THE WINDSOCK

JULY 2022

Editor: Frank Huber | Layout Editor: Frank Huber

When I agreed to be the Windsock editor two years ago, my wife Deb agreed to be the layout editor. She has worked as a type setter/graphic designer her entire career. So she has been responsible for the professional look of the Windsock since our first addition in July 2020. Deb has decided to pursue other interest, especially our grandson, Tristan and our next grandson, Oliver, who is due in December. I would like to sincerely thank Deb for all her great work and patience with me for the last two years. If you would like to thank her, send her your thoughts at irishluck7@comcast.net. I Editor: Frank Huber

The Presidents Flight Deck Hello Chapter Members! Well, the great week has arrived, AirVenture is here! This is the event of the year we most look forward to, as AirVenture allows us to spend a relaxing time with our fellow Chapter members near and far, volunteer for a plethora of EAA activities, admire the airshow performers, and generally just absorb general aviation in all its glory! Whether you attend in person, or follow along on-line, I hope you are able to enjoy this wonderful event that is AirVenture.

As has been relayed in several emails, our camping space is greatly reduced in size this year. Many of us will need to find camping spots wherever they are available. As of this writing, we are not certain we will have space for our large awning, but we are hoping for space for the small awning. We are intent on providing the common meeting space as much as possible, so if you find yourself camping remotely, please be sure to swing into the common area to spend time with the chapter. We plan on providing the spaghetti dinner Thursday evening, so be sure to attend and bring a friend if you can.

This AirVenture is recognizing the 30th anniversary of the Young Eagles program. Chapters that have provided YE flights every year of the program are being recognized by EAA. EAA 237 has met that requirement and we are being awarded a plaque! You should all be proud of your involvement with YE, whether you fly Young Eagles or help with ground support. Congratulations to all! Hoping to see you at AirVenture! Kevin

CHAPTER 237 BLAINE, MN EAA

YOUR CHAPTER BOARD OFFICIERS

Kevin Sislo, President
Robert Henkes, Vice President
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Mark Heule, Treasurer
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Michael Grzincich, Director

Contact the Board at: board@eaa237.org

EAA CHAPTERS GOLD EAA 2019

boldmethod

How To Use An IFR Cruise Clearance
https://www.boldmethod.com/learn-to-fly/regulations/ifr-cruise-clearance-how-to-fly-with-it/
How To Prevent The 6 Types Of Spatial Disorientation By Colin Cutler
https://www.boldmethod.com/blog/lists/2022/06/how-to-prevent-the-six-types-of-spatial-disorientation-in-instrument-flying/

AIR FACTS

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

Home for the game BY MARK COLIN

https://airfactsjournal.com/2022/06/home-from-the-game/?trk_msg=25E08EAGJ8TK3FRJGTRKBG7VES&trk_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk_sid=86GVR8CJ0FPSUNJ3HCB6P9RGVO&trk_link=32UM3405V6I4JBKNTJK3NA8K6C&utm_source=listrak&utm_medium=Email&utm_term=Home+From+the+Game&utm_campaign=F22071A&utm_content=Six+New+Flying+Stories

Simulators: focus on saving time, not logging time By CP Jois
https://airfactsjournal.com/2022/05/simulators-focus-on-saving-time-not-logging-time/?trk_msg=ED5A3BM49HMKH122GC9F95AHT4&trk_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk_sid=M1LMU3IARNT99LOA50E2FA9GQ4&trk_link=7THIJ8L170247FGCJIKQPU1328&utm_source=listrak&utm_medium=Email&utm_term=Simulators:+focus+on+saving+time,+not+logging+time&utm_campaign=F22053A&utm_content=YouTube+Pilots++

7 Radio Tips From a Tower Controller By Colin Cutler
https://www.boldmethod.com/learn-to-fly/radio-procedures/seven-radio-tips-from-an-atc-tower-controller-what-to-say/

6 Flight Factors To Consider As Summer Weather Heats Up
By Corey Komarec
https://www.boldmethod.com/blog/lists/2022/06/6-things-you-need-to-consider-as-summer-weather-heats-up/

What's Worse: Light Or Strong Crosswinds? By Colin Cutler
https://www.boldmethod.com/learn-to-fly/weather/what-is-worse-light-or-strong-crosswind-landings-your-choice/

9 Times You Should Go-Around
https://www.boldmethod.com/blog/lists/2021/05/nine-times-you-should-go-around/

10 Things You Should Do Before Flying Into An Unfamiliar Airport
https://www.boldmethod.com/blog/lists/2022/06/10-things-you-should-do-before-flying-into-unfamiliar-airports-every-time/

Quick Links

Pilots Experience Engine Failure From Fuel Contamination By Swayne Martin
https://www.boldmethod.com/learn-to-fly/systems/fuel-sump-contamination-causes-engine-failure/
Editors note: It is a good idea to sump the tanks before every flight and after refueling, especially if you are on a cross country.

8 Ways To Make Your Flight Lesson More Efficient
https://www.boldmethod.com/blog/lists/2022/07/8-ways-to-make-your-flight-lesson-more-efficient/

How To Pick An Off-Field Landing Site If Your Engine Fails By Colin Cutler
https://www.boldmethod.com/learn-to-fly/navigation/if-your-engine-fails-how-should-you-pick-your-off-field-landing-on-a-spot/

Doing it the old school way: carrier qualification in the 1950s and 60...
Two pilots tell their stories BY ARNOLD REINER
https://airfactsjournal.com/2018/10/doing-it-the-old-school-way-carrier-qualification-in-the-1950s-and-60s/?trk_msg=25E08EAGJ8TK3FRJGTRKBG7VES&trk_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk_sid=86GVR8CJ0FPSUNJ3HCB6P9RGVO&trk_link=7VU41RINBHSK55OIQVUTMUF6K4&utm_source=listrak&utm_medium=Email&utm_term=Doing+It+the+Old+School+Way:+Carrier+Qualification+in+the+1950s+and+60...&utm_campaign=F22071A&utm_content=Six+New+Flying+Stories

The Finer Points REAL ENGINE FAILURE - Forced Landing In Cirrus 1500 feet AGL - NO PARACHUTE PULL https://www.youtube.com/watch?v=_atlX1OS7j4

MASTERY FLIGHT TRAINING, INC
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FLYING LESSONS for June 23, 2022

FLYING LESSONS uses recent mishap reports to consider what *might* have contributed to accidents, so you can make better decisions if you face similar circumstances. In most cases design characteristics of a specific airplane have little direct bearing on the possible causes of aircraft accidents—but knowing how your airplane's systems respond can make the difference in your success as the scenario unfolds. So apply these *FLYING LESSONS* to the specific airplane you fly. Verify all technical information before applying it to your aircraft or operation, with manufacturers' data and recommendations taking precedence. **You are pilot in command, and are ultimately responsible for the decisions you make.**

FLYING LESSONS is an independent product of MASTERY FLIGHT TRAINING, INC.

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This week's LESSONS:

The investigation is complete into the crash of a Cirrus SR22 at Pinehurst, North Carolina last February. From the Final report, with my emphasis added:

The Cirrus pilot reported making a radio call on what **he *thought* was** the common traffic advisory frequency (CTAF) when 10 miles away, then continued for a **straight-in approach to Runway 23** making radio calls. During the same time a flightcrew member of an Army helicopter announced on the CTAF when their flight was on 10, 5, and 2 nautical mile **final for Runway 5**. The Cirrus pilot indicated that he did not hear any communication on the CTAF and he was unable to activate the runway lights using the CTAF. When the Cirrus flight was between 2 and 3 miles from the airport he saw a helicopter at the opposite end of the runway moving to the east, adding that the sun was in his eyes which was "definitely a factor." He did not hear the helicopter on frequency and made a radio call on the CTAF that he was on short final approach. A flightcrew member of the military helicopter reported they **did not hear any advisory call from the airplane** and after they spotted it, the IP took the controls and **turned to the right (east) to avoid a collision**. The Cirrus pilot indicated that after flying over the airport property fence, he looked to his left and noted **a military helicopter several hundred feet above his altitude**. He continued his descent to Runway 23 and when the flight was about **15 to 20 ft AGL the flight encountered, "very strong turbulence"** which **caused the left wing to drop**. He

recovered from that and then when the flight was between 5 and 10 ft AGL encountered **another round of "very strong turbulence"** which **made the right wing contact the runway** resulting in substantial damage to the wing. The airplane went to the right and skidded into the grass. The military helicopter continued to the east and reported that since they could not affect the situation continued with the training.

Examination of the radios of the Cirrus airplane revealed the pilot had selected the #2 radio to transmit, which was set to 122.700 MHz. That frequency was the departure airport CTAF. The accident airport published CTAF was 123.05MHz.

We learn and are tested on recognition and avoidance of wake turbulence and must (at least) parrot back the basics of wake turbulence to pass the written and practical tests for a pilot certificate. Ask and pilot about wake turbulence avoidance and chances are you'll hear responses like these from the FAA's *Aeronautical Information Manual* (AIM):

1. **Stay at or above a larger aircraft's final approach flight path**.
2. **Land beyond the larger aircraft's touchdown point**
3. **When a larger aircraft is landing on a parallel runway closer than 2500 feet to your runway consider possible drift to your runway. Stay at or above the larger aircraft's final approach flight path and land beyond its touchdown point.**
4. **Landing behind a larger aircraft on a crossing runway, cross above the larger aircraft's flight path.**
5. **Landing behind a larger aircraft departing from the same runway, note the larger aircraft's rotation point and land well prior to that rotation point.Landing behind a departing larger aircraft on a crossing runway, note the larger aircraft's rotation point. If it's past the intersection continue the approach and land prior to the intersection. If the larger aircraft rotates prior to the intersection, avoid flight below the larger aircraft's flight path. Abandon the approach unless a landing is ensured well before reaching the intersection.**
6. **Departing behind a larger aircraft, note the larger aircraft's rotation point and rotate prior to the larger aircraft's rotation point. Climb above the larger aircraft's climb path until turning clear of the larger aircraft's wake. Avoid subsequent headings which will cross below and behind a larger aircraft.**
7. **Making an intersection takeoff, be alert to adjacent larger aircraft operations, particularly upwind of your runway. If intersection takeoff clearance is received, avoid subsequent headings which will cross below a larger aircraft's path.**
8. **Departing or landing after a larger aircraft executing a low approach, missed approach, or touch- and-go landing: Because vortices settle and move laterally near the ground, the vortex hazard may exist along the runway and in your flight path after a larger aircraft has executed a low approach, missed approach, or a touch-and-go landing, particular in light quartering wind conditions. You should ensure that an interval of at least 2 minutes has elapsed before your takeoff or landing.**
9. **Avoid flight below and behind a large aircraft's path. If a larger aircraft is observed above on the same track (meeting or overtaking) adjust your position laterally, preferably upwind.**

But we don't seem to stress the very different characteristics of wake turbulence generated by helicopters. The *AIM* includes a separate section on helicopter wake turbulence. Are you as familiar with it?

In a slow hover taxi or stationary hover near the surface, **helicopter main rotor(s) generate downwash producing high velocity outwash vortices to a distance approximately *three times* the diameter of the rotor.** When rotor downwash hits the surface, the resulting outwash vortices have behavioral characteristics similar to wing tip vortices produced by fixed wing aircraft. However, the **vortex circulation is outward, upward, around, and away from the main rotor(s) in all directions.**

Pilots of small aircraft should **avoid operating within three rotor diameters of any helicopter in a slow hover taxi or stationary hover.** In forward flight, departing or landing **helicopters produce a pair of strong, high-speed trailing vortices similar to wing tip vortices of larger fixed wing aircraft.** Pilots of small aircraft should use caution when operating behind or crossing behind landing and departing helicopters.

Helicopters appear to generate rotor wake turbulence far greater than the turbulence from a fixed-wing aircraft of the same weight.

Think about helicopter wake turbulence like this:

1. Assume wake vortices form tangential from the rotor disc and parallel to the helicopter's direction of flight. These wake vortices behave the same as those from the wingtips of a fixed wing, and your wake turbulence avoidance strategies are the same.
2. Additionally, close to the ground the rotor downwash hits the ground and spreads out in all directions. Think of it as a small but strong, mechanically-induced microburst that moves and acts the same as a microburst beneath a storm cloud. Avoid this mini-microburst the same way you avoid the bigger ones.

Imagine this pattern of hazardous airflow beneath a helicopter's rotor

Remember that when you are in visual conditions you are responsible to see and avoid other aircraft ***and their wake turbulence***. The techniques for avoiding wake turbulence from helicopters are different from those for fixed wing airplanes.

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EAA 237 COMING EVENTS

* 2022 EAA Air Venture from Monday, July 25 through Sunday, July 31.
* Chapter 237 Aviation Explorer Post meetings will be held on Friday August 5 and Friday, August 12 at the chapter building beginning at 7pm.
* Chapter 237 Young Eagles Event will be held on Saturday, August 13 from 7:30am until 2pm at Atlantic Aviation.
* IMC/VMC Club will be held on Thursday, August 18 vis Zoom. The VMC meeting begins at 6:30pm and the IMC meeting begins at 7:30pm. An email with a link to the meeting will be sent to all members prior to the meeting.
* Chapter 237 monthly meeting will be held on Monday, August 22. Dinner will be served at 6pm and the meeting will begin at 7pm.

Michael Grzincich
Young Eagles Coordinator

The chapter held another successful Young Eagles event on Saturday July 9. We flew 58 young people, 21 who were first time Young Eagles. We had eight pilots, Joe Gmitter, Roger Gomoll, Michael Grzincich, Mark Heule, Frank Huber, Glenn Martig, Mike Miller and Zach Zweilfler, who flew a total of 37 flights during the event. There were 38 boys and 20 girls, who went for Young Eagle rides. We had great ground support, which helped things run smoothly throughout the event. Our next Young Eagles event will be on Saturday, August 13.

On The Lighter Side

When I die I want my last words to be, "I left a million dollars under the..."

I told my wife she should embrace her mistakes...
She hugged me.

Looking for a married woman, recently cheated on, mad and scorned, who is willing to sell her husbands tools for cheap.

My wife came home from Walmart complaining about the cashier being a royal bitch. I asked her if she was at the self checkout: And that is how the fight started

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 questionaire 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.

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

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