



Editor: Frank Huber | Layout Editor: Frank Huber

## The President's Flight Deck

Here we are mid-April and our two day 80 degree summer days have already passed. We are now back into winter as it is snowing again, and several inches are expected! Oh well, soon we will have the warm days suitable for flying and get together!

Hopefully your calendar has May 19<sup>th</sup> and May 20<sup>th</sup> inked in for "The Great Minnesota Aviation Gathering" at the Buffalo Airport. Further GMAG details are available here, <https://mnpilots.org/gmag/>. Also, our Burger Bash is scheduled for June 3<sup>rd</sup>, and your volunteer services will be appreciated.

We will meet in person for our April 24<sup>th</sup> Chapter meeting. Social and dinner hour begins at 6:00 PM, followed by our business meeting at 7:00 PM, topped off by a guest speaker from Surfside Seaplane base presenting on float plane flying at 8:00 PM. Our wonderful IT and video crew have been refining our meetings by integrating Zoom seamlessly into our presentations. This allows remote attendance due to weather or scheduling conflicts of our members. It also allows us to host more remote guest speakers, and thus a wider range of topics. Please bring a fellow aviation enthusiast with you!

As mentioned in last month's message, if you did not renew your membership for 2023 by March 31<sup>st</sup>, your membership status was changed to inactive. Remember, your membership dues help keep the Chapter lights on! I am still looking for some volunteers to help with Chapter meal preparation. This can be a group of individuals, or rotation between a few individuals. Let me know if you are interested.

Dave Peterson is still looking for some volunteers to help him with his IT duties, and eventually assume full responsibility. Let me know if you are interested in helping with this responsibility.

As a cautionary note, if you are the last person to leave the Chapter building, please be sure the door is locked behind you. I did find an unlocked door one morning, and fortunately nothing was missing. I am sure this was an oversight, so be sure to test the door knob to ensure it is locked as you leave.

I look forward to seeing you at the next Chapter meeting. Remember to bring a friend or neighbor to our next Chapter meeting or event, and introduce them to the wonderful world of aviation. Kevin



### YOUR CHAPTER BOARD OFFICIERS

Kevin Sislo, President  
Ellen Quist, Secretary  
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Robert Henkes, Vice President  
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Contact the Board at: [board@eaa237.org](mailto:board@eaa237.org)





Our chapter held another successful Young Eagle event on Saturday, April 8. It was a warm beautiful sunny day on which to provide forty-nine Young Eagle flights. Eighteen girls and thirty-one boys went flying in the six aircraft that were flying that day. Scott Engle with his Cessna 310, Frank Huber in his RV-7A along with Andy Geppert, Michael Grzincich, Mark Heule and Mike Miller did the flying. Michael is just two more Young Eagles away from 800 Young Eagle rides given, a significant milestone, We had a great ground crew checking in the participants, marshaling the aircraft and keeping all the participants and their families safe out on the flight line. The next Chapter 237 Young Eagles event will be held on Saturday, May 13 from 9am to 2pm at Atlantic Aviation. The demand for rides is high, so the registration is closed for this event. As always we can always use more volunteers to make this event a success. Come on out and enjoy the young people being exposed to



Jim Reed and Joe Czech, from the MSP control tower, hosted Explorer Post 237 and 521 on a very cold and windy March day for a tour of their facilities. We had a large group, so we split into three. One group went up into the tower to see how the ground and takeoff/landings operations works. One group was down in TRACAN to see how approach and departure operations works, and one group met in the conference room to learn about what it takes to be an air traffic controller, what their days consist of, how their schedules work and lots of additional information about what it is like working as an air traffic controller. We then rotated the groups through all the areas. We were also able to get some time out on the catwalk so we could do a little plane spotting. 33Everyone was fantastic and very accommodating. It was a great tour and the kids had a blast.



Friday, May 5<sup>th</sup> we will meet at the EAA Chapter building again and we will have a guest. Jim Schill, co-author of the Fly Midwest Podcast will join us and talk about mixing aviation with social media and what it takes to develop content. Jim is hangered at the Anoka County airport and is part owner of a lovely Beechcraft Sundowner.

Registration for AirVenture is open. The Newsletter with the link can be found here: [2023AprilNewsletter.pdf](#). I have registered our Post. The deadline for registration is May 15<sup>th</sup>. AirVenture dates are July 22<sup>nd</sup> through July 29<sup>th</sup>. We'll be driving to camp on Saturday, July 22<sup>nd</sup> and leaving camp on Sunday, July 30<sup>th</sup>. Let me know if you have any questions about this. You must be registered with the Post to attend with the Post. *By Mike Miller*





Ray Scholar JJ Runde successfully completed his PPL check ride on March 26. This was JJ's ninth scheduled attempt to actually take a check ride. He had seven cancelled due to weather and one because one leg of his solo cross-country was three miles short of what is required. JJ has been a great participant in chapter activities and has really put forth an excellent effort throughout his training. He had his instructor, John Johnson, get sidelined with a stroke and the aircraft he was flying get grounded for

an unscheduled engine overhaul for three months this past summer. He actually switched airports and instructors to finish up. JJ marks the seventh successful Ray Scholar for our chapter in the first four years of the program. JJ is registered to enter the UND Flight Training program in the fall.



2022 Ray Aviation Scholar Cody Phillipi received his Lightsport active noise cancelling headset on Saturday April 8, while volunteering at the chapter Young Eagles program. This is the fourth year the Lightspeed Foundation has provided headsets for all the Ray Aviation scholars who have flown their first solo flights.

Cody is currently working on solo practice flights of flight maneuvers and is gearing up for some cross country training. He is also working diligently on preparing for the Private Pilot written exam.



2022 Ray Aviation Scholar Sawyer Hahn received his Lightsport headset last weekend on his way to the Crystal Airport for a training session with his instructor. Sawyer recently flew his first solo flight and has successfully completed his Private Pilot written exam.

Sawyer is doing his training with the Crystal Civil Air Patrol Squadron. He has been working on some night flying and is preparing for his long, three leg cross country flight. He is working towards completing his training this summer.

It's been fun and very rewarding for me to be working with these motivated young men, who are putting in the effort to be successful in their endeavor to become professional pilots in the future. *By Frank Huber*



## WHAT OUR MEMBERS ARE BUILDING, RESTORING AND FLYING

### Mark Huele and Kevin Sislo's Emeraude Project



The Zenith 701 build crew is now at work on the Emeraude project. All the main structures and flight controls have been beautifully built by Clem Spencer. In preparation for covering the aircraft with the Stewart aircraft covering system, the fuselage and one piece wing first had to be mated together. Then all the flight controls are mounted, control cables and push rods hooked up. Then the proper tension is adjusted on the control cables and all the flight controls and flaps are checked for proper operation. This all has to be done before the wings and fuselage are covered. Once all that work has been done the fuselage will be separated from the wings and the covering process will begin. Other things that will have to be done is doing the sliding canopy, fabricating the engine mount, overhauling the engine and then mounting the engine and doing all the firewall forward connections. So there is still a great deal of work to be done and some new skills to be learned by any chapter member, who would like to participate in this project. For the time being the building crew will be working on the project at Mark's hangar on Mondays and Wednesdays from 10am until 2pm. You are invited to come on out and join the fun!

## Zenith 701 Chapter Project & 237th Aero Squadron

We have finally gotten IRS approval for 501(c)(7) non-profit social club status after fourteen months of back and forth with the IRS. The next step for the 237th Aero Squadron flying club is to purchase the kit from the chapter. We originally planned to have the aircraft donated to the flying club, however we found out that a 501(c)(3) non-profit organization can only give things to other 501(c)(3) non-profits. On the advice of EAA headquarters, we will be purchasing it as a kit not a completed aircraft which will bring the cost down for the flying club. Once we have the bill of sale, we will apply for the aircraft registration. Once we have that we will have the aircraft inspected for it's airworthiness certificate in the Light Sport category.

The aircraft itself is essentially completed, with just some engine runs and mixture adjustments to do as well as taxi test, the ADSB system programed, a transponder/altimeter check and other system checks. We will be creating some aircraft specific procedures and checklist before the flight test program begins after reaching the airworthiness certificate. We do plan to use a service that helps expedite the aircraft registration process at the FAA and will be using the newly approved focused flight test program developed by EAA and now approved by the FAA last month. This will cut the flight hours required considerably from the normal 40 hours of flight testing. We currently have nine members in the flying club with one more slot open for any chapter member looking for some economical fun flying. *By Frank Huber*

### Chapter 237 Coming Events

- \* Chapter Meeting on Monday , April 24 beginning at 6pm with dinner, meeting to follow at 7pm
- \* Chapter Aviation Social Breakfast Saturday, May 6 from 7:30am until 11am
- \* Aviation Explorer Post meetings Friday May 5 and May 19 beginning at 7pm at chapter building
- \* Young Eagles Event at Atlantic Aviation on Saturday, May 13 from 9am until 2pm
- \* VMC/IMC Meeting on Tuesday, May 16 VMC begins at 6:30 pm and IMC at 7:30 pm
- \* Chapter Meeting on Monday , May 22 beginning at 6pm with dinner, meeting to follow at 7pm
- \* Chapter Burger Bash on Saturday June 3 at Atlantic Aviation

#### **boldmethod**

##### **Quiz: 5 IFR Checkride Questions**

<https://rb.gy/2nr1r>

##### **Spatial Disorientation: How To Overcome It In Flight**

<https://rb.gy/hn7ip>

##### **Quiz: Can You Answer These 6 RNAV Approach Questions?** *By Corey Komarec*

<https://rb.gy/4xxb7>

##### **6 Things Every Pilot Should Know About Fuel Planning**

<https://rb.gy/2i9ma>

##### **10 Tips For Flying With An Autopilot in IMC**

<https://rb.gy/z93xw>





## **boldmethod**

### **Landing In Turbulence: How To Make Smooth Touchdown**

<https://rb.gy/9hrab>

### **Quiz: Can You Answer These 6 Airspace Questions?** *By Colin Cuttler*

<https://rb.gy/sz2gr>

### **Dihedral: Why Your Wings Have An Upward Angle** *By Colin Cuttler*

<https://rb.gy/7xarc>

### **How To Make A Perfect Short Field Takeoff** *By Colin Cuttler*

<https://rb.gy/spgtj>

### **5 Reasons Why You Should Fly Around The Upwind Side Of A Thunderstorm**

<https://rb.gy/m96gz>

### **Adverse Yaw: How It Affects Your Plane** *By Colin Cuttler*

<https://rb.gy/1ch8x>

### **Quiz: 5 Questions To See How Much You Know About Airspace** *By Colin Cuttler*

<https://rb.gy/vc0a8>

### **6 Tools That Can Help You Avoid Turbulence**

<https://rb.gy/bnje0>

### **What Are Diurnal Winds?** *By Nicolas Shelton*

<https://rb.gy/2ie1g>

### **Dry Line: How It Forms Thunderstorms** *By Nicolas Shelton*

<https://rb.gy/g9rgx>

### **Why Is Spring So Windy** *By Nicolas Shelton*

<https://rb.gy/7cq35>

### **Quiz: Are You Ready For An Emergency On Your Next Flight?** *By Corey Komarec*

<https://rb.gy/qj795>

### **These 6 Types Of Fog Could Ground Your Next Flight**

<https://rb.gy/ghkq5>

### **5 Rules-of-Thumb You Can Use On Your Next Flight** *By Colin Cuttler*

<https://rb.gy/ac0dr>

### **9 Common Mistake Pilots Make During Taxi**

<https://rb.gy/qz78a>

**Why You Should't Fly With A Dirty Windshield**

<https://rb.gy/podou>

**Can You Answer These 5 V-Speed Questions?**

<https://rb.gy/nrcnk>

**The 6 ABCs Of The United States**

<https://rb.gy/4r9id>

## QUICK LINKS

### AIR FACTS

**Hand-Flying a Category IIIA approach and landing with almost no visibility** by Mike Early

<https://rb.gy/zoaxe>

**Beginner's Luck: Winning my first aerobatics competition** by Harry Karmel

<https://rb.gy/wys2l>

**Young and reckless** By Grace Eger

<https://rb.gy/ohygy>

**Tail rotor failure in the Grand Canyon** *By Joe Baginski*

<https://rb.gy/kclr8>

**From the archives: What it takes to fly the President**

<https://rb.gy/f6myx>

**Happy engine, happy pilot** AOPA

<https://rb.gy/mhsjm>

### youtube

**Former female U2 Pilot Col.(Ret) Merryl Tengesdal**[https Interviewd](https://rb.gy/qpduy)

<https://rb.gy/qpduy>

**Boeing test Pilots vs Airline pilots**

<https://rb.gy/mfgjs>



# MASTERY FLIGHT TRAINING INC

## PURSUE MASTERY OF FLIGHT

Pursue Mastery of Flight

Thomas P. Turner

ATP/CFI/CFII/MEI

### This week's LESSON

**With the change of seasons** come the winds of change...and a predictable seasonal increase in Loss of Directional Control on the Runway mishaps (LODC-R, in the vernacular). In the 15 days March 27 through April 10 there were 17 FAA preliminary reports of what appear to have been LODC-R events.

**Several more** in the “prelims” may have had a LODC-R component, including several “hard landings” followed by a runway departure. A few of the 17 may have had other contributing factors. And there’s no telling how many *ground loops*, *swerves* away from aligned-with-the-centerline travel that the pilot managed to correct before leaving the runway, nosing over, hitting a wingtip, causing a propeller strike or overloading the landing gear, and *runway excursions* that caused little or no damage without being reported to the Feds—LODC-R events nonetheless. Safe to say that as the seasons change we tend to have at least one reported LODC-R event per day, and likely many more that are not reported.

**My own research**, now admittedly many years old, indicate that **among reported LODC-R events the majority occur when the crosswind component is 10 knots or less**. My take is that when winds are stronger we focus more on the need for crosswind control, or choose not to try it at all. Overall, **complacency about directional control in even light crosswinds appears to be as much a factor as the winds themselves. That’s good news**...because it means it’s something pilots should be able to easily fix.

**If you want to get good at crosswinds**, get your tailwheel endorsement. At least that’s what everyone says. Yet, although tricycle gear airplanes have far too many Loss of Directional Control on the Runway – LODC-R – crashes, proportionately tailwheel types have even more. Simply being a tailwheel pilot is not the solution to crosswind control. No matter what you fly, let’s reconsider **what it takes to master crosswind landings**.

**Know the wind**. Most tablet-based flight planning software will tell you the crosswind component when you look at runway information. If you don’t use this kind of software, or your tablet can’t access updated surface wind information in flight, you can estimate using a technique I call **the one-third, two-thirds, 100% rule**.

- If the difference between runway heading and the surface wind is **within 30 degrees**, assume the crosswind component to be **1/3rd** of the reported wind speed.
- If the difference is **between 30 and 45 degrees**, estimate the crosswind to be **2/3rd** the wind speed.
- If the difference between runway heading and wind direction is **more than 45 degrees**, assume the crosswind component to be equal to the **reported** wind speed. **Make your takeoff—and your landing—go/no-go decision** by estimating and evaluating the crosswind. If the wind report includes **gusts** then step each of these estimates up a notch.

**Pilot training** emphasizes computing the crosswind component for takeoff, but many instructors do not *stress computing the crosswind component for landing* as well. Yet far more LODC-R events happen during landing. **Both** for takeoff and landing, *evaluate* the crosswind before entering the pattern. *Brief* the crosswind aspect of the landing—and if the crosswind component is near or beyond your limits use a different runway with less of a crosswind component, if one is available. If the crosswind isn't within your personal envelope as well as that of the airplane, *divert* to another runway or an airport with more favorable winds.

**TAXING WITH A HEADWIND** The **elevator** control in **nosewheel**-type airplanes should be held in the **neutral** position, while in **tailwheel**-type airplanes, it should be held in the **full aft** position to hold the tail down unless the headwind gets very strong, which allows for an elevator position closer to neutral.

**Taking off is the process** of *taxiing into the wind* faster and faster until you are flying. **Landing is the process** of *slowing into the wind* from landing speed through fast taxi to normal taxiing speed.

**In a crosswind takeoff**, then, begin “climbing into the wind” with the aileron fully deflected and the elevator neutral in nosewheel airplanes, or aft in tailwheel airplanes if taking off from a three-point attitude or until you have control authority to raise the tail, at which time hold the elevator neutral as you can to maintain the two-wheel stance. Gradually reduce aileron control deflection as the airplane accelerates and airflow makes the controls more effective. In other words, apply the appropriate amount of input for the current airflow over the controls in *a continuous transition* from taxi deflections to what's needed at the moment the airplane lifts off.

**In a crosswind landing**, begin with the control deflection necessary for crosswind control at touchdown, and gradually increase those inputs as the airplane decelerates and the controls lose effectiveness at slower speed. . . *a continuous transition* from flying to taxi deflections.

**Make precision your SOP.** Many LODC-R mishaps happen when crosswinds are relatively light. It's not that the winds exceed the capability of the airplane, it's that the pilot is not focused on crosswind control. To keep your skills honed and your attention sharp, make flying with precision your Standard Operating Procedure (SOP). **Use the proper crosswind taxi control** technique even when the winds are light. *There is no crosswind that doesn't require at least some crosswind control.* **Practice taxiing, taking off and landing on the centerlines.**

**Check that you are on speed, on glide path to your intended touchdown point, and are aligned with the runway centerline with no sideways drift as you cross the runway threshold** for landing. If you have not met all these criteria, **go around before** you touch down. **If you can't hold alignment on final approach you probably won't be able to maintain it on the ground.**

**Fly the airplane from start up to shutdown.** Don't relax or freeze up on your control inputs during takeoff or landing. **All pilots** need to constantly work at retaining and improving their crosswind skills. **Know the winds, use your controls properly, and make precision flying your SOP,** and you'll better master your airplane in crosswinds.

# 2022 Winter Lake Milacs Ice Port



## RICHARD L MCKENNEY

NOVEMBER 9, 1930 - MARCH 24, 2023



Long time Chapter 237 member Dick McKenney passed away peacefully on March 24, 2023, surrounded by his family. Dick was born in Minneapolis on November 9, 1930. He attended the College of St Thomas, graduating with a degree in Economics. He had a career in the insurance business, working for the Farm Bureau Insurance Company and Western Life Insurance.

Dick married Pat in 1951 and they had seven children. His wife died unexpectedly in 1964. Dick remarried his second wife, Joan in 1965. They had three children and regularly traveled with all ten children.

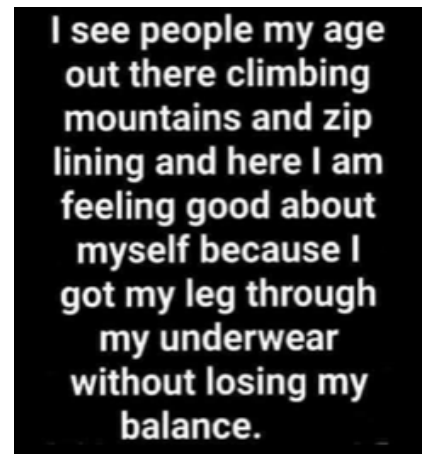
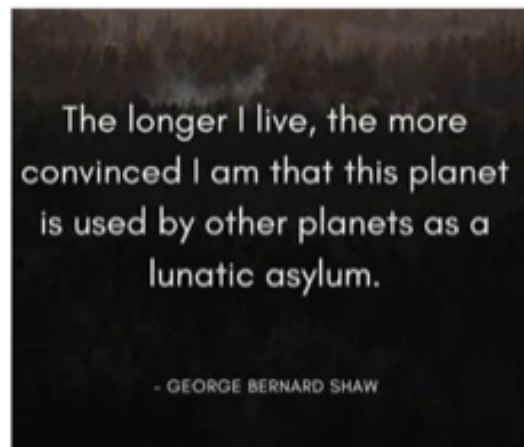
Dick got his first airplane ride at age nine and started taking flight lessons when he was sixteen years old and later got his Private Pilot license after raising his ten children. Dick owned six airplanes over the years, with the Grumman Yankee and the Aeronca L-3B being the last ones. Dick was a regular Young Eagles pilot and volunteered to support the annual Air Venture Convention at Oshkosh.

# On The Lighter Side



**A Good Wife Can Bring  
Balance To Your Life**

A thousand words can be generated by just this one picture. This is Tesla's roadside assistance vehicle filling up at the gas pump.



- The biggest joke on mankind is that they've begun asking humans to prove they aren't a robot.
- Just once I want a username and prompt to say. "CLOSE ENOUGH".
- If Adam and Eve had been Cajuns, they would have eaten the snake instead of the apple and saved us all a lot of trouble.
- You know you are getting old when "friends with benefits" means having someone who can drive at night.
- After watching how some people wear their masks, I understand why contraception sometime fails.
- Now that we have everyone washing their hands correctly, next week...turn signals.
- Now that I have lived through a plague, I totally understand why Italian Renaissance paintings are full of fat people lying on couches.
- EVER WONDER? You know that Indestructible black box that is used on airplanes? Why don't they make the whole plane out of that stuff?
- Why didn't Noah swat those two mosquitoes?
- Why do they have drive-up ATM machines with Braille lettering?

In future Windssock 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](mailto:eaap51@comcast.net) | 763-245-0170

To view past issues of The Windssock, visit [www.eaa237.org](http://www.eaa237.org) and select newsletters.



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





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**FLIGHT INSTRUCTION**  
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**EAA Chapter 237**  
*1st AirVenture Chapter Grand Champion*



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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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