THE WINDSOCK

AUGUST 2022

Editor: Frank Huber | Layout Editor: Frank Huber

The President's Flight Deck

Hello Chapter Members! Well, the great week has passed, AirVenture 2022 is in the rear view mirror! Hopefully you were able to attend this year, but if not, I am sure there will be plenty of articles in an upcoming issue of Sport Aviation to fill you in on what you missed!

Our Thursday evening spaghetti dinner was attended by nearly 150 hungry souls! We had several people who were walking past our campground, stop and donate to our Chapter, just for a homemade pasta dinner! Many thanks go out to Kim and Steve Otis for putting together this dinner. Kim's homemade pasta sauce is quite delicious, and we appreciate the extra time she puts in ahead of AirVenture to prepare this sauce. Kim had prepared about 12 gallons of sauce, of which nine gallons were served! This of course, means we will be serving pasta at our August Chapter meeting and since it is August, we will also serve corn on the cob! Bring your appetite Monday evening, August 22nd. I am still working on a guest speaker for this event, and will send out an invite as the date approaches.

I was reminded several times during AirVenture that our campsite did not feel the same as we didn't have the space for many Chapter members to camp together. I agree with this assessment and will be reviewing the overall camping program with the camping coordinators and the board to work on improvements for next year. Please submit any suggestions you may have to me.

By the time you read this newsletter, another EAA 237 Young Eagles event will have passed. The August event has 79 Young Eagles signed up for flights, and I would like to remind members that we are always in need of ground crew to assist with operations, and extra pilots are greatly appreciated! Until next month, remember to introduce someone to the great world of Aviation, and invite them to a EAA 237 event.

CHAPTER 237 BLAINE, MN EAA

YOUR CHAPTER BOARD OFFICIERS

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Contact the Board at: board@eaa237.org

EAA CHAPTERS GOLD 2019

boldmethod

How Cloud Ceilings Are Reported
https://www.boldmethod.com/learn-to-fly/weather/how-cloud-ceilings-are-reported-for-pilots-metar/

Why Landing Too Fast Can Lead To A Wheelbarrowing Accident
By Swayne Martin
https://www.boldmethod.com/learn-to-fly/maneuvers/flat-landing-wheelbarrowing-accident/

The Hardest Aircraft Performance Quiz You'll Take This Week
https://www.boldmethod.com/blog/quizzes/2022/08/the-hardest-aircraft-performance-quiz-you-will-take-this-week/

6 Summer Cross-Country Factors To Consider Before Your Next Flight
By Nicolas Shelton
https://www.boldmethod.com/blog/lists/2022/08/six-summer-cross-country-factors-to-consider/

How Stall Strips Work
By Colin Cutler
https://www.boldmethod.com/learn-to-fly/aircraft-systems/how-do-stall-strips-work-on-aircraft-explained/

Why Are There Mandatory Cloud Clearance Requirements?
By Swayne Martin
https://www.boldmethod.com/learn-to-fly/regulations/why-do-vfr-cloud-clearance-requirements-and-regulations-exist-for-flight/

How To Time Your Flare For A Perfect Landing
By Colin Cutler
https://www.boldmethod.com/learn-to-fly/maneuvers/how-to-time-your-flare-and-touchdown-for-a-perfect-landing-and-rollout-every-time/

5 Of The Most Common Crosswind Landing Mistakes
https://www.boldmethod.com/blog/lists/2022/07/5-common-mistakes-in-crosswinds/

How To Fly A Perfect Short Field Landin
By Colin Cutler
https://www.boldmethod.com/learn-to-fly/maneuvers/how-to-fly-a-perfect-short-field-landing-each-time-final-to-touchdown/

Quiz: 6 Questions To See If You Can Hold Like A Pro

By Colin Cutler
https://www.boldmethod.com/blog/quizzes/2022/08/six-holding-questions-to-see-if-you-can-hold-like-a-pro/

Would You Go? IFR Cross Country Into Low Ceilings And Scattered Storms By Swayne Martin

https://www.boldmethod.com/learn-to-fly/weather/ifr-cross-country-go-no-go-decision-would-you-go-or-not/

How To Circle-To-Land From An Instrument Approach

By Colin Cutler
https://www.boldmethod.com/learn-to-fly/maneuvers/how-to-safely-circle-to-land-from-an-instrument-approach-to-landing/

QUICK LINKS

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

A tail rotor failure at night in Saudi Arabia BY JOE CANDLISH

https://airfactsjournal.com/2022/07/a-tail-rotor-failure-at-night-in-saudi-arabia/?trk_msg=5ABO0QNL4CNK3F02UGETGNP6OO&trk_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk_sid=T9V88L66MEHSMU4HPGHDH9KAGS&trk_link=6L2NOQCF1DVKL8P7HE64O6O0A8&utm_source=listrak&utm_medium=Email&utm_term=A+Tail+Rotor+Failure+at+Night+in+Saudi+Arabia&utm_campaign=F22075A&utm_content=Get-There-Itis+Strikes+Again+%2b+A+New+Go+Or+No+Go+Scenario

One green light, and a near disaster BY NEIL COSENTINO

Bitburg Air Base, Germany, November 1976

HTTPS://AIRFACTSJOURNAL.COM/2022/07/ONE-GREEN-LIGHT/?TRK_MSG=MFQQD6E57UNKLBI1H6G2OFTB10&TRK_CONTACT=RMPCRR64F9CCIR5GOMICQNF7OC&TRK_SID=4UF3RCSE4E2RPB73HMTMPC0H7C&TRK_LINK=F2D713MPKNL4V0SLRJGTSFB6N0&UTM_SOURCE=LISTRAK&UTM_MEDIUM=EMAIL&UTM_TERM=ONE+GREEN+LIGHT%2C+AND+A+NEAR+DISASTER&UTM_CAMPAIGN=F22073A&UTM_CONTENT=TIPS+FOR+BETTER+DECISIONS+%2B+CALIFORNIA+TO+OSHKOSH+IN+A+STEARMAN

A stupid decision: ignoring the oil pressure gauge BY MIKE DEWALD

https://airfactsjournal.com/2019/03/a-stupid-decision-ignoring-the-oil-pressure-gauge/

How to improve your aviation decisions BY JOHN ZIMMERMAN
https://airfactsjournal.com/2022/07/how-to-improve-your-aviation-decisions/?trk_msg=MFQQD6E57UNKLBI1H6G2OFTB10&trk_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk_sid=4UF3RCSE4E2RPB73HMTMPC0H7C&trk_link=0G7PL8E0PCD4R1984ADGUHIR3S&utm_source=listrak&utm_medium=Email&utm_term=How+to+Improve+Your+Aviation+Decisions&utm_campaign=F22073A&utm_content=Tips+For+Better+Decisions+%2b+California+To+Oshkosh+In+A+Stearman

FAASTeam

Safer Skies Through Education

10 Tips for Safer Takeoffs and Landings
https://medium.com/faa/10-tips-for-safer-takeoffs-and-landings-1150fc91ef58

EAA 237 COMING EVENTS

* August Young Eagles event will be held on Saturday, August 13 from 8:30 am until 2 pm at the Atlantic FBO on the north side of the field. There is still time to volunteer as a pilot or ground crew member. Contact Michael Grzincich, email: Michael.Grzincich@slvtech.com, cell: 612-237-7972.

* Chapter 237 monthly meeting will be held on Monday, August 22. Dinner will be served at 6 pm and the meeting will begin at 7 pm.

* Chapter 237 Explorer Post meetings will be held on Friday, September 2 and Friday, September 9, beginning at 7 pm.

* September Young Eagles event will be held on Saturday, September 10 from 8:30 am until 2 pm at the Atlantic FBO on the north side of the field.

* IMC/VMC Club meeting will be held on Thursday, September 15 via Zoom. The VMC meeting begins at 6:30 pm and the IMC meeting begins at 7:30 pm. 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, September 26. Dinner will be served at 6 pm and the meeting will begin at 7 pm.

* RECOMMENDATION: Because of the possibility of changing events, we recommend checking our Chapter Events page and our Monthly Events Calendar on our website for the most current information.

FLYING LESSONS for August 4, 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. www.mastery-flight-training.com Pursue ***Mastery of Flight™***

This week's LESSONS:

With the exception of last week's 70°s Fahrenheit highs in Oshkosh, Wisconsin, it seems like the intense warming this summer is, dare I say, nearly global. As you prepare for takeoff—or on arrival, for the possibility of a go-around—consider an additional factor: ***runway temperature***.

The runway temperature, or temperature of the air immediately over a hot, paved surface, can be as much as 40°F (about 20°C) greater than the ambient air temperature. Pavement absorbs heat, and it heats air in the first few feet above ground level—where it affects the performance of wings, propellers and engines—to temperatures far above ambient temperature detected by airport sensors. This is a rarely-addressed factor in density altitude computations but has a very real effect on aircraft takeoff performance.

On a hot, sunny day, compute density altitude and performance based on reported weather. But make a second set of calculations for roughly 40°F or 20°C higher than the official temperature. Keep the results of both calculations at hand in the cockpit.

In the run-up area or at the hold-short line, look at your indicated Outside Air Temperature (OAT) and see which of your calculations it most closely matches (or if it's somewhere between the two). Use performance figures for the temperature closest to the actual "runway temperature" as your expectations for takeoff and initial climb.

If the "reported temperature +40°F/20°C" result is marginal for takeoff performance and the actual "runway temperature" observed at the hold line is near that value, taxi back and lighten the airplane...or wait for cooler conditions.

Comments? Suggestions? Questions? Let us know at mastery.flight.training@cox.net.

This week's *LESSONS:*

This week the U.S. National Transportation Safety Board (NTSB) released its final, "probable cause" report into the fatal July 2021 crash of a SAIA Marchetti SM-1019B. The warbird, an Italian-built two-seat liaison turboprop based on the Cessna O-1/L-19 Birddog, pitched up steeply immediately upon liftoff, before rolling sharply left and nosing into the ground. Because the pilot was famed Naval aviator, F-14 demonstration pilot and civilian airshow pilot Dale "Snort" Snodgrass, this final report release has received quite a bit of press coverage and internet discussion, far more than usually happens when the investigative probable cause is released. Even NTSB Vice Chairman (and *FLYING LESSONS* reader) Bruce Landsberg reached out to AVWeb's Paul Bertorelli (yes, he's a reader too) to be interviewed on video about this Probable Cause report.

The NTSB's Probable Cause statement for the SAIA Marchetti crash is:
The pilot's failure to remove the flight control lock before departure, which resulted in a loss of airplane control and impact with terrain. Contributing to the accident was his failure to perform an adequate preflight inspection and flight control check before takeoff.

I take no pleasure in having guessed the eventual probable cause. With 12 possibilities on my list, it would have been notable if the final determination was **not** in my *FLYING LESSONS* report. But the oversight is common enough that it was the second thing on my list (after mis-set trim).

Release of this report reminded me of the earlier demise of a friend, an active airline pilot, on the first post-restoration test flight of his PA12 Super Cub in 2017. This tragedy was the inspiration for my April 13, 2017 *LESSONS*. The NTSB Probable Cause finding for this crash is:
The incorrect rigging of the elevator control cables, which resulted in a reversal of elevator control inputs applied by the pilot during the takeoff, an excessive nose-high pitch, and subsequent aerodynamic stall after takeoff. Also causal was the inadequate postmaintenance inspection and the pilot's inadequate preflight inspection and before takeoff check, which failed to detect the misrigging.

Although the "grapevine" already told of the backwards elevator control linkage in the first days after my friend's death, official details were scarce at the time. I chose to focus my April 13 *LESSONS* on the wider subject of a **Post-Maintenance Acceptance Checklist**, which includes numerous things in addition to the basics like **Controls – Free and Correct**.

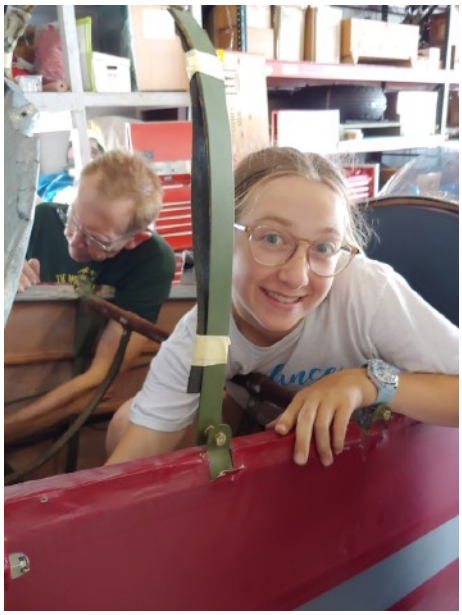
The problem transcends pilot experience and airplane type. Following the May 31, 2014 takeoff crash of a Gulfstream IV jet during a rejected takeoff at Bedford, Massachusetts that killed all seven aboard, the NTSB took the unprecedented action of tasking a private organization, the National Business Aviation Association (NBAA) with investigating the crew's failure to identify an installed gust lock and publishing a report providing mitigation techniques. Downloading and reviewing cockpit recorders of the final flight as well as the previously recorded 175 flights in that airplane by that flight crew, NBAA found that **the crew failed to perform Controls – Free and Correct checks on 98% of those 175 flights.** As Bruce Landsberg said in the AVWeb video, this is clearly the result of ***normalization of deviance***, that is, an unsafe practice becoming Standard Operating Procedure simply because "**nothing bad has happened to me."I caution readers** to add a one-word parenthetical statement to that phrase: "**Nothing bad has happened to me (*yet*)**."

Past *LESSONS* have focused on similar events involving multipilot and military aircrews. In fact, invention of the flight crew checklist itself is the direct result of such a crash, the Boeing Model 299 (XB-17) accident at Wright Field, Ohio in 1935. .
Control locks serve a valuable purpose: to protect control surfaces from damage if the airplane is parked outside in the wind. So control locks are not going to go away.
What *must* go away is being so complacent that one of the most vital and basic of all preflight checks, **Controls – Free and Correct**, is skipped…when it should be done **no *less* than** twice, before engine start and before taxiing onto the runway for takeoff, on every flight.
Controls – Free and Correct is one example of why checklist discipline is so important. No matter how great your experience and skills—an intercontinental bizjet crew, the crew of a C-130, a former Navy fighter demonstration pilot—it can and has happened. **It certainly can happen to me and you, *if we let it*.**
.

Chapter member Jeffery Frederick Voelz age 74, of Andover, MN passed away July 17, 2022, after a long battle with Alzheimers disease. Jeff grew up in West Chicago, ILL and Jefferson, LA. After graduating from University of Illinois with a degree in engineering in 1972, he spent a career designing and testing diesel engines, later moving on to sales and marketing with a degree from the University of Minnesota Executive Program. He moved to Minnesota in 1979 to work for Onan Corporation, and later Caterpillar Paving Products. He was a private pilot of single engine planes and gliders, who rebuilt a Messerschmitt 209 "Monsun" in his garage, and traveled to many fly-ins throughout the country. Jeff was a member of our chapter from January 2017 until January 2020.

EAA AIRVENTURE 2022

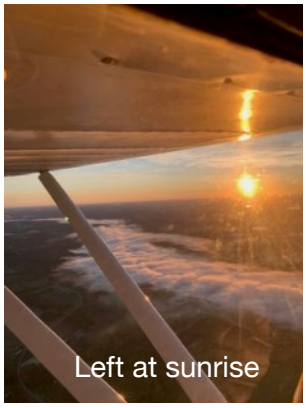
EAA's 1929 Pheasant Biplane was pulled from the ground during the Wednesday night storm at Air Venture and flew up into a tree near the Air Academy Lodge.



Chapter 237 members Dan, Sara, Francesca and Liam Dewanz, Mark Heule and Dave Arcand worked on dismantling the Pheasant biplane for the future restoration of the aircraft back to static display condition after it's unfortunate encounter with mother nature during the Wednesday storm.

Chapter member Stephen Trull flew to Air Venture for the day with his friend Joe Schlosser


Steve Joe

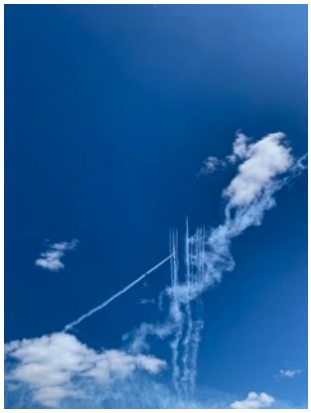

Left at sunrise

The RV-15 looks great

Says it all


Lots of P-51 Mustangs


Steve has a Velocity about ready to fly




Flying home at sunset


OSH


CAUTION
WAKE
TURBULENCE
T40


U.S. NAVY

Pat and Pat Lee's Fisher Flying Products R-80 Tiger Moth

Pat Lee and his son Patrick are making great progress with their R-80 Tiger Moth. They have completed all the rigging of the wings. They have to remove the outer wings so the upper fuel tank and main fuel tank can be installed. Then they will be installing the engine, all the instruments and the electrical system. When this work is complete, they will be ready to do the covering.

Jeff Mullin's Pegazair

Jeff has 23 hours of the 40 hours required of test flying completed on his Pegazair. He has had to make a number of adjustments to the plane. He adjusted the gear geometry with shims, adjusted the rudder for excessive yaw, adjusted the spring tension between flap control and elevator control for excessive back pressure when extending the flaps, adjusted the prop governor and idle stop, calibrated the AOA indicator and the fuel flow mixture in the SDS engine control system. He has to deal with high CHT and oil temps by adjusting baffling and by increasing the amount of airflow by increasing the diameter of the cowling intake rings. This involved machining new rings and modifying the the diffusers, which connect to the plenum. After fixing most of the above the Pegazair is becoming a delight to fly. Climb rate is in excess of 1500ft/min, stall is a mush at 30 mph, top speed is 140 mph and takeoff and landing distances have been averaging 200 feet.

SCALE BIRDS LIGHT FIGHTERS

By Frank Huber

Scale Birds were at Air Venture with their P-36 prototype Light Fighter. Their Light Fighter concept creates a single-seat Light Sport ready fighter for the modern pilot. Designed to be safe and fun for the pilots of varying experience levels and ability. The goal with LiteFighters is to make a sweet little fighter replica based on their modular concept that can be built quickly, keeps tools to a minimum, and uses low-cost components to keep the overall aircraft affordable. Pull-rivet construction throughout makes assembly a snap. The LiteFighters are designed for a huge variety of available aircraft engines, from 65 to 140hp. The in-line fighters like the P40 will be based on the Viking 130, AeroMomentum AM15 and the Rotax 912, 914, 915 series, while radial powered models will be geared towards the Verner 5S or 7U and the Rotec R2800 engines.

The design uses a modular core box aluminum airframe that has the Airskins attached that give it the distinctive look of the particular fighter being replicated. They have a roomy cockpit similar to an RV-8, which I can attest to. The ScaleBirds aircraft use a 3-section wing, with removable outboard wings that attach to a carry-though center section. All fuel and the landing gear will be contained in the center section. The prototype P-36 has incredible detail, including the cockpit and the radial Verner 7U engine. This first model can become a P-40 with an inline engine and a different cowling. I think I have found my next project, when they develop the F6F Hellcat model. http://scalebirds.com

1212

Group shot of the Explorers at the Aviation Exploration Base at AirVenture

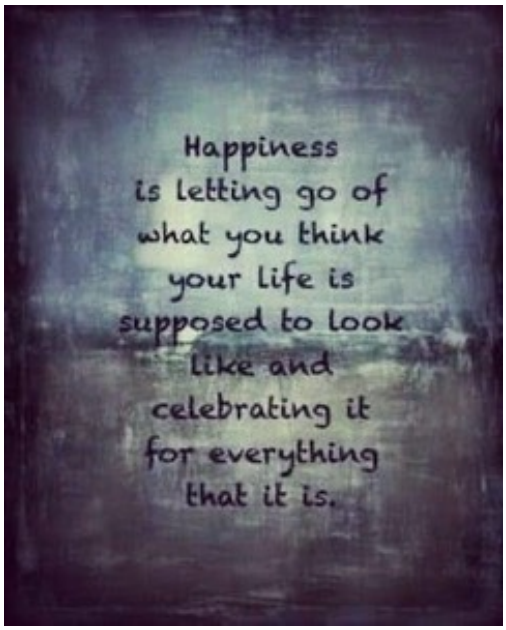
Post 237 *Michael Miller*

The Chapter 237 Aviation Explorer Post had five members representing the chapter at the Air Venture Exploration Base Camp this year. It was an amazing week. The event started with a bang with a huge storm flattening most of the camp and taking out several tents. Thankfully, there was very little aircraft damage. As far as I heard only one of the EAA static display airplanes was damaged. Beyond that the weather was fantastic for the rest of the week.

The Explorers just spent the week at AirVenture helping out at the show. We spent the week helping keep the P1 taxiway clear when airplanes were moving, we helped push and wing walked aircraft in and out of the homebuilt area and in South parking, we helped marshal aircraft on the taxiways to 18/36 and we did plane counting for inbound and outbound aircraft on 18/36 all week. In addition to that, some of the group were able to participate in a back-stage tour of the one-week wonder, put in some rivets, and also have their names on that airplane. Some of the Explorers had some time in the simulators in the Redbird tent and we all had center stage seating for the Wednesday night airshow.

At our first meeting after the Airshow, we all met at the field next to the Coon Rapids Ice Arena and we did some model rocket launches. We had several different styles of rockets and several launchers set up so everyone had a chance to make them fly. We were even able to retrieve all the rockets. Despite the winds, none were lost to the trees or houses. Coming up for the remainder of August will be some aerodynamics and weight & balance challenges as well as some planning for our upcoming open house.

On The Lighter Side



Things that drive teachers crazy

Steve is driving his car. He is travelling at 60 feet/second and the speed limit is 40 mph. Is Steve speeding?

He could find out by checking his speedometer.

Where was the American Declaration of Independence signed?

At the bottom.

Simple Thoughts:

I hate it when I see an old person and then realize we went to high school together.

My wife says I only have 2 faults. I don't listen and something else.

The officer said, "You drinking?" I said, "You buying?" We just laughed and laughed.... I needed bail money.

My doctor asked if anyone in my family suffers from mental illness. I said, "No, we all seem to enjoy it."

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 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.

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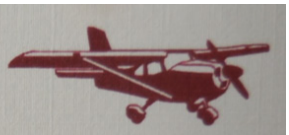

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Anoka County Airport/Blaine (KANE)

EAA Chapter 237
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Gary Laurich
EAA Tech Counselor/Flight Advisor

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gary.laurich16@gmail.com
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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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