



Editor: Frank Huber | Layout Editor: Frank Huber

## The President's Flight Deck

Welcome to October everyone! October signifies the beginning of our Chapter breakfasts, which are held on the first Saturday of each month. It is always enjoyable meeting with Chapter members in this relaxed social environment. I encourage you to attend this monthly event either as a volunteer or as a hungry participant. You can volunteer for as little as an hour, or for the entire event, your choice. Our next breakfast will be on November 4<sup>th</sup>. I hope to see you there!

The annual Holiday Tree of Hope event held at the St. Cloud airport is rapidly approaching. The date is set as December 2<sup>nd</sup>. We have a toy collection box at the Chapter building for any toy donations you would like to make. Financial donations can be made to the organization as well. For more information, visit <https://holidaytreeofhope.org>.

Sharon Sandberg of Flight Expo has many ongoing events that may be of interest to EAA members and their families. A Halloween party for kids is scheduled for October 28<sup>th</sup> from 11:00 AM – 1:30 PM. Check out all the events at <https://flightexpo.org/>.

Flight Expo is also raising funds to 'Move the STOOF' from the Anoka airport to their Princeton shop. This plane is a Cold War relic that was used in submarine search. They need to move the project this fall or it may be scrapped. Here is a link if you would like to help move the airplane or make a donation. I recommend checking out the bio that Flight Expo has on this plane. Here is a link, <https://flightexpo.org/shop/ols/products/making-dreams-become-a-reality-donations-mkn-drm-bcm-a1>.

Our next Chapter meeting will be held on Monday, October 23<sup>rd</sup>. Dinner hour begins at 6:00 PM, followed by our business meeting at 7:00 PM. At 8:00 PM Al Patchin will present on The Flight of The Phoenix, or how EAA 237 members helped him resurrect his wrecked helicopter. This should be an exhilarating and educational experience that you don't want to miss!

See you soon at the Chapter building!



### YOUR CHAPTER BOARD OFFICIERS

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

Contact the Board at: [board@eaa237.org](mailto:board@eaa237.org)





The chapter held another successful Young Eagles event on Saturday, October 14 at Atlantic Aviation. Although we had seven planes and around 100 young people signed up, MVFR weather and maintenance issues left the event with three aircraft. The route was shortened so 68 young people received Young Eagles flights before the weather stopped the flying. Thirteen girls and fifty-five boys were flown on twenty three flights. Michael flew his 900th Young Eagle during the event. The chapter has flown over 600 for 2023 year to date. According to YEDay.org, 115 Chapter 237 pilots have flown 8788 Young Eagles since the program began in 1992. Our next event will be held on Saturday, November 11 from 9am to 2 pm at Atlantic Aviation. As always we can always use more volunteers to make our program successful.



Michael's 900th Young Eagles



Claude Morgan briefing his Young Eagles



Mike Miller briefing his Young Eagles



Michael Grzincich briefing his Young Eagles



MVFR weather looking IFR



I received some great news this week from Chris Gauger, EAA's Ray Aviation Scholarship director. Chapter 237 was awarded a \$11,000 Ray Aviation scholarship for 2023. It was a scholarship that had been given to another Minnesota chapter that did not have a good candidate. We have a short window to complete the application process, but we are fortunate to have a great candidate for the scholarship. Francesca Dewanz, daughter of chapter member Dan Dewanz.

Francesca has been a chapter member for several years. She is an active member of the Civil Air Patrol at Stanton Field. She is currently doing the cadet flight training program, which includes five Orientation flights. She has a CAP instructor in the Redwing squadron, who will be instructing her through her Private Pilot training after she completes the Orientation flights. She has already passed the Private Pilot written exam and has applied for the Student Pilot certificate. Francesca took her first Young Eagles flight in October of 2021. She is currently enrolled in aviation classes at RCTC and is a member of the Aviation Explorer Post. Francesca will be attending the 2024 EAA Advanced Air Academy using the chapter's Young Eagle credits. She regularly flies a simulator at home. Francesca has set her sights on becoming a corporate pilot in the future.

Francesca is the chapter's first female scholar. From all that she has already done with her pursuit of a flying career, I think we have a great Ray Aviation scholar for 2023.

*By Frank Huber Chapter 237 Ray Aviation Coordinator*



### **How The 4 Types of Trim Tabs Work**

[trim-tabs/](https://www.boldmethod.com/learn-to-fly/systems/4-types-of-trim-tabs/)

<https://www.boldmethod.com/learn-to-fly/systems/4-types-of-trim-tabs/>

### **CTAF vs. UNICOM: What's the difference? Video**

[shorts.vfr.0008/](https://www.boldmethod.com/shorts/shorts.vfr.0008/)

<https://www.boldmethod.com/shorts/shorts.vfr.0008/>

### **What Is Cruise Climb Speed And When Should You Use It? Video**

<https://www.boldmethod.com/learn-to-fly/performance/what-is-cruise-climb-and-when-should-you-use-it-in-your-climb/>

[https://](https://www.boldmethod.com/learn-to-fly/performance/what-is-cruise-climb-and-when-should-you-use-it-in-your-climb/)

### **Upslope Flow: How It Forms Clouds And Precipitation...video**

[www.boldmethod.com/shorts/shorts.weather.0016/](https://www.boldmethod.com/shorts/shorts.weather.0016/)

### **Why Do We Lean? Video**

<https://www.boldmethod.com/shorts/shorts.systems.0003/>[https://](https://www.boldmethod.com/shorts/shorts.systems.0003/)

### **Rotor Clouds: How They Form, And Why You Should Avoid Them**

[www.boldmethod.com/learn-to-fly/shorts/rotor-clouds/?src=email](https://www.boldmethod.com/learn-to-fly/shorts/rotor-clouds/?src=email)

### **Maneuvering Speed: How It Protects Your Plane**

<https://www.boldmethod.com/learn-to-fly/aerodynamics/va-designed-maneuvering-speed-how-it-protects-your-aircraft/>



### **IFR Aircraft Loses Separation With 1,500 Foot Tall Antena**

<https://www.boldmethod.com/learn-to-fly/navigation/mistake-leads-to-loss-of-ifr-obstacle-separation-in-flight-atc/>

### **Why Your VOR Course Never Matches Your GPS Course video**

<https://www.boldmethod.com/shorts/shorts.ifr.0015/>

### **Do You Need An Altimeter Setting To Start An Approach?**

<https://www.boldmethod.com/shorts/shorts.ifr.0010/>

### **Do I Need To Fly The Procedure Turn?**

<https://www.boldmethod.com/shorts/shorts.ifr.0026/>

### **How To Use RNAV Substitution On A VOR Approach video**

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

### **Quiz: Can You Answer These 6 Departure Procedure Questions?**

<https://www.boldmethod.com/blog/quizzes/2023/10/can-you-answer-these-six-ifr-departure-procedure-questions/>

## QUICK LINKS

### AIR FACTS

#### **AVIATION IS THE UNIVERSAL LANGUAGE** *By Tom Matowitz*

[https://airfactsjournal.com/2023/09/aviation-is-the-universal-language/?trk\\_msg=TLH2CTVG00DKFK49E330B7QJO&trk\\_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk\\_sid=S9RJR3SM75BNRNFJ4SSSTBP7OK&trk\\_link=QF25LAJN4V34R94RAUCJLQ4K6C&utm\\_source=listrak&utm\\_medium=Email&utm\\_term=Aviation+is+the+Universal+Language&utm\\_campaign=F23102A&utm\\_content=Never+a+Dull+Moment+at+a+Flight+School+++Bird+Strikes+Pose+a+Real+Danger](https://airfactsjournal.com/2023/09/aviation-is-the-universal-language/?trk_msg=TLH2CTVG00DKFK49E330B7QJO&trk_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk_sid=S9RJR3SM75BNRNFJ4SSSTBP7OK&trk_link=QF25LAJN4V34R94RAUCJLQ4K6C&utm_source=listrak&utm_medium=Email&utm_term=Aviation+is+the+Universal+Language&utm_campaign=F23102A&utm_content=Never+a+Dull+Moment+at+a+Flight+School+++Bird+Strikes+Pose+a+Real+Danger)

#### **Expectation bias and distractions lead to near disaster** *By Mario Jimenez*

[https://airfactsjournal.com/2023/09/expectation-bias-and-distractions-nearly-lead-to-disaster/?trk\\_msg=DCMV69B3N93438BTQ4IGFKLHCC&trk\\_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk\\_sid=2PBCNIO9JLA90V5U5RQVQCR6G0&trk\\_link=NSMUNVTQ5A04HAD12BJ3LKPRF8&utm\\_source=listrak&utm\\_medium=Email&utm\\_term=Expectation+Bias+and+Distractions+Lead+to+Near+Disaster&utm\\_campaign=F23094A&utm\\_content=Distractions+Nearly+Lead+to+Disaster+++Take+Your+Briefing+Beyond+the+TAF](https://airfactsjournal.com/2023/09/expectation-bias-and-distractions-nearly-lead-to-disaster/?trk_msg=DCMV69B3N93438BTQ4IGFKLHCC&trk_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk_sid=2PBCNIO9JLA90V5U5RQVQCR6G0&trk_link=NSMUNVTQ5A04HAD12BJ3LKPRF8&utm_source=listrak&utm_medium=Email&utm_term=Expectation+Bias+and+Distractions+Lead+to+Near+Disaster&utm_campaign=F23094A&utm_content=Distractions+Nearly+Lead+to+Disaster+++Take+Your+Briefing+Beyond+the+TAF)

#### **A simple oversight almost ruins a bucket list trip** *By William Reyer*

[https://airfactsjournal.com/2022/09/a-simple-oversight-almost-ruins-a-bucket-list-trip/?trk\\_msg=DCMV69B3N93438BTQ4IGFKLHCC&trk\\_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk\\_sid=2PBCNIO9JLA90V5U5RQVQCR6G0&trk\\_link=B8VGSBK7CA49945PA48LK30LC&utm\\_source=listrak&utm\\_medium=Email&utm\\_term=A+Simple+Oversight+Almost+Ruins+a+Bucket+List+Trip&utm\\_campaign=F23094A&utm\\_content=Distractions+Nearly+Lead+to+Disaster](https://airfactsjournal.com/2022/09/a-simple-oversight-almost-ruins-a-bucket-list-trip/?trk_msg=DCMV69B3N93438BTQ4IGFKLHCC&trk_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk_sid=2PBCNIO9JLA90V5U5RQVQCR6G0&trk_link=B8VGSBK7CA49945PA48LK30LC&utm_source=listrak&utm_medium=Email&utm_term=A+Simple+Oversight+Almost+Ruins+a+Bucket+List+Trip&utm_campaign=F23094A&utm_content=Distractions+Nearly+Lead+to+Disaster)

#### **World Record 4th of July drone show**

<https://petapixel.com/2023/07/05/texas-fourth-of-july-drone-show-sets-guinness-world-record/>

## Chapter 237 Coming Events

- \* Chapter Meeting on Monday , October 23 beginning at 6pm with dinner, meeting to follow at 7pm
- \* Chapter Aviation Explorer Post meetings Friday, November 3 and 17, at 7pm
- \* Chapter Breakfast Social Saturday, November 4 beginning at 8am
- \* Chapter 237 Young Eagles Event at Atlantic Aviation on Saturday, November 11 from 9am to 2pm
- \* VMC/IMC Meeting on Tuesday, November 21 VMC begins at 6:30 pm and IMC at 7:30 pm
- \* Chapter 237 Meeting November 27 dinner at 6pm, meeting at 7pm

# MASTERY OF FLIGHT

**FLYING LESSONS** for October 19, 2023

By Thomas P. Turner

From the [Aviation Safety Network](#):

[A] Piper PA-28-140 Cherokee F experienced a loss of engine power due to a fuel exhaustion event and impacted trees near Jonesboro, Georgia. The two occupants onboard were injured.

The FAA's preliminary report notes one of the two aboard suffered "serious" injuries, and provides one more critical point: the accident occurred at 0501Z, which was 2301 local time. The pilot flew until the Cherokee ran out of gas...well after dark.

ASN's report links to [a news account](#) that states Clayton County investigators said the small private plane ran out of gas. After about an hour of searching they found two women laying in the forest. Although injured, miraculously they are expected to survive.

The airplane landed in a forested area immediately behind a housing development. There is comparative little damage to the aircraft. It shows no obvious evidence of twisting or bending that is expected had the airplane been spinning or in a steep spiral on impact; an airplane that spun it would likely have penetrated the forest completely into the ground, which appears not to be the case here.

But at least for now it appears that, although the pilot mismanaged fuel planning and monitoring to the extreme, she appears to have subsequently controlled the airplane for impact level into the tops of the dark trees in a way that made survival possible. It looks like she may have hit the trees under control at or just above stall speed, and only after losing momentum did it nose down and drop out of the trees.

Whether or not full investigation determines that was what happened in this case, it serves up this week's LESSON: with or without power, in an off-airport landing your best chance of survival comes from landing **wings level, under control**, at the **slowest safe speed**.

From glide to touchdown

**Following engine failure**, and if your checklist efforts to restart the engine are unsuccessful, fly at Best Glide speed until you are on short final to your selected landing target, whether it's a runway, a road or a field. Flying faster than Best Glide results in higher drag and therefore a greater rate of descent, which reduces the distance you can glide and therefore limits your options. Flying slower may actually increase glide performance—reduce vertical speed while preserving glide distance—if the airplane is lighter than maximum gross weight...which it will always be, assuming you took off at or below max gross. But the best speed is not terribly much below the handbook's glide speed, which is published for maximum weight.

**Should you use flaps?** Of course. In most flap-equipped airplanes flaps reduce stall speed by many knots. Your objective is to fly at the **slowest safe speed** to reduce impact forces you and your passengers will experience. As you slow to landing without power speed **extend flaps fully**, then flare to touch down (or hit the trees) just above stall speed.

**How about landing gear?** For pilots of retractable gear aircraft the question often arises: in an off-airport landing should you land gear up or gear down? Recent LESSONS focused on the likelihood of flipping over if landing off-airport with the gear down. An RG pilot has the option of minimizing this risk. My suggestion is that, unless you are landing on a runway or hard-surfaced road, touchdown should be made gear up to minimize the hazard of flipping over when a gear leg hits a rut or hole or other obstacle.

**Regardless** of the maneuvering you must do to align with your best landing option, when you get within about 400 feet of the ground—perhaps 20-30 seconds from touchdown in most airplanes, based on glide performance—it's best make your **wings level** to land on whatever is close to straight ahead. You need **time to judge your flare**. **If you've been turning or banking** and are not in a position to land where you wanted when you reach this height, it's not going to work. Level your wings and **aim for the best option** ahead of you, **under control**.

# On The Lighter Side

How to prevent your kids from borrowing the car...



DOCTORS ON STRIKE!  
THEIR DEMANDS ARE NOT CLEAR



Being popular on Facebook is like sitting at the cool table in the cafeteria of a mental hospital.



PEOPLE GIVING DIRECTIONS LIKE "HEAD SOUTH"

LISTEN LEWIS AND CLARK DO I TURN AT THE CHICK-FIL-A OR GO TOWARDS TARGET?

Still trying to get my head around the fact that "Take Out" can mean food, dating or murder.

 BizwareMagic's Quotable Quotes

DEAR PARANOID PEOPLE WHO CHECK BEHIND THEIR SHOWER CURTAINS FOR MURDERERS, IF YOU DO FIND ONE, WHAT'S YOUR PLAN?

**The older I get, the more I understand why roosters just scream to start their day.**

I put our scale in the bathroom corner & that's where the little liar will stay until it apologizes.

Nothing spoils a good story more than the arrival of an eyewitness. (Mark Twain)

I just read a book about marriage that says treat your wife like you treated her on your first date. So tonight after dinner I'm dropping her off at her parent's house.

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](mailto:eaap51@comcast.net) | 763-245-0170

To view past issues of The Windsock, visit [www.eaa237.org](http://www.eaa237.org) and select newsletters.



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## I Buy Used Avionics!

**Do you have something to sell?**

I am a student pilot, and I fund my flight lessons by selling used avionics, and other aircraft parts. Let's help each other!

Please contact me! (Text or email preferred.)

**JC's Aviation Sales** | [jcroft0001@gmail.com](mailto:jcroft0001@gmail.com)  
Minneapolis, MN | 763-561-8945



**Donald Huettl**  
Custom3D LLC  
Cell: 763-634-1349  
[DAHUETTL@GMAIL.COM](mailto:DAHUETTL@GMAIL.COM)

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




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**FLIGHT INSTRUCTION**  
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**EAA Chapter 237**  
*1st AirVenture Chapter Grand Champion*



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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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