



Editor: Frank Huber | Layout Editor: Frank Huber

The President's Flight Deck

Hello everyone! Here we are nearly two months removed from the Holidays, where does the time go! This month's Chapter meeting will be held on Monday, February 26th beginning with the social/dinner hour at 6:00 PM. Deb is making a million-dollar spaghetti dinner complete with salad and garlic bread, all for a suggested \$7.00 donation! Sounds like a bargain! Our business meeting will begin at 7:00 PM. At 8:00 PM, long time AME Dr. Randy Corfman will be our guest speaker. Randy is now retired from his regular medical practice but is keeping his AME rating. As he told me, he is doing everything he can to keep pilots flying. Randy is very entertaining, and his medical knowledge is always up to date. Be sure to bring your medical questions for Randy.

An email was recently sent to Chapter members requesting candidates for two remaining AirAcademy scholarships, a Basic Air Academy slot, and an Advanced Air Academy slot. Please contact Mark Heule if you know of a candidate for either slot. February 26th is the deadline for notification.

Our Chapter will be hosting an EAA Leadership Boot Camp on Saturday, April 6th. EAA has sent out invitations to Chapter leaders in Minnesota and Western Wisconsin. If anyone is interested in attending, please reach out to Bob Henkes for more information.

Finally, be sure to invite a friend or family member to one of our events! The more the merrier!

I hope to see you at the Chapter meeting!

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 held the first successful Young Eagles event for 2024 on Saturday, February 10 at Atlantic Aviation on a cold blustery day. The January event was cancelled because of weather. We had four pilots , Michael Grzincich, Mike Miller, Joe Gmitter and Claud Morgan, doing the flying. Mark and Peggy Sandman took care of checking in the participants and Scott Nelson and Francesca Dewanz took care of all the Young Eagle paperwork. We had a great crew of flight line workers, including Ken Erickson, Dan and Liam Dewanz.

Sixty three Young Eagle flights were given to 51 boys and 12 girls. It was the first Young Eagle flight for eighteen of the participants. We had an even spread of ages from 8 through 17 and everyone enjoyed the experience in spite of the cold weather. Our next Young Eagles event will be held on Saturday, March 9 from 9am to 2pm at Atlantic Aviation. We can always use more volunteers, so plan to come out and help young people be introduced to aviation.



WHAT OUR MEMBERS ARE BUILDING, RESTORING AND FLYING

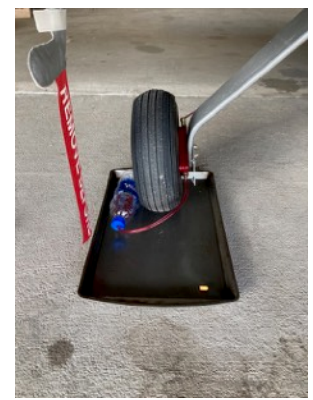


DAVE WATERS ONEX

My Onex was modified from the factory basic version. The prototype had no wing tips and Sonex added fiberglass wing tips to meet the LSA stall requirement for heavier pilots. I shortened each wing panel by 8 inches giving me a wingspan of 19 feet with about 78 sq. ft. of wing area. I can achieve stall at the LSA figure of 45 knots. The Onex is fun to fly. Everything is done with slight fingertip control. If you don't pay attention to trim you will pick up speed on final, as expected.

The kit came with mechanical band brakes. They wouldn't hold at 1500 rpm and the squeal was embarrassing. I changed over to Sonex's hydraulic brake system, not like a standard disc brake. Sonex has a disc bolted to the wheel and a hydraulic 2 puck arrangement pushing against the disc. It is an improvement over the band brake, but not as effective as a disc running through 2 pucks. I am using a hand grip with a reservoir. I didn't like the mess I made with a squeeze bottle bleeder, so I made a pressurized system from a 1 gallon garden sprayer, pressure gauge, valve and some surgical tubing. My roll outs are now more acceptable. I installed a 125 watt heating element to the engine for oil heat prior to starts below 50 degrees. It works well.

Sonex doesn't call for this, but I installed access panels in the cowl to check and fill the engine oil. You still have to remove the cowl for oil changes, but that gives one the opportunity to check everything under the cowling. I decided to add an opening in the lower cowl so I could access the battery for charging. It worked out quite well. I also added an ADSB in/out and a LRI indicator, which I'm still in the process of dialing in. *By Dave Waters*



237th Aero Squadron Flying Club Zenith 701 Modification Program

Progress continues to be made on the modifications that are being made on the flying club Zenith 701. The purpose of these changes is to significantly improve the flying qualities of the plane and reduce drag to improve the aircraft's performance.

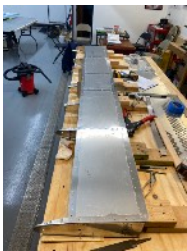
We have added an airfoil shape on top of the cockpit to improve the airflow over the tail at slow speeds. This necessitated remaking the wing root fairings, of which George Wollenburg has done a beautiful job of fabricating two piece fairings on both sides. We are working on the second iteration of a new symmetrical airfoil horizontal stabilizer. We have added some cross stiffness and decided to use three separate skins to improve the fit and finish and make it easier to fit the leading edge. We will likely finish up this project in the coming week.

Jeff Mullin, who's award winning Pegazair's horizontal stabilizer attaches like the Zenith, advised us to install a fence on each side of the two attach brackets to prevent turbulent flow onto the elevator through the opening between the brackets.

We have solved our engine cooling issues by making an exit plenum that extends beyond the firewall four inches under the fuselage. This will provide the negative pressure that will ensure cooling airflow. We are also fabricating fairings for the landing gear/wing strut junction, another high drag area.

We have purchased and will be installing Zenith's streamlined wing struts. Zenith says it increased cruise speed by 7 to 8 mph. This significant decrease in drag should also help with climb and glide performance. A Forest Lake Zenith 701 owner has 3D printed strut/wing intersection fairings, which have improved his flaperon effectiveness and added 1 to 2 mph cruise speed. He has provided us with a set for our aircraft.

The goal of all these modifications is to improve the pitch control at slow speeds, increase climb, cruise and glide performance, improve aircraft handling and most importantly make a safer aircraft to fly. We are working every Monday and Wednesday from 9am to 2pm at 2129 Nevada on the west side of the



Chapter 237 Coming Events

- * Chapter Meeting on Monday , February 26 beginning at 6pm with dinner, meeting to follow at 7pm
- * Chapter Aviation Breakfast Social Saturday, March 2 from 7:30am to 11am
- * Chapter Aviation Explorer Post meetings Friday March 1 and 15 at 7pm
- * Chapter 237 Young Eagles Event at Atlantic Aviation on Saturday, March 9 from 9am to 2pm
- * VMC/IMC Meeting on Tuesday, March 19 VMC begins at 6:30 pm and IMC at 7:30 pm
- * Chapter Meeting on Monday , March 25 beginning at 6pm with dinner, meeting to follow at 7pm

CHAPTER 237 WEEKS HANGAR WORK PARTY



On Monday, January 24, Dick Pugh and I drove over to Oshkosh and met up with Ron Borree of Appleton WI in EAA's Weeks Hangar to replace windows that were damaged in our favorite B-17, "Aluminum Overcast". We brought six curved templates that Dick had made to match the curve of the openings plus tools and Dick's scaffold with us.

We removed the 30-40 machine screws that held the windows in place. Dick traced each removed window on the oversize new window blanks and cut them to size on the bandsaw. Ron and I cleaned up the frames, wire brushed the screw heads, painted them and then removed the next window.

We drilled two small pilot holes on each side of the new window and enlarged them with a step drill then fastened the window in place temporarily to drill pilot holes for the rest of the screws. Then we used the step drill to bore all the holes to 1/4". New rubber gaskets were applied to the window frame and the new window installed with one person inside the aircraft and one outside on the scaffold. Each screw was inserted from the outside and washer/ lock nut installed from inside, making sure NOT to over tighten them!

This process was repeated for each window. We finished the last window just before 5pm, closing time for Weeks on Tuesday 1/27.

Dick deserves all the credit for planning this project and for supervising us on the numerous tasks that needed to be done correctly so as not to crack the new windows. It was nice to be back "home" in Weeks Hangar and to see John H and all the other EAA staff and volunteers, even though it was sad to see our B-17 in pieces. *By Mark Heule*



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When Can You Use Real Video On An Approach ? Video
<https://www.boldmethod.com/shorts/shorts.ifr.0042/>

When Can You Start Descending On a Procedure Turn? Video
<https://www.boldmethod.com/shorts/shorts.ifr.0043/>

When Should You Start Your Climb When The DEA Changes? Video
<https://www.boldmethod.com/shorts/shorts.ifr.0049/>

Terminal Arrival Area: What Is It? Video
<https://www.boldmethod.com/shorts/shorts.ifr.0051/>

Quiz: 6 Questions About Precision Runway Markings
<https://www.boldmethod.com/blog/quizzes/2024/01/six-questions-about-precision-runway-markings/>

Quiz: 6 Questions About Enroute Charts
<https://www.boldmethod.com/blog/quizzes/2024/01/six-questions-to-see-how-much-you-know-about-enroute-charts/>

Filing Airways Vs> Filing Airway Fixes Video
<https://www.boldmethod.com/shorts/shorts.ifr.0060/>

Quiz: 6 Questions To See How Much You Know About ILS Approaches
<https://www.boldmethod.com/blog/quizzes/2024/02/6-questions-to-see-how-much-you-know-about-these-ils-approaches/>

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How Pitot-Static Failures Affect Your Indicated Airspeed and Altitude
<https://www.boldmethod.com/learn-to-fly/systems/understanding-pitot-static-failures-in-flight/>

Class D Radio Communications What You Need To Hear FromThe Tower? Video
<https://www.boldmethod.com/shorts/shorts.vfr.0058/>

‘Roger’ vs. ‘Wilco’ Video
<https://www.boldmethod.com/shorts/shorts.vfr.0051/>

What’s EGT Used For? Video
<https://www.boldmethod.com/shorts/shorts.vfr.0080/>

Tips To Handle Icy Runways and Taxiways
<https://www.boldmethod.com/learn-to-fly/weather/icy-runways-and-taxiways/>

How To Prevent A Bounced Landing Video
<https://www.boldmethod.com/shorts/shorts.vfr.0059/>

10 Times It’s OK To Say “Unable” To ATC
<https://www.boldmethod.com/blog/lists/2024/01/ten-times-you-should-say-unable-to-atc/>

The Four Steps Of Spin Recovery Explained
<https://www.boldmethod.com/learn-to-fly/maneuvers/the-four-steps-of-spin-recovery-explanation-pare-recovery/>



Towered Vs Non-Towered Airports On a Sectional Chart Video

<https://www.boldmethod.com/shorts/shorts.vfr.0061/>

How To Fly A Flawless Traffic Pattern At A Non-Towered Airport

<https://www.boldmethod.com/blog/lists/2024/01/how-to-fly-a-flawless-traffic-pattern-at-a-non-towered-airport/>

Why Lock a Push-Pull Style Primer? Video

<https://www.boldmethod.com/shorts/shorts.systems.0013/>

8 Of The Most Common Night Flying Hazards

<https://www.boldmethod.com/blog/lists/2024/01/eight-things-you-need-to-consider-on-your-next-night-flight/>

Quick Tips: Short Field Landings

<https://www.boldmethod.com/learn-to-fly/maneuvers/short-field-landings-short/?src=email>

How To Safely Stop During A Rejected Takeoff

<https://www.boldmethod.com/learn-to-fly/maneuvers/rejected-takeoff-how-to-safely-stop-on-the-runway-and-taxi/>

METAR Winds Vs. Instantaneous Winds Video

<https://www.boldmethod.com/shorts/shorts.vfr.0075/>

VFR Weather Minimums In Controlled Airspace Video

<https://www.boldmethod.com/shorts/shorts.vfr.0076/>

When Should You Use Trim

<https://www.boldmethod.com/learn-to-fly/systems/how-pilots-should-use-trim-in-flight-phases-climb-straight-and-level-turns-descent/>

Ever Feel Like Your Landings Are Getting Worse?

<https://www.boldmethod.com/shorts/shorts.vfr.0077/>

4 Differences of Learning To Fly a High Wing Vs a Low Wing Aircraft

<https://www.boldmethod.com/blog/lists/2024/02/4-differences-of-learning-to-fly-a-high-wing-vs-low-wing-aircraft/>

QUICK LINKS

AIR FACTS

Beginner's Luck: Winning my first aerobatic competition By Harry Karmel

<https://airfactsjournal.com/2023/04/beginners-luck-winning-my-first-aerobatics-competition/>

Young and Reckless By Grace Eger

<https://airfactsjournal.com/2023/04/young-and-reckless/Tips>

Angle of Attack for dummies By Ed Wischmeyer

<https://airfactsjournal.com/2024/01/angle-of-attack-for-dummies/2>
trk_msg=1MFHC0UN2K8TK19T5A7Z3111HK8&trk_contact=BMPCRB64F9CCIR5GQMICQNE7OC&trk_sid=OHS6BN12V/CN2OHT0FS4BSOF18&trk_link=Q886CNNH79S4JDB2GEKN37KQJ8&utm_source=istrak&utm_medium=Email&utm_term=Angle+of+Attack+for+Dummies&utm_campaign=F24014A&utm_content=Angle+of+Attack+Explained+++2024+Richard+Collins+Writing+Prize+Announced

It's Not That Complex By Alexander Sack

<https://airfactsjournal.com/2024/02/its-not-that-complex/2>
trk_msg=06EG7BSEL8M4B11GB120620P8S&trk_contact=BMPCRB64F9CCIR5GQMICQNE7OC&trk_sid=41QDS6ISBNC8T1JID4MK1K06T8&trk_link=IAB0PN20SEUKN5CNPIHS6H0JP4&utm_source=istrak&utm_medium=Email&utm_term=It's+Not+That+Complex&utm_campaign=F24023A&utm_content=What+Matters+for+JFR+Proficiency+++Tips+for+Retread+Pilots

Tips for retread pilots By Pat Griffen

<https://airfactsjournal.com/2024/01/tips-for-retread-pilots/2>
trk_msg=06EG7BSEL8M4B11GB120620P8S&trk_contact=BMPCRB64F9CCIR5GQMICQNE7OC&trk_sid=41QDS6ISBNC8T1JID4MK1K06T8&trk_link=IAB0PN20SEUKN5CNPIHS6H0JP4&utm_source=istrak&utm_medium=Email&utm_term=Tips+for+Retread+Pilots&utm_campaign=F24023A&utm_content=What+Matters+for+JFR+Proficiency+++Tips+for+Retread+Pilots

The Tech Corner - by Dave Peterson

This is the first in a series of occasional technical articles I plan to contribute to our monthly newsletter. The subject matter will vary but the content will relate to our chapter activities and/or to aviation in general. This month we are focusing on three additions that we have recently made to the 'Help Page' content on our chapter website. We hope you find this information useful.

Calendar Help – For the past several years we have been using a calendar application called teamup to show chapter-sponsored and other events that are scheduled for our building or in the nearby area, for example, the chapter's Young Eagles events. This new calendar help page explains a bit more about how we use the color coding to indicate whether the event is a chapter event (in the building or off-site) or another aviation-related group holding their meeting in our building. Clicking on the date on the calendar provides additional details on the event.

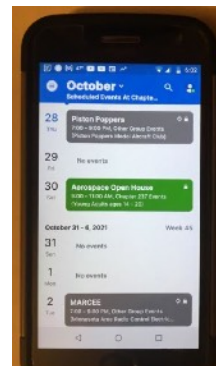
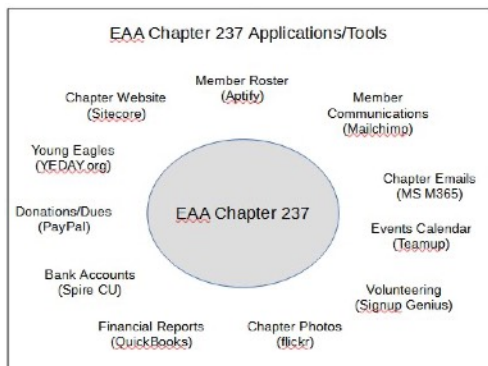
Did you know that you can also download a teamup application to view the calendar on your device (iPhone, iPad or Android)? So, no matter where you are, you can take out your cell phone and see what chapter events are coming up. See the example photo next to this article. Here is another option for you. If you prefer to use your own calendar app, and it supports retrieving calendar data via iCalendar feeds (most calendar apps do) there is a link to details on how to do that. I tested this feature by linking my Outlook calendar to the chapter's teamup calendar and, so far, it seems to be working just fine.

PayPal Payments – For those of you who prefer to pay your chapter dues with a credit card on our website and would like to do that without needing to create a PayPal account, there is a way to do that as a 'Guest'. Unfortunately, it seems that PayPal recently made some minor 'tweaks' on their payment forms user interface to entice you into creating a PayPal account when submitting your payment transaction. You don't have to do that. To help you avoid this trap we have written a short article with details on how to get around this attempt at 'covert subversion'.

Software Tools & Apps - To keep our chapter members and visitors informed about our chapter events and activities, we utilize a variety of software applications, tools and platforms. See diagram next to this article which shows some of the functions this software supports. It used to be that you could run an EAA chapter by publishing a monthly newsletter and mailing it out in the US Mail or via email it to a member email list. While that still might work for a very small chapter, in the online and social media world we live in today, and for a chapter of our size (140+ members), we would be behind the times, and not serving the needs of our chapter members.

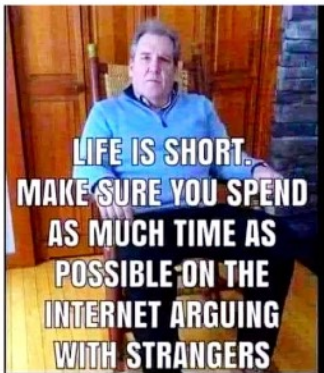
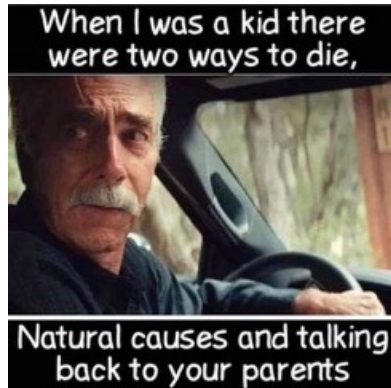
At latest count, we currently make use of at least 16 different software application products. One would think that this many would not be necessary. But when you look at the purpose and functionality of these products, we find that each one fills a niche that helps us run our chapter more efficiently and smoothly. The Chapter Software help page provides a summary of our objectives and the challenges we have had in making use of this software. Follow the links on that page for a more detailed diagram and descriptions of each of the software products we use. You can view the Help page at this URL: <https://chapters.eaa.org/ea237/help>

Please let me know if you found this article interesting and/or if you have any suggestions for future topics of a technical nature. Email me at: Dave.Peterson@ea237.org

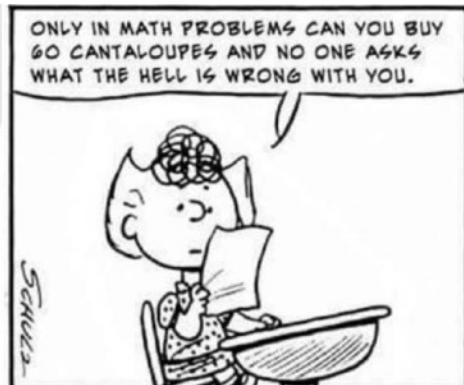


On The Lighter Side

A police officer came to my house and asked me where I was between 5 & 6. He seemed irritated when I answered: "Kindergarten"



My grandson made the mistake of telling me I was being overdramatic so I just changed the WiFi password. We'll see who's overdramatic in about 5 minutes.



When your landlord says no pets.



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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EAA Chapter 237
1st AirVenture Chapter Grand Champion

Gary Laurich
EAA Tech Counselor/Flight Advisor



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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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