer time you can give will be greatly appreciated, even if you only have a couple of hours to spare! You don't need to be a member to volunteer, bring a family member or friend with you and spread the fun! The event takes place on the ramp of the Golden Wings Museum.

AirVenture is just five weeks away, are you ready for it! If you believe you have earned free camping, it is up to you to call EAA to confirm as the Chapter will not be doing that for you. We will again have a Chapter camp site and will erect the red/white and gray awnings. Since we did not have a site last year, we are hoping to remain along Elm Street (next to the corn field), and as far east to minimize walking distance to the airfield. Be sure to join us for the annual pasta feed on Thursday evening. Family and friends are always welcome!

I hope to see you at the Chapter meeting! Be sure to invite a friend or family member and introduce them to the wonderful world of aviation.

Kevin



YOUR CHAPTER BOARD OFFICERS

Kevin Sislo, President	Robert Henkes, Vice President
Kim Kuck, Secretary	Mark Heule, Treasurer
Charles Jasicki, Director	Michael Grzincich, Director

Contact the Board at: board@eaa237.org





The Chapter 237 BSA Aviation Explorer Post visited RC Avionics on Friday June 7. Tony, the president of the company, showed the group around their operation showed them the different kinds of avionics they install and service at the shop, giving them a look at another possible career path in aviation. The post's next meeting will be held on Sunday June 30 at 2pm with a speaker for the North Star Flying Club. Jonathan Killea, a former instructor at Minnesota Helicopters will be giving a talk about his journey to a career with the airlines. Jonathan is now a pilot for Skywest Airlines. If you know a young person with an interest in aviation be sure to tell the about our chapter's Aviation Explorer Post.



Our chapter held another successful Young Eagles event on Saturday, June 8. There were sixty-eight Young Eagles rides given to eighteen girls and fifty boys. There were thirty-five first time Young Eagle participants. It was a beautiful clear sunny day for the event. We had six pilots, Mike Miller, Scott Engle, Tom Briden, Joe Gmitter, Mark Heule and Michael Grzincich doing the flying.



Michael Grzincich, who has been the Chapter Young Eagle Coordinator for eight years flew his 1000th Young Eagle during the event. He is one of only 90 EAA pilots who have flown 1000 Young Eagles. Joe Gmitter has flown 988 Young Eagles and will likely reach 1000 at our next Young Eagles event.

We had three of the chapter's Ray Aviation Scholars, Liam Dewanz, Cody Phillipi and Sawyer Hahn marshaling the aircraft along with Dan Dewanz and Ken Erickson. Our check in crew did their normal great job of processing all of the participants. Our next Young Eagle event will be on Saturday, August 10 from 9 am to 2 pm. There will not be an event in July because of Air Venture. So all members are encouraged to come out to help out and enjoy the young people getting a taste of aviation.





Chapter 237 Coming Events

- * Chapter Aviation Explorer Post Meeting Sunday, June 30 at 2pm
- * Chapter Meeting on Monday June 24 beginning at 6pm with dinner, meeting to follow at 7pm
- * Chapter 237 Fly-in Breakfast June 29 , 8am to 12pm
- * Chapter 237 VMC/IMC Club Tuesday, July 16 VMC 6:30 pm IMC 7:30 pm at chapter building



boldmethod

Approach Lights For a Non-Precision Approach? Video

<https://www.boldmethod.com/shorts/shorts.ifr.0085/>

Do You Have To Fly The Obstacle Departure Procedure? Video

<https://www.boldmethod.com/shorts/shorts.ifr.0107/>

How To Fly a Visual Climb Over Airport(VCOA) Under IFR

<https://www.boldmethod.com/learn-to-fly/maneuvers/how-to-fly-a-visual-climb-over-airport-vcoa-departure-ifr/>

RNAV Substitution On A VOR Approach Video

<https://www.boldmethod.com/shorts/shorts.ifr.0021/>

Filing Airways Vs. Filing Airway Fixes Video

<https://www.boldmethod.com/shorts/shorts.ifr.0104/>

Can You Fly An Airway Using GPS? Video

<https://www.boldmethod.com/shorts/shorts.ifr.0102/>

Is Obstacle Clearance Guaranteed Below MDA Or DA? Video

<https://www.boldmethod.com/shorts/shorts.ifr.0045/>

Is Summer Mountain Weather Better in The AM Or PM? Video

<https://www.boldmethod.com/shorts/shorts.weather.0031/>

Quiz: Do You Know These 5 IFR Aircraft Requirements?

<https://www.boldmethod.com/blog/quizzes/2024/05/ifr-aircraft-requirements/>



How To Correct A Late Or Rapid Flare During Landing

<https://www.boldmethod.com/learn-to-fly/maneuvers/correct-your-late-or-rapid-roundout-flare-on-landing-and-the-rollout/>

Do You Need To Tell ATC You're Changing Altitude On VFR Flight Following? Video

<https://www.boldmethod.com/shorts/shorts.vfr.0130/>

When Should You Land With Partial Flaps? Video

<https://www.boldmethod.com/shorts/shorts.vfr.0128/>

9 Times You Should Go-Around

<https://www.boldmethod.com/blog/lists/2024/06/nine-times-you-should-go-around/>

Does The Airport Have Right Patterns? Video

<https://www.boldmethod.com/shorts/shorts.vfr.0071/>

10 Skills VFR Pilots Can Learn From IFR Pilots

<https://www.boldmethod.com/blog/lists/2024/06/10-skills-vfr-pilots-can-learn-from-ifr-pilots/>

Tips To Handle Strong Crosswinds Video

<https://www.boldmethod.com/shorts/shorts.vfr.0090/>

6 Tips For Flying On Hot-Weather Days

<https://www.boldmethod.com/blog/lists/2024/05/5-tips-for-hot-weather-flying-days/>

How To Fly A touch-And-Go Landing

<https://www.boldmethod.com/learn-to-fly/maneuvers/touch-and-go-landings-fly-them-safely/>

QUICK LINKS

AIR FACTS

A Pilot's Path Begins With a Father's Influence *By James Masterson*

https://airfactsjournal.com/2024/06/a-pilots-path-begins-with-a-fathers-influence/?trk_msg=BJHMEENOE3843DTV3FKMV11K1C&trk_contact=RMPORR64F9CCIR5GOMICQNF7OC&trk_sid=90CDDUDG75D4NMFAGH3S830HKK&trk_link=1CP6909R093KJAGAQTFTOOH04&utm_source=istrak&utm_medium=Email&utm_term=A+Pilot's+Path+Begins+With+a+Father's+Influence&utm_campaign=F24063A&utm_content=A+Pilot's+Path+Begins+With+a+Father's+Influence++Living+the+Dream

General Aviation News

A Unique View of the DC Flyover Video

<https://generalaviationnews.com/2024/06/08/video-a-unique-view-of-the-dc-flyover/>

New Home for Reno Air Races

<https://generalaviationnews.com/2024/05/25/new-home-for-the-reno-air-races/>

New Minnesota legislation permits flying cars

<https://generalaviationnews.com/2024/05/23/new-minnesota-legislation-permits-flying-cars/>

Simple Flying

5 Can't Miss US Air Force Museums

<https://simpleflying.com/5-cant-miss-us-air-force-museums/>

Thomas P Turner's Mastery of Flight



This video was posted on FaceBook public group, a vintage DC-3 (is there any other kind?) landing at Alexander Memorial Airport just south of Atlanta, Georgia. The author of the post wrote:

Flew the DC3 into Alexander Memorial (GA2) yesterday for Breakfast at Barnstormers Grill! 95 foot wingspan, 130 feet between the trees. 2400 foot grass with upslope. Over the fence at 80 knots, left flaps down and forced tail down early for extra drag, no brakes and taxi speed after about 1600 feet. Cost a lot more than \$100 hamburger. But sure was fun!

The author added:

A keen eye may have noticed something interesting. The center of the tree opening is not lined up with the center of the runway. Just before touchdown I moved a little to the left to be on the center of the runway.

I **“shared”** the post, adding my comment: Precision flying in an amazingly capable large aircraft. So often the genesis of my writing is an airplane accident. This week I want to write about *LESSONS* from *not* crashing an airplane.

I've never flown a DC-3 (I'm still hoping to be able to afford a DC-3 type rating some day). I expect, however, that the available landing performance data describes the airspeed for a maximum-performance landing based on airplane weight, and that as flown it is very close to the 80 knots the pilot described at the airplane's weight at the time. Control effectiveness is likely on the edge of crispness there—by that I mean the “flippers” (as they called them when the DC-3 was new) are still effective, but it takes a lot of control deflection to make things happen. An overly exuberant pilot might tend to overcontrol.

There may be a preferred method for obtaining short-field stopping in this airplane. I've heard of pilots pushing the nose down to raise the tail, resulting in a neutral to negative angle of attack to reduce lift while increasing aerodynamic drag from the raised tail and putting more weight on the wheels for friction and braking. The pilot who posted this experience did the opposite, forcing the tail down for tailwheel drag. Something it took me a long time to learn as an instructor is there is almost never one correct way to fly an airplane. Airplanes of this vintage usually do not have a documented procedure for maximum braking, leaving technique to the experience of the pilots who fly the type. Those experiences are passed down from one pilot to the next, and more than one technique may do the job.

— To successfully make this kind of landing the pilot must be extremely alert and active on the controls, while flying the correct airspeed in the correct airplane configuration (flaps and landing gear) and power setting, precisely on glidepath and in precise alignment with the final approach path (between the trees) and then transitioning to precise alignment with the runway for touchdown. It's not likely something he did without a lot of forethought (or review, if he's flown the DC-3 there before). It's probably not something he approach by saying: "I *think* I can get through that tiny gap in the trees, then line up and touch down with plenty of room to get stopped. At least I hope I can. Let's give it a shot."

Coincidentally I was on the same airport the next day. The DC-3 was not on the ramp, so presumably the takeoff went equally as masterfully (there was no wreckage to be seen, and no accident report, so observational science is probably satisfied). It would have been a downhill, short field, maximum performance takeoff with a turn to align with the gap in the trees on the way out. A fairly strong northwesterly wind later in the day would have helped. Regardless, **a successful takeoff would have required performance planning, allowance for environmental conditions, a practiced technique to obtain desired performance, and precise execution of that technique.**

So often the inspiration of our discussions is an event when the pilot probably did *not* make a specific performance and maneuvering plan for attempting a maximum performance or unusual- for-that-pilot maneuver. I expect the DC-3 pilot studied the manuals in great detail, practiced obtaining the necessary performance on much longer runways with fewer obstructions to develop the precision necessary, then studied the airport and the environmental conditions, picking the day and time of day that gave him the margins he needed to make the landing and takeoff safely. As I've written many times before: *Safety* is not a strategy. Safety is the *outcome* of demonstrating **mastery** and **command** of the airplane.

It's clear to me that the DC-3 pilot, at that time on that day, **demonstrated mastery of the aircraft, and the successful outcome of the maneuver was never seriously in doubt.** That quote comes from now-superseded editions of the old FAA Practical Test Standards. It was the pilot examiner's "prime directive," the ultimate means by which he or she would determine whether a pilot applicant passed a checkride. “

Never seriously in doubt” does not mean there is a chance the pilot might fly in an unsafe manner. It means the pilot may be attempting, for example, a short-field landing, and if it appears he/she will not fly the maneuver to standards he/she will execute an equally masterful go-around. The **decision** and **ability** to wave him/herself off, fly a precise go-around, set up and complete the landing to standard in a subsequent attempt is itself a demonstration of mastery and command of the situation. By contrast, wildly maneuvering the airplane on short final but still managing to touch down in the designated landing zone may meet the completion criteria, but it is *not* a demonstration of mastery of the entire maneuver.

Sadly, that simple criterion disappeared from the PTS and has not resurfaced in the current Airman Certification Standards (ACS). The word “mastery” does appear a few times in passing in the ACS introductory notes, but never in this over-arching, all-encompassing way. Instead, it includes this less-inspiring, and **less demanding**, statement to describe the flight test portion of a Practical Test: The flight portion of the practical test requires the applicant to demonstrate knowledge, risk management, flight proficiency, and operational skill in accordance with the ACS.

Still, the original PTS phrase inspired me to name my company Mastery Flight Training 30 years ago. And it's the philosophy I apply to the flying, and teaching, I do: to demonstrate **mastery** of the aircraft, with the successful outcome of each maneuver never seriously in doubt.

History is full of pilots who demonstrate the amazing capability of airplanes when flown correctly. Bob Hoover reportedly did this with P-38 Lightnings in North Africa. He demonstrated aerobatics with one engine shut down to calm and educate pilots transitioning to twin-engine airplanes “in the field” as the new fighter caught up with pilots who had not been trained on twins. This experience was the genesis of Hoover's air show career. Jimmy Doolittle, fresh back in the States after his infamous raid on Tokyo, did similar demonstrations in the Martin B-26 Marauder to address pilot concerns that the airplane was an unmanageable death trap. The B-26 went on to earn the highest safety record of any major U.S. combat type in the war. **Hoover and Doolittle, and Jim Sells**, the pilot of the YouTube DC-3, encourage us to strive for the same level of precision. We don't take unexamined or unnecessary risks. We figure out what the airplane will do, and what we must do to make it perform. Then we work to attain that level of precision, and practice to maintain and fine-tune those skills every time we fly.

I want to be like Bob and Jimmy and Jim. Don't you?



Fly-In/Drive-In Pancake Breakfast

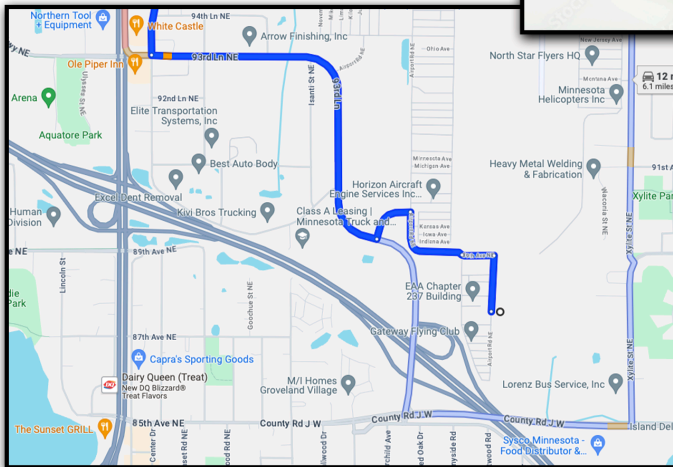
Saturday, June 29th, 2024

**PROCEEDS BENEFIT EAA CHAPTER 237
YOUTH AVIATION EDUCATION PROGRAMS**

A 501(C)3 ORGANIZATION

8:00 am to NOON

**\$12 ADULTS
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Event Updates at <https://chapters.eaa.org/eaa237/flyin>
and at <https://www.facebook.com/EAA237>

Contact: Kevin Sislo - email: president@eaa237.org or 763-486-6475

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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Oil cap more than "finger-tight" – mine was!



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Chapter Meetings:
 4th Monday of the month
 Dinner Social: 6:00 pm
 Meeting Starts: 7:00 pm

FLIGHT INSTRUCTION
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