



Editor: Frank Huber | Layout Editor: Frank Huber

The President's Flight Deck

Happy 2024 everyone! I hope your new year is off to a great start, never mind the cold temperatures! While you are renewing your New Years resolutions, how about making a resolution to increase your aviation game. Perhaps it is to finally work on that new rating, or getting back into the air after an extended break. If flying isn't in your plans, how about additional volunteering with your favorite EAA Chapter? And when you need moral support to uphold your resolutions, our Chapter members are here for you, just ask them.

Our January Chapter meeting will be held in person on the 22nd. Our guest speaker, Steve Wentworth, will provide an informal presentation on his company, Wentworth Aviation. There are several aspects to this company that will make this an entertaining evening. The presentation will be preceded by a chili dinner and our business meeting, all beginning at 6:00 PM.

Finally, be sure to frequently check our events calendar as it is kept up to date with all the events going on in our Chapter. You can install a mobile version of the team up APP on your phone as well.

I hope to see you at the Chapter meeting!

Kevin



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





Well winter has now arrived! The chapter's first Young Eagles event of 2024 had to be canceled on Saturday, January 13 due to low temperatures, high winds and low ceilings. We will be back at it next month on Saturday, February 10 from 9am to 2pm at Atlantic Aviation. All chapter members are invited to come out to help make the event another success. We can always use help with the check in process, talking with the families about the Young Eagle program and what EAA and our chapter have to offer, safely walk the Young Eagle and their family out to and back from the flight line, marshal the aircraft and of course pilots to fly the Young Eagles. It's always a lot of fun watching the young people come back from their flying experience.

Come on out and enjoy the fun!

Chapter Ray Aviation Scholar Cody Phillipi's progress has been slowed down due to a lack of instructors at the Princeton Airport. Cody is very close to finishing his training. Fortunately there is a new female instructor offering to work with Cody. He is scheduled to start flying with her next week. 2023 Ray Scholar Francesca Dewanz has started her training with the CAP program at the Stanton Airport.

I recently completed the application for a 2024 Ray Aviation scholarship. The deadline for the application is January 31 and the scholarships are awarded sometime in February. I feel confident our chapter will be awarded another scholarship this year because of the success we have had in the first five years of the program. *By Frank Huber*



The Chapter 237 Aviation Explorer Post has been having some interesting events. At their early January meeting, Caleb Mink, a Delta Airlines A&P gave a presentation about his career path. He talked about what it takes to be an A&P and other options in the field of aviation. Caleb will be providing a tour of Delta's maintenance facilities at MSP on Friday, January 19.

Coming up next month, on Friday, February 2nd, Paul Campobasso, from the Red Wing Soaring Association will be at the chapter building to give us a presentation on gliders. RWSA operates out of Osceola, Wi, just across the river.

All the members have been invited to attend a glider pilot ground school this winter via zoom offered by Stephen Nesser, CFI-G, the Chief Flight Instructor of the Minnesota Soaring Club.

If you know of a young person with an interest in aviation please tell them about our chapters organization. They meet on the first and third Friday of every month at 7pm at the chapter building, unless they have an outing to an aviation related venue.

WHAT OUR MEMBERS ARE BUILDING, RESTORING AND FLYING

Rich Hoch's BD-5



Rich got the airworthiness certificate for his beautiful BD-5 this past summer. He got in lots of taxi testing and some high speed runs down the runway. He felt some pressure from the tower to just take off, but decided to stick to his test flight plan. With the cold weather arriving, Rich is planning to wait until spring to continue his flight test program. He plans to move to an airfield south of the cities into a friends hangar. There with less traffic, no control tower and more open space around the airport, Rich will start flying the BD-5. He says the plane is performing well, runs were straight, and all controls feel fine. Congratulations to Rich and we look forward to seeing his BD-5 flying later this year!

MOSAIC

As you have probably read, the proposed MOSAIC rules are going to bring some really major changes to aircraft certification rules, Sport Pilot rules and maintenance rules that can potentially be very positive for the flying many of us do. However there is a proposal that would change the certification requirement for the Light Sport Repairman Maintenance (LSRM) rating from a course based on 120 hours of instruction to a curriculum aligned with the Airman Certification Standards (ACS) for Aviation Mechanic General, Airframe, and Powerplant (A&P). While a seemingly minor change on first read, this could balloon the time needed to obtain the LSRM rating from the current 15 day course.

Dramatically increasing the time and expense needed to obtain the LSRM rating will have a deleterious effect on the future maintenance of LSAs, with both fewer maintenance professionals overall and fewer professionals with specific interest and expertise in LSAs. In proposing this change, the FAA has failed to provide a justification predicated on safety.

The deadline to make comments on MOSAIC and this particular part of it ends January 22.

EAA has provided guidance for submitting comments for FAA's MOSAIC NPRM

General Suggestions: According to the FAA, "the most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data." It is important to remember that comments and suggestions supported by thoughtful safety justifications have the most impact and best chance of influencing changes to proposed rules. Also, comments have a greater impact if they are reasonable and within the proposed rule's scope. Here are their suggestions concerning the Maintenance Course:

Recommendation: 1. Maintain existing requirements and structure including the basic hour requirements for the Light Sport Repairman (LSRM) and LSRI courses. 2. Supplement existing LSRM courses with manufacturer provided maintenance information specific to aircraft components and technologies, such as retractable gear, constant speed propellers, and new propulsion systems.

Justification: 1. The FAA provides no data-supported safety justification for changing the requirements. 2. Light-Sport Repairman are already trained to use manufacturer provided maintenance manuals to follow step by step instructions on LSA maintenance. 3. Concern that the proposed changes will drive up the cost and complexity of the currently successful program without an increase in safety.

Rainbow Aviation, which provides the 15 day training course for the Light Sport Repairman certificate that our Treasurer Mark Heule successfully completed has a link that provides great guidance on what you might want to say in your comments on this proposed change at: <https://rainbowaviation.com/?p=8642>

At the above link at Rainbow Aviation you will find 12 bullet points you might want to include in your own words.

At this link at Rainbow Aviation you will find several sample comments to read when drafting your comment: <https://rainbowaviation.com/?p=8642>

This change is obviously a case of changing something that isn't broken. There is already a shortage of A&P mechanics, who generally don't know all that much about experimental aircraft. Additionally it makes no sense to zero out all the already trained and certified Light Sport Repairman. So please take the time to comment on this very bad idea.

Chapter 237 Coming Events

- * Chapter Aviation Explorer Post meetings Friday January 19 at 7pm
- * Chapter Meeting on Monday , January 22 beginning at 6pm with dinner, meeting to follow at 7pm
- * Chapter Aviation Explorer Post meetings Friday February 2 and 16 at 7pm
- * Chapter Aviation Breakfast Social Saturday, February 3 from 7:30am to 11am
- * Chapter 237 Young Eagles Event at Atlantic Aviation on Saturday, February 10 from 9am to 2pm
- * VMC/IMC Meeting on Tuesday, September 19 VMC begins at 6:30 pm and IMC at 7:30 pm
- * Chapter Meeting on Monday , February 26 beginning at 6pm with dinner, meeting to follow at 7pm



boldmethod

You're Given A 'Decent Via Clearance. How Low Can You Go?

<https://www.boldmethod.com/learn-to-fly/navigation/how-low-can-you-go-on-a-star-arrival-turboprop-jet/>

How To Use A Cruise Clearance

<https://www.boldmethod.com/learn-to-fly/regulations/ifr-cruise-clearance-how-to-fly-with-the-clearance/>

Scenario: Go or No-Go? MVFR Conditions With a Chance Fro Icing

<https://www.boldmethod.com/learn-to-fly/safety/go-or-no-go-ifr-cross-country-with-icing-conditions-forecast/>

You Won't Fly A Procedure Turn When? Video

<https://www.boldmethod.com/shorts/shorts.ifr.0018/>

Do I Need To Meet Stepdowns When I Go Visual? Video

<https://www.boldmethod.com/shorts/shorts.ifr.0033/>

You Won't Fly A Procedure Turn When? Video

<https://www.boldmethod.com/shorts/shorts.ifr.0018/>

Flying An Obstacle Departure Procedure (ODP) Video

<https://www.boldmethod.com/shorts/shorts.ifr.0003/>

Quiz: Can You Answer These 7 Holding Questions?

<https://www.boldmethod.com/blog/quizzes/2023/12/can-you-answer-these-7-holding-questions/>

Six Factors To Consider Before Picking An IFR Alternate

<https://www.boldmethod.com/blog/lists/2024/01/6-considerations-before-you-pick-your-ifr-alternate/>

The Finer Point

LPV APPROACHES - PRECISION? or NONPRECISION?

<https://www.youtube.com/watch?v=w1a-9K0dxQY>

boldmethod

Why Are There Mandatory Cloud Clearance Requirements

<https://www.boldmethod.com/learn-to-fly/regulations/why-do-vfr-cloud-clearance-requirements-and-regulations-exist-for-flights/>

How Cloud Ceilings Are Reported

<https://www.boldmethod.com/learn-to-fly/weather/how-cloud-ceilings-are-reported-for-pilots-metar-speci/>

How To Fly A Perfect Short Field Landing

<https://www.boldmethod.com/learn-to-fly/maneuvers/how-to-fly-a-perfect-short-field-landing-each-time-final-approach-to-touchdown/>



Quiz: Could You Handle These 6 Aircraft Emergencies

<https://www.boldmethod.com/blog/quizzes/2023/11/six-questions-are-you-ready-for-an-aircraft-emergency/>

6 Hazards Of Tailwinds During Takeoff and Landing

<https://www.boldmethod.com/blog/lists/2023/11/six-hazards-of-tailwinds-during-takeoff-and-landing/>

Freezing Rain: How It Forms

<https://www.boldmethod.com/learn-to-fly/weather/how-freezing-rain-forms-severe-icing-conditions/>

Tips To Perfect Your touchdown Point Video

<https://www.boldmethod.com/shorts/shorts.vfr.0056/>

Tips To Handle Icy Runways and Taxiways

<https://www.boldmethod.com/learn-to-fly/weather/icy-runways-and-taxiways/>

Requirements To Enter Class B Airspace Video

<https://www.boldmethod.com/shorts/shorts.vfr.0042/>

If Your Engine Fails. Should You Fly Best Glide Or Minimum Sink?

<https://www.boldmethod.com/learn-to-fly/maneuvers/how-to-handle-a-power-off-landing-following-an-engine-failure-best-glide-or-minimum-sink-how-to-manage-it/>

QUICK LINKS

AIR FACTS

Instructional Inheritance; An Examination of the DNA of Your CFI *BY CHARLES TURNER*

<https://airfactsjournal.com/2024/01/instructional-inheritance-an-examination-of-the-dna-of-your-cfi/>
trk_msg=SFHCLD7SITKKLBHD5A782TTG08&trk_contact=RMPCRB64F9CCIR5GOMICQNE7OC&trk_sid=PIT9KFU10AK07OH5AS6HC6AUBG&trk_link=BKAM6JKID37KFAEBRGJ0K0039K&utm_source=istrak&utm_medium=Email&utm_term=Instructional+Inheritance:+An+Examination+of+the+DNA+of+Your+CFI&utm_campaign=F24012A&utm_content=Our+most+popular+articles+and+photos+of+2023+++Go+or+No+Go

Flying Functional Check Flights (FCFs) *By Dave Hill*

<https://airfactsjournal.com/2024/01/flying-functional-check-flights-fcfs/>
trk_msg=SFHCLD7SITKKLBHD5A782TTG08&trk_contact=RMPCRB64F9CCIR5GOMICQNE7OC&trk_sid=PIT9KFU10AK07OH5AS6HC6AUBG&trk_link=PKT7BIA-IMRTK84I00PRREVSVJFS&utm_source=istrak&utm_medium=Email&utm_term=Flying+Functional+Check+Flights+(FCFs)&utm_campaign=F24012A&utm_content=Our+most+popular+articles+and+photos+of+2023+++Go+or+No+Go

A soaring surprise for my birthday *By Cal Tax*

<https://airfactsjournal.com/2024/01/a-soaring-surprise-for-my-birthday/>
trk_msg=SFHCLD7SITKKLBHD5A782TTG08&trk_contact=RMPCRB64F9CCIR5GOMICQNE7OC&trk_sid=PIT9KFU10AK07OH5AS6HC6AUBG&trk_link=SHSBL7IFQIF4B43G3PE81KRDLS&utm_source=istrak&utm_medium=Email&utm_term=A+Soaring+Surprise+for+My+Birthday&utm_campaign=F24012A&utm_content=Our+most+popular+articles+and+photos+of+2023+++Go+or+No+Go

Air Facts Video Classic: Operating in Winter Conditions Video With Richard Collins

<https://airfactsjournal.com/2024/01/air-facts-video-classic-operating-in-winter-conditions/>
trk_msg=SFHCLD7SITKKLBHD5A782TTG08&trk_contact=RMPCRB64F9CCIR5GOMICQNE7OC&trk_sid=PIT9KFU10AK07OH5AS6HC6AUBG&trk_link=NFAIDMS0HB4KH4343KVSJULIM8&utm_source=istrak&utm_medium=Email&utm_term=Air+Facts+Video+Classic+Operating+in+Winter+Conditions&utm_campaign=F24012A&utm_content=Our+most+popular+articles+and+photos+of+2023+++Go+or+No+Go

BEECH TALK

How high did the F-4 go that day? *By Richard Karwowski*

<https://www.beechtalk.com/forums/viewtopic.php?f=7&t=225869>

FAASteam

CFIT and Normalization Deviation Bias

<https://medium.com/faa/cfit-and-normalization-of-deviation-bias-5f6e8da61c4f>

General Aviation News

An airshow and so much more *By Jeremy Kornreic* <https://generalaviationnews.com/2023/06/22/an-air-show-and-so-much-more/>

On The Lighter Side

Boeing Quality Control Team



GANG VIOLENCE HAS TO STOP 🤔🤔



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.



Flyhalf Aero

Ellen Quist

Commercial Pilot
CFI / CFII

Cell: 763.222.4952
ellen@flyhalf.aero

@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



Donald Huettl
Custom3D LLC
Cell: 763-634-1349
DAHUETTL@GMAIL.COM

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




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

Autio
FLIGHT INSTRUCTION

Phone: (763) 755-0350
Mobile: (763) 229-4987
Email: dautio0350@comcast.net

401 117th Ave NW
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