

THE WINDSOCK

JANUARY 2022

Editor: Frank Huber | Layout Editor: Deb Huber

The President's Flight Deck Our annual awards dinner was held on December 20, 2021. We had a wonderful attendance and plenty of food for all! Thank you to everyone for contributing! For those unable to attend, here are the award winners and a brief description of the award. Thank you to all the deserving recipients.

Jeff Mullin | Ron Fichtner Outstanding Craftsmanship Award This is a new award honoring a member whose craftsmanship is outstanding. Jeff has done outstanding work on his project, and we are all waiting to see it fly! A plaque financed by Bob Heavirland will be made in Jeff's honor.

Mike Miller | Wally Swanson Outstanding Service Award Thank you to Mike for his continued work with the Explorer post and Young Eagles.

Bob Henkes | Wally Swanson Outstanding Service Award, Membership Coordinator, and Vice President Thank you to Bob for continuing to operate the Explorer post, volunteering for the Young Eagles program, ensuring our insurance and fire codes are met, and providing guidance to the board. Bob has spent quite a bit of time this year updating our membership information.

Dave Peterson | MVP, Web Editor, and Simulator Manager Dave has earned the MVP easily with all the behind the scenes work he does. He manages mailchimp, survey monkey, flight simulator, financial reporting, and researches new software and ideas to make all of this easier. He keeps our web site up to date and manages the training program for the Simulator.

Keith King | Continuous Helper Award We gave this award because Keith is always helping at every event we host.

Jack Smith | Continuous Helper Award Jack is always helping the chapter at every event, and he keeps the chapter supplied with pop and water!

John Flink | Continuous Helper Award John is another member who is always there to help! If you see John at an event, most likely Keith and Jack are not far away.



YOUR CHAPTER BOARD OFFICIERS

Kevin Sislo, President
Ellen Quist, Secretary
Charles Jasicki, Director

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

Contact the Board at: board@eaa237.org



Frank Huber | Newsletter Editor and Ray Scholarship Manager Frank (and Deb Huber) put together a fabulous newsletter each month that keeps us all informed of the Chapter events! In addition, Frank selects the scholarship recipients and makes sure they stay on track to complete their scholarship within the one-year period. The success of our scholarship recipients can be attributed to Frank's attention to detail with this program.

Ellen Quist | VMC & IMC Coordinator and Secretary Ellen does a wonderful job hosting the VMC and IMC events. She keeps the events light and interactive, and if you have not attended yet, be sure to check it out. As Secretary, Ellen records the board and chapter meeting minutes, and I have never seen anyone send out meeting minutes faster than Ellen!

Gary Laurich | Technical Counselor Gary's experience is a great resource to anyone needing technical help with their project.

Michael Grzincich | Young Eagle Coordinator and Board Member Michael keeps our YE events on task and provides reporting to EAA HQ. His input to the Board is humorous and insightful!

Bob Heavirland | Eagle Flight Coordinator Bob is willing to drop everything and introduce an adult to flight. He is a great resource on the history of this Chapter, often answering why and how we have done things in the past.

Al and Deb Patchin | Culinary Coordinators A lot of work goes into estimating, prepping and preparing for our monthly dinner, and we are indebted to these two!

Chuck Jasicki | Board Member Chuck continues to provide guidance for the Board and is currently working on methods to invest our funds.

Mark Heule | Treasurer Mark's years of experience keeping track of our expenses is greatly appreciated, and his experience as a Board member is greatly appreciated. *Kevin*



Technical Advisers Needed We are looking for additional Technical Advisers within our Chapter. Technical Advisers are individuals who have built or restored an aircraft or assisted doing so. There is a form on the EAA website that can be used to evaluate your skills. Feel free to reach out to president@eaa237.org if you are interested in obtaining this rating.

Flight Advisers Needed We are looking for Flight Advisers within our Chapter. Flight advisers are individuals who help members evaluate the purchase of an airplane or project and help prepare a pilot for first flights. There is a form on the EAA website that can be used to evaluate your skills.

EAA Air Academy Programs

The chapter has two open slots for EAA Air Academy programs this coming summer. If you know of a young person in these age groups that has an interest in aviation and would benefit from one of these programs, please have them apply. We have an open position for the Young Eagles Camp, ages 12-13, June 26-30, and an open position for the Basic Air Academy Camp, ages 14-15, July 12-17. We need to

receive application letters by the end of January, and can be sent to president@eaa237.org. The letters should state why you want to attend the EAA Air Academy, what aviation experiences, education, or training do you have to date, what do you hope to gain from the Air Academy, and what aviation related career goals do you have. Further information is available at <https://www.eaa.org>

2021 Tree of Hope Results

Hope you all had a good holiday season and a Happy New Year. Tree of Hope had another successful year in 2021. Thanks to you, we were able to send toys to 38 hospitals, five Ronald McDonald Houses and two shelters again this year - 128 bags /3,200 toys to help

make the holidays a bit brighter for hospitalized children. Without all our volunteers, Tree of Hope would not be possible. *Thank you again.*

Tree of Hope Board of Directors: Sarah and Andy, Cheryl, Emily, Deb and Howie

EAA237 COMING EVENTS

- Chapter 237 Aviation Explorer Post meetings will be held on Friday, January 21st, Friday, February 11th and Friday, February 18th at the chapter building beginning at 7 pm.
- Chapter 237 monthly meeting on January 24th. Food served at 6 pm, meeting begins at 7 pm.
- LEARN. BUILD. FLY EAA Homebuilders Week January 24-28. Register to attend the second-annual EAA Home Builders online event. The full schedule of events is detailed through the link, where you can click the presentation title to register. <https://www.eaa.org>
- Chapter 237 monthly pancake breakfast will be held on Saturday, February 5th from 7:30 am until 11 am.
- Chapter 237 Young Eagles Event will be held on Saturday, February 12 from 9:15 am to 2 pm at the Atlantic Aviation FBO.
- IMC/VMC Club will be held on Thursday, February 17th via Zoom. The IMC meeting will begin at 6:30 pm and the VMC meeting will begin at 7:30 pm. An email with the link will be sent to all members prior to the meeting.
- Chapter 237 monthly meeting on February 28th. Food served at 6 pm, meeting begins at 7 pm.

boldmethod ▶

Can You Fly A Visual Go-Around On An Instrument Approach Clearance? *by Swayne Martin*

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

The datalink weather revolution: safer and less stressful flights *by John Zimmerman*

Go or NO Go: fall cold front *by John Zimmerman*



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

Objective area analysis for GA pilots *by Joe Frampton*

VFR on Top... For a Long Time *by Josh Ford*

boldmethod ▶

7 Illusions That Can Quickly Cause Problems *by Corey Komarec*

Quiz: Can You Answer These 6 Airport Operations Questions? *by Colin Cutler*

10 Times It's Appropriate to Say "Unable" To ATC

How To Fly A Perfect Short Field Landing *by Colin Cutler*



A Simple Way to Better Landings

Quick Links

EAA Post-Secondary Scholarship Applications Close Soon

EAA Member Builds a Better Mousetrap

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

Crosswind operations - no drama, please *by Brian Souter*

Learning The Hard Way *by Art Bridge*

boldmethod ▶

5 Ways To Start Your Flight Training Right Now

6 Ways To Get The Most Out Of Your Flight Training

How a Turboprop Engine Works

How a Propeller Generates Thrust

Liberators Over Europe



Post 237
Michael Miller

In December, the Aviation Explorer Post had a visit from Bernie Gruber of the Guided Projectiles Division of Northrup Grumman. Bernie gave us a presentation on some of the projects his division is working on and shared some videos of some of their technology in action. It was a really good presentation and he had the Explorers involved with lots of questions and answers.

We then capped off the year with our holiday party. The Explorers had their fill of pizza, cookies, and Dilly bars and there were plenty of activities. We had some model rocket building going on, Elijah was coaching a couple of the Explorers in the simulator, we had a few rounds of Uno, and, of course, Oshkosh videos up on the screen.

The post holds their normal monthly meetings on the first and third Fridays of each month beginning at 7pm at the chapter building. If you know of a young man or woman with an interest in aviation please have them attend a meeting.

ZENITH 701 Project Update

The building crew is continuing to make progress on the chapter Zenith project. The doors have been installed and the work to seal the doors better is underway. We were having problems getting the engine to run so the fuel injectors were replaced. Good trouble shooting figured out that the valves had not been properly adjusted when the engine was assembled by the previous owners. More importantly, Mark and George, through studying the engine manual, realized that the magnet on the cam gear that fires the ignition had two possible positions and was on the wrong one. So after weeks of cranking the engine with no luck starting it, the engine started

right up and ran smooth as can be.

There are still a number of projects to be completed, the EFIS has to be programmed for the engine monitoring, the door seals completed, seat cushions made, prop installed, engine runs and backup power testing, windshield fairing finished and a bunch of adjustments and tweaks that go into finishing an aircraft project. The paperwork for the aircraft registration is being finalized so we should be ready for the airworthiness inspection next Wednesday. Once it is finished it will be given to the 237th Aero Squadron Flying Club, which should provide the opportunity for some affordable fun flying.





Chapter members Duane Kruse's and Sharon Sandberg's Build-a-Plane program is restoring a 1964 Piper PA-22-108, N108CS to flying condition. The project was donated in 2017 and was recovered by Sharon's nephew and niece, John and Nicky Bjornstad from a barn in Ohio, where it had been sitting for over ten years. Work began as soon as the aircraft arrived back in Minnesota. The aircraft was stripped down to it's basic parts and the young people participating in the program proceeded restore the aircraft under the supervision of the adults, who run the program.

During the last four years they have cleaned parts, replaced hardware, replaced the leading and trailing edges of the wings, did riveting, all the fabric work, priming, painting, removed and reinstalled the engine after inspecting the firewall and engine mount, replaced skins and plexiglass and formed new parts where needed. They averaged around four students per work session, with sometimes having as many as fifteen at one time working on the project. Over the course of the project there have been around thirty young people involved.

As you can see from the pictures, the aircraft has been recovered, engine has been reinstalled and is going to be taken to the local Greg Anderson Auto Body shop for painting. So far Sharon estimates that some 1200 man-hours have been put into the restoration. The aircraft came with a tail wheel STC conversion, but is pretty much in the original configuration. There are still some items on the project, for instance the carburetor needs to be overhauled and the mags bench tested at Horizon Aircraft, which need more money to finish up. So being a 501.3C non-profit, it would be very helpful if chapter members could donate some money to help them complete this project

When the aircraft is completed, which should be on "next Tuesday", it will be added to the Build-a-Plane flying club for use by the participants in the program. The flying club currently has a Cessna 150, with a donated Cessna 172 under restoration, that will also join the lineup of affordable aircraft in the flying club. Because of the lower cost of flying, this program has allowed our chapter to split several Ray Aviation Scholarships in half. Our first three successful Ray scholars Charlie Ellingson, Owen Nitz

HOMEBUILDERS
WHAT OUR MEMBERS ARE
BUILDING, RESTORING AND FLYING.

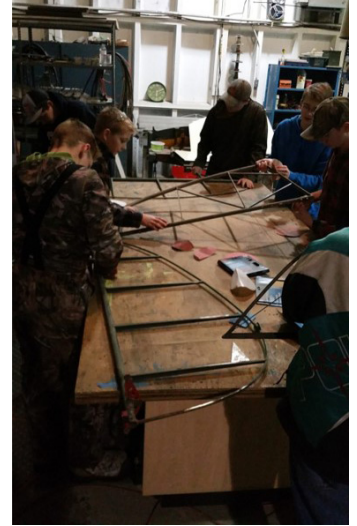
BUILD-A PLANE'S PIPER COLT RESTORATION PROJECT

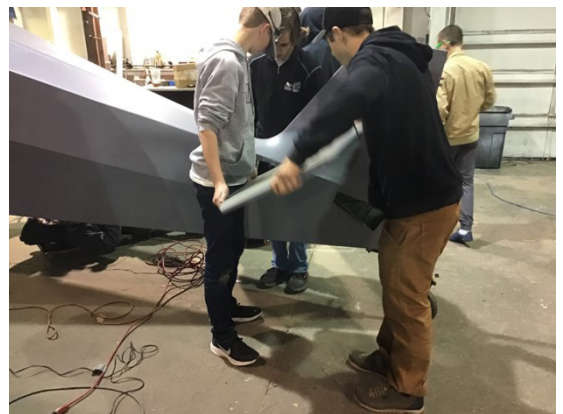
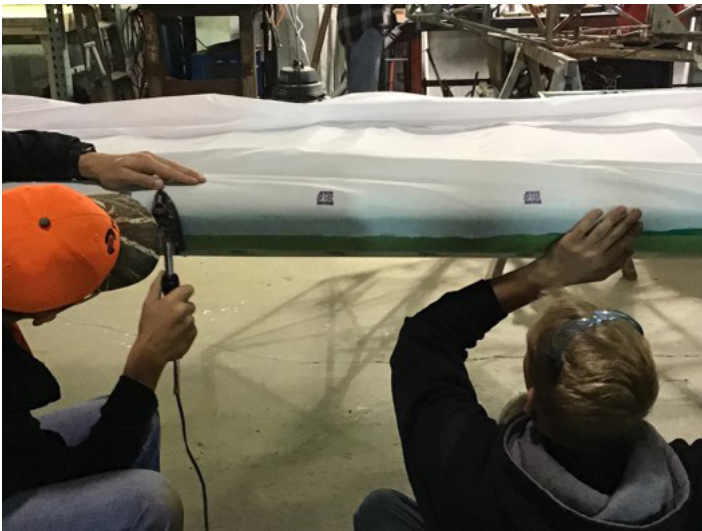
and Owen Larson were all Build-a-Plane participants and two more current scholars, JJ Runde and Cade Stommes are also from the program. The Build-a-Plane program is an outstanding program for stimulating the interest of young men and women into the field of aviation that is worthy of our support.

THE PIPER PA-22-108 COLT

The Piper PA-22 Colt was the end of an era as far as Piper constructing aircraft from steel tube and fabric. The Colt owes most of its lineage to the short wing Piper that started it all, the PA-15/17 Vagabond. The structure of the Colt fuselage closely mirrors the Vagabond as neither airframe contains the Clipper, Pacer and Tri-Pacer rear door/seat and overhead structures.

Piper understood the market for that period, Cessna had the 150 and Piper had the PA-18 Super Cub (but that was a tail dragger), and they needed a machine that was economical to manufacture and also to operate. Piper needed a stop gap airplane to fill the trainer role, which they would not have until the PA-28 Cherokee 140 was introduced. What they came up with was the wonderful smaller two seat PA-22-108 Colt. Piper must have done their homework, as well over 2,000 Colts were manufactured in the three year production run, 1961-1964, at Lock Haven, PA. Many were destined for the role for which they were designed and manufactured, flight school training. The PA-22-108 Colt weighs 940 lbs empty with a gross weight of 1,650 lbs. It is powered by a Lycoming O-235-C, 108 horsepower engine. It carries 36 gallons of fuel giving it a range of 648 miles. It has no flaps, stalls at 54 mph and cruises in the 90s to 108 mph.





CHAPTER

FLIGHT SIMULATOR

In a previous newsletter article, we talked about the possibly conducting the Level 1 orientations remotely. The student trainee would be at the simulator at the chapter building and the instructor/trainer would be at home, connected in via Zoom. We have tested this idea with one trainee, and we think it will work for others. To facilitate this interaction, we have purchased a wireless gaming headset for use at the simulator as shown in the attached photo. For more information on this headset please see the [Wireless Headset User Guide](#) document.

We continue to add more on-line documentation about the flight simulator at our chapter website. Please check out the latest content starting at the [Flight Simulator home page](#). Check out the videos at the 'Sim YouTube Videos' link, especially those under the section titled 'Flying Techniques and Procedures on a Sim'.

If you follow the news about flight simulator software, you have probably heard that users really like the awesome graphics that Microsoft Flight Simulator has in their product. For example, the weather and cloud structures are much more realistic than in X-Plane 11. Recently, Laminar Research, the makers of X-Plane, have been previewing the new features to be included in the X-Plane 12 release. As you might expect, they have done some major updates to the visuals and graphics for the weather, including more realistic cloud formations. But don't expect

us to upgrade to the new version as soon as it comes out. We will be taking a 'wait-and-see' approach to be sure it is very stable and reliable. We'll let other users deal with the 'bugs'. In the meantime, our X-Plane 11 flight simulator is already an effective flight training tool, especially for instrument flight training.

If you have questions about the simulator or are interested in getting time on the simulator, please check out the Frequently Asked Questions page for more details. If, you don't see an answer to your question there, then put it in an email and send it to: flight-sim@eaa237.org. *Dave Peterson*





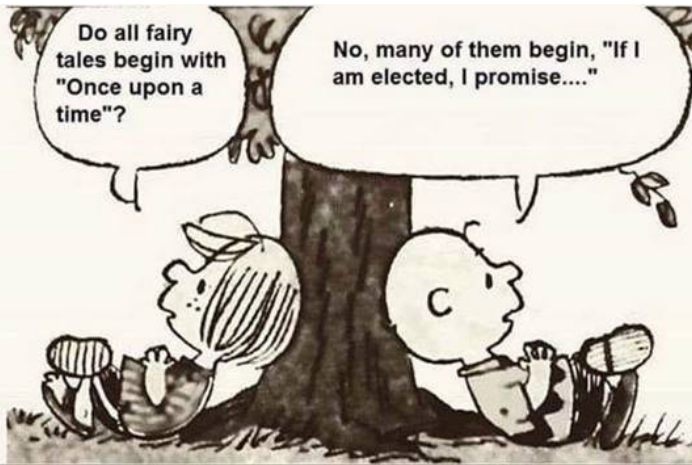
Michael Grzincich
Young Eagles Coordinator

The chapter held a Young Eagle event on Saturday, December 8 at Atlantic Aviation. There were three pilots who provided 34 Young Eagle rides. They were supported on the ground by seven chapter members. Fortunately, the weather warmed up a bit from the arctic temperatures Minnesota had been experiencing. From the pictures taken, it's clear there was a good time being had by all the participants.

The next chapter Young Eagles event will be held on Saturday, February 12 from 9:15 am to 2 pm at Atlantic Aviation. As always, volunteers are needed to fly and work ground support. Tell your family, friends and neighbors with children about the free Young Eagles flights.



On The Lighter Side



Last night the Internet stopped working so I spent a few hours with my family. They seem like good people.



"This is my grandpa. He's going to explain why this country is going to hell in a handbasket."

Banana is sooo hard to spell!



Grandpa looked after the twins and they came back like this. He was tired of not being able to tell who was who.



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 FEBRUARY issue are due on or before FEBRUARY 10.



Ellen Quist

Commercial Pilot
CFI/CFII

Cell: 763.222.4952
ellen@flyhalf.aero

 [@flyhalf_aero](https://www.facebook.com/flyhalf_aero) <https://flyhalf.aero>

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
Minneapolis, MN 763-561-8945

Red Wing Soaring Association

Scenic Demonstration Rides and Memberships Available!
No prior aviation experience required
FAA Certified Flight Instructors



Located at Hangar H-1
L.O. Simenstad Airport Osceola WI
Phone: 651-653-1631
Email: info@rwsa.org
Website: www.rwsa.org



Bob Henkes

• Auto • Home • Life • Business •

Office (651) 489-1347
Fax (651) 489-5403
236 Larpenteur Ave. W • St. Paul, MN 55113
Bob@QualityInsuranceService.com
www.QualityInsuranceService.com

FLIGHT INSTRUCTION

Ground Instruction
Flight Instruction




Cheryl Ann Daml
CFI, CFII, Commercial Pilot
C. 612-272-9717
cdaml@msn.com Anoka County Airport/Blaine (KANE)

EAA Chapter 237

1st AirVenture Chapter Grand Champion

Gary Laurich
EAA Tech Counselor/Flight Advisor



Chapter Hangar
8891 Airport Road NE, Box C-12
Blaine, MN 55449

763-242-3564
gary.laurich16@gmail.com
www.eaa237.org

Chapter Meetings:
4th Monday of the month
Dinner Social: 6:00 pm
Meeting Starts: 7:00 pm



DAVID A. AUTIO
Certificated Flight Instructor
CFI/CFII/IGI

Phone: (763) 755-0350
Mobile: (763) 229-4987
Email: dautio0350@comcast.net 401 117th Ave NW
Airport: Anoka/Blaine Airport (KANE) Coon Rapids, MN 55448

Flying Star Products

I sell premium split point drills and taps for all your shop and aircraft building needs.

Made in the USA.

Bob Heavirland | 651-324-0792
rheavirland@yahoo.com