



THE WINDSOCK

JUNE 2022

Editor: Frank Huber | Layout Editor: Deb Huber

The President's Flight Deck Hello Chapter Members! I hope the lengthening days and nicer weather are giving you increased opportunities to aviate! Our Chapter had that opportunity on June 11th when we held our Blaine Burger Bash. Although the early rain may have kept a few pilots away, we had a nice line up of about twelve aircraft throughout the event. We served about 250 meals, which yielded us about \$2,000 for our aviation pursuits. More importantly, it was wonderful to see an enthusiastic crowd come out for our event, which was promoted as a reduced scale of the annual D.A.D event. There is much interest by the general public for our airport to promote aviation. EAA 237 is an important part of aviation at this airport, and a big thank you goes out to all the Chapter volunteers who helped with this event. I saw many smiles throughout the day, so I hope all of you enjoyed hosting the event. Also, many thanks to Bryan Orr and his staff at Atlantic Aviation for allowing us to host this event at their facility; their hospitality made our lives easier that day!

Our sights are now focused on AirVenture, which is about six weeks away. With the reduced opportunities to earn volunteer hours at Oshkosh last year, primarily at the Weeks hangar, we have fewer campsites available for our Chapter site. We did send out via email, a survey requesting your interest in camping with the Chapter. Hopefully you responded to this survey. Based upon the results, we will try to get sufficient campsites together, but EAA rules are limiting the amount of sites we can get during the pre-camping site staking event. We will still have our big tent as the common meeting area as this is a big hit with our members, and identifies our location. More details will be available at the June Chapter meeting.

Our June Chapter meeting will be in person. With Al and Deb unable to cook this month, we are seeking volunteers to man the grill as we prepare burgers and fix-ins. This will keep the heat outdoors and preparation time low. I'll have a sign-up genius sent out for volunteers. I am not planning for a guest speaker since this our last get together before AirVenture and there will be much discussion.

Until next month, remember to introduce someone to the great world of Aviation! *Kevin*



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Contact the Board at: board@eaa237.org





Quiz: 6 Questions To See How Much You Know About Approach Charts

How To Prevent The 6 Types Of Spatial Disorientation *by Colin Cutler*

Should You Go Missed If You Fly Past The VDP On An Instrument Approach?
by Swayne Martin

How To Fly An Approach To Landing Through Turbulence

Can You Circle-To-Land From An ILS Glide Slope?



SPORTY'S FLIGHT TRAINING CENTRAL
April 20, 2022 / in Video Tips / *by Bret Koebbe*
Video Tip: How to fly an LPV (GPS) approach with a Garmin GTN 650



Learning never stops | Approach Lighting Systems



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

Go or No Go: ice and storms over Montana *by John Zimmerman*



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

Insidious failures: don't trust, verify *by Adrian Nye*



3 Rules-Of-Thumb For Flying In Hot Weather *by Colin Cutler*

9 Ways To Avoid The Hazards Of Night Flight *by Corey Komarec*

What Are Cross-Controlled Stalls? *by Swayne Martin*

Quick Links

[Tom Cruise takes James Gordon flying in a Top Gun Fighter and his P-51 Mustang](#)



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

[Turbulence education](#) *by Jay Wischkaemper*

[Flying the night shift: a Memorial Day remembrance](#) *by Steve Mosier*

[Shot down over North Vietnam](#) *by Joe Crecca*

[Tips from the Ancient Pelicans](#) *by James Walters*

THIS WEEK'S LESSONS I was flying a Beech Baron into Oshkosh, Wisconsin for the annual EAA AirVenture extravaganza. I was on the show-charted visual arrival. Thinking I didn't want to mix it up with the extremely slow traffic I chose to fly the "high" arrival, as I recall at 135 knots instead of 90 on the low course, and 500 feet higher. Although I was higher and faster, however, eventually I would have to descend and slow down to land.

And so I found myself 1500 feet above ground level on downwind directed by Oshkosh Tower to make a tight base and short final, "number two behind the Stearman, cleared to land." I remember a diving, almost continuous turn from downwind to final, landing gear and full flaps in the wind. I had power up and was "hanging it on the propellers" for an extended time at the airplane's 95 knot final approach speed, well below the turbo Baron's 115 knot "blue line."

Fortunately, I was used to landing on a short runway and was well practiced at this slow speed on final. Still, I was spring-loaded to go around if the spacing became too close, or if I let the airspeed decrease any further which would cause the airplane to sink dangerously. Meanwhile I wondered if the Stearman pilot was aware I had a good percentage of 620 horsepower tied up in flying behind him. It all worked out, the Stearman pilot landing on his dot down the runway, me touching down on mine nearer the threshold.

I thought about that arrival last week as I watched a video from the AOPA Air Safety Institute, [ASI's Early Analysis N76075](#) discussing the fatal stall/spin of a Cessna 140 on final approach during a somewhat impromptu Short Takeoff and Landing (STOL) contest put together because winds prevented holding the so-called "STOL Drag" event they had come to fly. The video explains STOL Drag and the tragic event as it unfolded.

The video shows a set-up similar to my Oshkosh arrival: a faster airplane (yes, in this context a C140 is "fast") behind a slower one, both on the bottom end of their flying speed ranges, both aiming for the same runway...except in this case, both aiming for the same line marked on the same landing runway. As ASI Senior Vice President (and FLYING LESSONS reader) Richard McSpadden explains, the Cessna pilot was gaining on the preceding Zenith aircraft

and appeared to be beginning an S-turn for spacing. Right on the edge of a stall in wings-level flight, the slight increase in G-load of a turn combined with yawing motion caused the C140 to immediately depart controlled flight in an apparent stall and spin into the ground.

Four things occurred to me as I watched the rest of the video:

1. This is another example of how the stalls that happen in most NTSB accident reports are not the stalls that we think appear in most accident reports. The much-feared base to final turn stall is far less common than stalls after making the turn to final, in a go-around, and on initial takeoff. Don't think you've got it made aerodynamically just because you're wings-level on final approach.
 2. *Don't wait too long to go around.* Also, although the FAA's Airplane Flying Handbook doesn't specifically address it, the Airman Certification Standards (ACS) includes evaluation of the pilot's performance in offsetting to climb out on one side of the runway (instead of climbing out over the runway itself) if required to avoid conflicting with an airplane ahead on the approach or climbing out. Practice that part of the go-around maneuver as well.
 3. In the video McSpadden recommends a series of *risk mitigations for spot-landing events*. As I wrote Richard after watching: Excellent "Early Analysis" video on the STOL competition. You outline common sense recommendations that I find it hard to believe the competition organizers had not set for themselves when first contemplating these events. You also did an excellent job of relating this crash to normal operations outside of competitive landing events. As a lead sponsor of this event I hope AOPA will tie future sponsorship to adoption of ASI's recommendations. This video was a superb use of your time and skills, and of AOPA and ASI resources. Well done.
 4. Lastly, as we near another AirVenture it's time to ask, "Are you good enough for Oshkosh?" If you're planning on flying into Oshkosh this year now's the time to prepare, test, practice and improve your skills. To help you prepare, see my six-part Flying into AirVenture series on the [Tools for Flying Safely](#) page of the Mastery Flight Training website.
- Comments? Questions? Relevant experiences? Let us learn from you at mastery.flight.training@cox.net.



Post 237
Michael Miller

In May, we were hosted by Minnesota Helicopters on the East side of the field. Jonathan did a wonderful job talking to us about the differences between rotorcraft and fixed wing, gave us a thorough helicopter preflight demonstration and fielded a bunch of questions. In June, we skipped our usual Friday evening meeting and, instead, took a Saturday and drove out to Granite Falls to visit the Fagen Fighters WWII Museum. Two of their planes were out at the Eau Claire air show that weekend, but everything else was on display, so we spent a few hours exploring their hangars and then overwhelmed DQ in town afterwards. The chapter post has a good contingent of members signed up for Air Venture, so we are looking forward to taking part in the EAA aviation extravaganza in July.



EAA 237 COMING EVENTS

- Chapter 237 monthly, in person meeting will be held on Monday, June 27. Dinner will be served at 6pm and the meeting will begin at 7pm.
- Chapter 237 Aviation Explorer Post meetings will be held on Friday July 1 and July 15 at the chapter building beginning at 7pm.
- Chapter 237 Young Eagles Event will be held on Saturday, July 8 from 7:30am until 2pm at the Atlantic Aviation FBO.
- IMC/VMC Club will be held on Thursday, July, 21 via Zoom. The VMC meeting will begin at 6:30pm and the IMC meeting will begin at 7:30pm. An email with the link will be sent to all members prior to the meeting.
- 2022 EAA Air Venture at Oshkosh, WI from Monday, July 25 through Sunday July 31.

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

The Zenith 701 Chapter Project

The crew continues to make progress towards the completion of the chapter Zenith 701 project. We are working on a bunch of little details, such as getting the correct temperature reading of the engine coolant. We are also waiting on the delivery of the correct length throttle cables, which have been on special order going on two months. George is working on making a pattern for an intake ramp leading up to the engine radiator to improve the cooling air flow. We will be making a cover for the lower cowling exit, making it smaller, to improve the cooling air flow. Work is being done on improving the seal around the two cockpit doors. Touch up painting of the cockpit and the inside of the doors will follow that work. Mary Ellen Pugh quickly finished the seat covers this week, which turned out great! Once we get the engine cooling issues worked out, we will be able to get the engine SDS system adjusted in and we will then do some engine test runs of the normal and back up power systems.

The ADSB system needs to be programmed and the transponder checked for VFR flight. Once we finish these and a few other items, it will be time to apply for the aircraft registration and then have the aircraft inspected for the Light Sport Airworthiness Certificate. Then we will perform a flight test program, following EAA's flight test program, after which the 237th Aero Squadron Flying Club will be opened up for flying fun.



Chapter Member Joe Croft Becomes a Private Pilot



I grew up watching airplanes at the Crystal airport through the fence in my backyard. I always wanted to be a pilot "someday", but life always got in the way. After attending AirVenture in 2019, I was inspired, and decided "someday" is "now"! I joined EAA, and started attending Chapter 237 meetings. I signed-up for an online ground school and began studying. Then in November 2019, I took my first flight with Twin Cities Flight Training here at KANE. After a few lessons, I joined North Star Flyers to continue my flight training.

Progress was slow, limited mostly by time and money. In the meantime I made friends here at the airport that were generous with their knowledge and with their airplanes, which helped a lot. I successfully completed my Private Pilot SEL check ride on April 27th, 2022. It was a very windy day, gusting to 20kts. They were very challenging conditions, but I did it!

This summer I'm planning to work on tailwheel, complex, and high performance endorsement. Next year, instrument, and seaplane. I'm very happy to have the freedom to finally fly when and where I want to. I plan to fly every Sunday that the weather cooperates. My wife and I have a goal to explore Minnesota and Wisconsin, and complete the Aviation Passport programs in both states. *by Joe Croft*



The chapter held a very successful Burger Bash Fly-in on Saturday, June 11. The weather turned nice early in the event and we had steady crowds most of the day. The set up for the event was well laid out, with our large canopy tent for the customers and an ordering canopy next to the cooking canopy. The cooking crew did an outstanding job preparing 1/3 lb burgers, extra large brats and hot dogs, chicken breast and fresh cut potato fries, with chips and drinks available. I thought the food was very good and the customers seemed very pleased with all the offerings. We doubled the number of meals served from last years event and as Kevin said in his article, we cleared nearly \$2,000.

We had a dozen aircraft fly in ranging from two classic Aeronca aircraft, two RVs and a variety of production aircraft. Wings of the North were there with their classic Beech Bonanza fund raising aircraft. The CAP had one of their Cessna Skyhawks there on display and the Minnesota State Patrol flew in with one of their helicopters for display and to answer questions. We had our pedal planes out on the ramp much to the delight of all the children attending the event with their parents. Overall it was a very successful event, with good food, lots of discussions about flying, aircraft projects and future trips and just enjoying a beautiful day at the airport. The success of the event was do in large part to all the great chapter volunteers. *by Frank Huber*

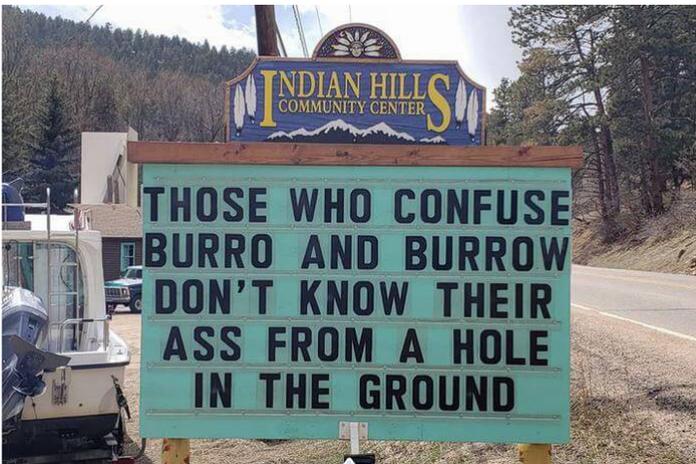


On The Lighter Side

Tip: Save business cards of people you don't like. If you ever hit a parked car accidentally, just write, Sorry on the back and leave it on the windshield.

••• When I get a headache, I take two aspirin and keep away from children just like the bottle says. •••

Just once, I want the username and password prompt to say "Close enough".



DAILYSQUAT.COM

Circuses struggling to find new clowns as top prospects continue to go into politics

NEVER MAKE A WOMAN MAD. THEY CAN REMEMBER STUFF THAT HASN'T EVEN HAPPENED YET.

You know, we never had a baby formula shortage...



...until men started getting pregnant.



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 JULY issue are due on or before JULY 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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