



Editor: Frank Huber | Layout Editor: Frank Huber

The President's Flight Deck

Happy New Year everyone! The new year is off to a great start for our Chapter. Our membership has expanded, we continue to fly many Young Eagles, the 701 project is close to flying, our flying club is well on it's way, our Explorer Post is active, and our Ray Scholarship program is doing great. There truly is something for everyone in this Chapter, please get involved and bring along a friend!

Our January Chapter meeting will be held in person and possibly via Zoom. Details will be emailed. We have a guest speaker, Brian Huberty, who will present on bird strikes in aviation. We don't all need to be a Captain Sullenberger to be affected by a birdstrike, our general aviation aircraft can be just as vulnerable. This should be an informative presentation that can affect a safe flight. The presentation will be preceded by a chili dinner and our business meeting, all beginning at 6:00 PM.

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/eaa/youth/eaa-aviation-and-flight-summer-camps/eaa-air-academy?>

Finally, be sure to attend our pancake breakfasts on the first Saturday of the month as these are a very relaxing way to meet fellow aviation enthusiasts.

I hope to see you soon! Kevin



YOUR CHAPTER BOARD OFFICIERS

Kevin Sislo, President	Robert Henkes, Vice President
Ellen Quist, Secretary	Mark Heule, Treasurer
Charles Jasicki, Director	Michael Grzincich, Director

Contact the Board at: board@eaa237.org





Lex Crawlley and his son, Aaron received a Silver Wrench award for their outstanding work on a Boeing PT-13D Stearman owned by Matt Quay of Rosemount, Minnesota. The aircraft is painted in a unique paint scheme meant to honor those missing in action from US wars. Matt plans to take his aircraft to airshows around the country and offer rides to veterans.

A gloss black base paint was selected for the design. When the recovered parts arrived at the hangar, Lex realized some extra work would be required with the tapes to make the paint job look good. Lex and his son, Aaron spent hundreds of hours priming, sanding and then painting the gloss back paint. Lex decided to use PPG paint and products, which he had been using for years and filed a form 337.

Lex and Aaron spent additional many hours carefully applying the unique paint scheme onto the aircraft. Initially the Minnesota CAF Wing won a Silver Wrench at Air Venture for the work they did on the restoration. After the oversight was brought to the proper people at EAA, Lex and Aaron received the well deserved award of a lifetime.



The chapter began another year of Young Eagle events on the Saturday, January 7. It was a sunny, blustery day with the ramp as slick as a hockey rink. We had four pilots providing the memorable flights for the thirty young men and women, who braved the cold to go for a Young Eagles ride. Chuck Jasicki, Mike Miller, Michael Grzincich and Joe Gmitter flew eighteen flights giving rides to seven girls and twenty-three boys.

Scott Nelson and David Carlson did a yeoman's job checking in the Young Eagles, filling out the logbooks, making the certificates for the Young Eagles and registering all the rides with EAA. As usual they made things run smoothly. George Wollenburg, Don Mowery, Ken Erickson, Frank Huber and Ray Scholar, JJ Runde took care of marshaling the aircraft and keeping the flight line safe. The event was a good start for 2023. As always, Michael can always use more volunteers to fly, handle the administrative work, keep the flight line safe and talk to the Young Eagles and their parents about flying and all that EAA has to offer a young person interested in aviation.





Chapter 237 Aviation Explorer Post Gets A Tour of Wipaire

By Andy Geppert

The 237 Aviation Explorers joined the Flying Cloud Aviation Explorers to receive a midweek grand tour of the Wipaire facility. Wipaire is known as "The World's Largest Manufacturer of Aircraft Floats." However, Wipaire does much more than manufacture floats. Wipaire has a backlog of orders (into 2025!) and the team at Flemming Field in South St. Paul is working overtime to close the gap. They are definitely hiring!

The Wipaire facility starts with raw material and carefully crafts it into floats which often depart from the runway right there at the field. The manufacturing team strives for a lean work flow to bring all the pieces together just-in-time to minimize the storage space required for unfinished materials. Aside from rivets, the two main components of the floats are the frame and skins. Starting with flat sheets of aluminum, every step of the manufacturing process is carried out in the Wipaire facilities. The aluminum sheets are laser cut, including the rivet holes, to become either a frame component or a skin for the float. A particularly impressive step of the process involves pulling the flat skin sheets over forming tools which create elegant compound curves so the skin is able to fit precisely onto the sub-structure of the float. After the assembly is completed with numerous hand-placed rivets, the float receives a professional paint job, in-house. That step requires LARGE paint booths and the finished product looks impressive.

The work doesn't stop after the paint though. If the floats will be shipped out and installed somewhere else, a careful process of crating and packing ensues. There is a lot of additional packaging and metal/wood structure to create in order to ensure successful transport to anywhere in the world. If the aircraft owner has brought their aircraft to the facility, Wipaire will install the floats and integrate all of the necessary control systems into the aircraft. And, if the aircraft happens to need some refurbishment before receiving floats, they'll take care of that too! The only part of the restoration process they do not take on is engine work. But avionics and upholstery are certainly part of their services. From the customer perspective, Wipaire appears to "just take care of it all."

The Wipaire workforce shows great attention to detail, and is proud that their made-in-the-USA products meet the needs of customers all around the world. Did I mention they are hiring? <https://www.wipaire.com/>





WHAT OUR MEMBERS ARE BUILDING,
RESTORING AND FLYING
Pat Lee's
Fisher Flying Products R-80 Tiger Moth

Pat and his son, Pat continue to make great progress on their Fisher R-80 Tiger Moth. They have their Aero Momentum engine mounted, the prop installed and the instrument panel completed. They are working on getting the engine cowling fitted. It will soon be time to begin the process of covering the aircraft. It looks like they will be finishing up the project and flying some time this year.



CHAPTER 237 COMING EVENTS *

- *Chapter Meeting on Monday, January 23 beginning at 6pm with dinner, meeting to follow at 7pm
- *Aviation Explorer Post meetings Friday February 3 and 17 beginning at 7pm at chapter building
- *Chapter Aviation Social Breakfast Saturday, February 4 from 7:30am until 11am
- *Young Eagles Event at Atlantic Aviation on Saturday, February 18 from 9am until 2pm
- *VMC/IMC Meeting on Tuesday, February 21 VMC begins at 6:30 pm and IMC at 7:30 pm
- *Chapter Meeting on Monday , February 27 beginning at 6pm with dinner, meeting to follow at 7pm

January is the month for chapters to apply for a 2023 Ray Aviation Scholarship, so I am in the process of applying for this year. Because of our success the first four years, I feel confident the chapter will be successful again. If you know of a young man or woman with a keen interest in learning to fly, please direct them to the chapter website, EAA Chapter 237, to check out the Ray Aviation Scholarship program under Chapter Programs. They need to be at least 16 years old and going to be turning 17 by the end of March 2024. The site explains what we are looking for in a candidate for a scholarship. If they meet some of the criteria, they should follow the directions to apply for the chapter scholarship no later than the end of February. Of course it will ultimately depend on whether or not the chapter is awarded a scholarship this year.



Ray Scholar JJ Runde has been trying relentlessly to take his check ride for his PPL license. He has scheduled his check ride six times already in the last month and a half. Unfortunately the Minnesota winter has intervened in every case. He is now scheduled again on Thursday, January 26. Because of the shortage of DPE (designated pilot examiners) he has to fly over 100 miles west to Canby, Minnesota for his check ride. JJ is planning to attend the UND flight training program in the fall.

2022 Scholar, Sawyer Hahn is making great progress with his training with the Civil Air Patrol. He successfully completed the private pilot written exam on October 6, 2022. He advised me last weekend that he is just a flight away from his first solo flight.

I unfortunately was compelled to withdraw the Ray Scholarship from Peyton Felczak. He simply was not doing the work agreed upon to warrant his continued participation in the program. Fortunately I have selected a very worthy candidate, Cody Phillipi to receive the remainder of the scholarship. Cody has been a participant in the Build-A-Plane program for over two years. He has been taking flight lessons this past year and is just a flight or two from making his first solo flight. He has been working on preparing for the written exam and his instructor tells me he always comes prepared for his flights. Cody seriously wants to pursue a career as a professional pilot.

When JJ, Sawyer and Cody successfully finish their training, our chapter will have provided the opportunity for nine young men to attain their Private Pilot licenses with five Ray Aviation scholarships awarded to our chapter totaling \$46,000. Frank Huber

CHAPTER 237 ZENITH 701 PROJECT/ 237TH AERO SQUADRON FLYING CLUB

The Chapter Zenith 701 project is well past the 90% done with 90% still to go phase. The inside of the doors have been painted and we are working on the air seals around the outside of the doors. We have to test all the systems to make sure everything is working properly and do more engine testing when the weather allows.

The 237th Aero Squadron has been formed and we have the full compliment of ten members. We have applied for IRS 501(c)(7) status and have heard back for a request for more answers to a few questions. So once we receive approval from the IRS the chapter will be able to give the aircraft to the flying club. At that time we will be able to apply for the aircraft registration. There is apparently a four to six week backlog at the FAA, so we will have to wait that out before we can schedule the aircraft for its airworthiness inspection. So we are likely looking at sometime in early April before we will be able to do the test flights and start operating the flying club.

One of the goals of the flying club was to offer a low cost alternative for some fun flying. The Zenith 701 is going to be licensed in the Light Sport category, which means it will be a day only VFR aircraft. Because the club is being formed with a free aircraft by virtue of Mark Heule's generous donation of the kit to the chapter, our monthly expenses are mainly driven by the cost of insurance. So the monthly dues for the ten members is going to be just \$69. Because the aircraft has a converted car engine with a Raven Redrive prop reduction system and a SDS electronic ignition and fuel injection system, we will be running it with 91 octane un-oxygenated car gas. Figuring in oil changes, Raven Redrive belt replacements, a general maintenance fee, a maintenance reserve and MN sale tax, the hourly dry rate is going to be \$23.60 per hour. Pilots will bring the car gas and refill the aircraft after flying. So figuring in the cost of gas, the hourly cost should be in the neighborhood of \$42 an hour. Can't get much cheaper than that. We all are looking forward to flying the aircraft this spring.

DICK PUGH BUILDS AN AIRCRAFT SCALE FOR THE CHAPTER

There comes a time in every project when the airplane has to be weighed. A scale would be a great resource for the chapter since many people could benefit, at least once, from this tool. Building a scale looked like an interesting side project and locating a relatively inexpensive kit (\$200) motivated this step forward.

The scale kit was purchased from A and A scales. This kit is sold as a livestock scale of 5000 pound capacity and has a resolution of one pound. Included in this kit are four load cells with feet, fasteners, spacers, junction box, wiring, and a display module. The display can be powered by batteries or AC adapter. The kit was very complete and included excellent directions. Only the frame was not included. Hey, it is a kit after all.

This scale has been built with a drop center platform which will allow a wheel of the aircraft to be easily rolled onto the scale. The weighing surface is 3/4" above the floor. A notch has been cut into the platform to facilitate the wheel loading and prevent the scale from tipping as the aircraft is rolled onto it. Load and unload the scale through this notch. The frame is made of 1/2" aluminum plate. The scale capacity has been derated to 2000 pounds due to frame limitations. This should be adequate for most of our homebuilt projects. This scale has been calibrated and tested to 500 pounds (I got tired of loading sandbags). It is accurate.

Weighing should take place on a level hard surface. The scale should be turned on before a load is applied. Each wheel of the aircraft will need to be weighed separately. Since the Center of Gravity of the aircraft is located above the wheel, weight will shift as one wheel is raised onto the platform. This could result in a discrepancy of up to several pounds. The solution is to roll the other wheels onto 3/4" thick blocks also. The attitude of the aircraft will make a difference in weight distribution so the user should follow the guidelines of the manufacturer. Conventional geared aircraft will probably need to have the tail raised to a level attitude for weighing. Whatever is needed raise the tail can be placed on the platform and the scale can be zeroed to remove this weight from the display.

The scale zeroes itself every time it is turned on so it is important that the scale is placed on a clean hard surface and no load applied before it is turned on. If the display has been zeroed with a load it may give a negative display once that load is removed. Make sure the scale is properly zeroed.

A small bubble level is located in a corner of the platform. For accurate weighing the scale should be fairly close to level. Each foot can be screwed in or out to level the platform. Avoid side loads. For storage, all feet should be fully screwed in, which also gives a level attitude on a flat surface.

A storage box has been built to protect the scale during transport and storage. Note that the feet fit into recesses to protect the load cells and blocks hold the platform in place. After use, make sure the scale is properly stored and the display locked into its holder. Wiring should lay on the low part of the scale. The top will close easily if everything is placed properly. Don't force it. Happy building. Dick Pugh

The board has decided that having a full set of three aircraft scales would be a valuable addition to the chapter tool crib. Dick has offered to help with the construction of the additional two scales. So two additional scale kits will be purchased along with the half inch aluminum plate and hardware to create the full set of aircraft scales.



boldmethod

How Low Can You Go? Your Guide To Minimum VFR Altitudes

<https://www.boldmethod.com/learn-to-fly/regulations/minimum-vfr-altitudes-how-low-can-you-legally-fly-vfr/>



If You're High On Final Approach, How Should You Correct?

<https://www.boldmethod.com/learn-to-fly/maneuvers/high-low-fast-slow-how-to-correct-on-your-final-approach-to-landing/>

Landing On A Contaminated Runway? Here's How To Know The Braking Conditions.

<https://www.boldmethod.com/learn-to-fly/maneuvers/landing-on-snowy-contaminated-runway-in-the-winter-know-braking-conditions-before-touchdown/>

Why You Experience Turbulence When Flying Through A Cloud

<https://www.boldmethod.com/learn-to-fly/weather/why-theres-usually-turbulence-inside-clouds-during-flight/>

6 Most Common Private Pilot Checkride Failures

<https://www.boldmethod.com/blog/lists/2023/01/the-six-most-common-private-pilot-checkride-failures/>

How Pitot-Static Failures Affect Your Indicated Airspeed And Altitude

<https://www.boldmethod.com/learn-to-fly/systems/understanding-pitot-static-failures-while-airborne/>

How To Prevent Over Controlling Your Plane

<https://www.boldmethod.com/learn-to-fly/maneuvers/how-to-prevent-over-controlling-your-plane/>

Ice-Covered Pitot Tube Results In Low-Altitude Alert From ATC

<https://www.boldmethod.com/learn-to-fly/systems/iced-over-pitot-tube-low-altitude-warning-during-an-ils-approach-to-landing/>

Quiz: Can You Answer These 6 IFR Preflight Planning Questions?

<https://www.boldmethod.com/blog/quizzes/2023/01/6-ifr-preflight-planning-questions/>

5 Weather Products That Help You Determine Icing Conditions

<https://www.boldmethod.com/blog/lists/2022/12/five-weather-products-for-icing-conditions/>

Quiz: Do You Know These 6 IFR Regulations?

<https://www.boldmethod.com/blog/quizzes/2022/12/can-you-answer-these-six-ifr-regulation-questions/>

How To Overcome Spatial Disorientation In The Clouds

<https://www.boldmethod.com/learn-to-fly/aeromedical-factors/somatogravic-illusion-causes-accidents-how-to-prevent-it-in-imc/>



QUICK LINKS

AIR FACTS

Memories of flying the whale—Boeing 747

https://airfactsjournal.com/2022/12/memories-of-flying-the-whale-boeing-747/?trk_msg=V1SMJoD62FG4F7357ERCGR8VAC&trk_contact=RMPCRR64F9CCIR5GOMICQNF7OC&trk_sid=N9I8UTE9CQAVEF244L2F3OBFAo&trk_link=Q1O7HHNP5V9KVCA7EBOEOo5KA4&utm_source=listrak&utm_medium=Email&utm_term=Memories+of+flying+the+whale—Boeing+747&utm_campaign=F22122A&utm_content=Stabilized+Approach+Debate+%2b+Flying+The+747

GENERAL AVIATION NEWS

Human Factors: The second decision By William E. Dubois

<https://generalaviationnews.com/2023/01/08/human-factors-the-second-decision/>

FAA Safety Briefing

Clearing the Bar How a Little Professionalism Goes a Long Way

By James Williams, FAA Safety Briefing Magazine Associate Editor

<https://medium.com/faa/clearing-the-bar-8058a68da6cb>

Boldmethod

6 Ways To Help Someone Become A Pilot

<https://www.boldmethod.com/blog/lists/2022/12/six-ways-to-help-someone-become-a-pilot/>

REDBIRD

Preflight Planning: 11 Items You Might be Missing

https://landing.redbirdflight.com/posts/preflight-planning-11-items-you-might-be-missing?utm_campaign=RB%20Newsletter&utm_medium=email&hsmi=238903906&hsenc=p2ANqtz-99wEbMYfJNRwVz0KUqbbsH-ywwjuy_QtQDih4IJ54znQThitmGdQRKI9K3yHe1c2ycH8w8RCa7orDE0W9hsNZ_ITIVtw&utm_content=238903906&utm_source=hs_email

When Should You Take the FAA Private Pilot Written Exam?

https://landing.redbirdflight.com/posts/faa-private-pilot-written-exam-timeline?utm_campaign=RB%20Newsletter&utm_medium=email&hsmi=238903906&hsenc=p2ANqtz-8RTqfWf9Gx5Vt8S8vQljqQmKEtEFVn87YqEJJg-VZ3RoZZR5iGdumzGeM3IP34wC186YdM-r--fWJYeJH9j2ZKNAfPfg&utm_content=238903906&utm_source=hs_email

Is Online Ground School Right for You?

https://landing.redbirdflight.com/posts/online-ground-school?utm_campaign=RB%20Newsletter&utm_medium=email&hsmi=238903906&hsenc=p2ANqtz-8X9oaNnK20-e-K0A4C-RFyu43FoZUnByEHBgc_ujN5KBt93ODJWhgFab4jnqahdBmWi8lzcD2r1yIFewaUQELgYlaH3g&utm_content=238903906&utm_source=hs_email

The B-21 Raider and the future of the Air Force bomber force Read in CNBC: <https://apple.news/A2iMhU3SxSbOVTWOU1MrHTQ>

MASTERY FLIGHT TRAINING INC

PURSUE MASTERY OF FLIGHT

This week's *LESSONS*

Successful Failures

All these appeared in the FAA preliminary accident reports in the past two weeks:

- Beech G33 “experienced engine issues and landing on a highway.” No injuries, no aircraft damage.
- Cessna 182 “experienced engine issues made a forced landing in a field.” No injuries, unknown damage.
- Cessna 150 “declared an emergency and landed in a field.” No injuries, unknown damage.
- Bellanca 17-30 “experienced engine issues and landed in a field.” No injuries, unknown damage.

If the pilot makes a successful engine-out landing without significant injury or damage—which the FAA incident website suggests happens almost all the time—then it probably will not be investigated by the NTSB.

- Cessna 172 “experienced engine issues and made an emergency landing.” No injuries, unknown damage.
- Piper PA-18 “experienced engine issues and attempted [an] emergency landing on a mud flat and became stuck in the mud and flipped over.” No injuries, unknown damage.
- Cessna 182 “experienced engine issues landed in a field.” No injuries, unknown damage.
- Diamond DA20 “made an emergency landing on a highway and was hit by a truck.” No injuries, minor damage.
- Piper PA28 “departed and made an emergency landing in a street.” No injuries, minor damage.
- **Piper PA24 “reported a rough-running engine after takeoff and attempted to return to [the airport]. The] aircraft crashed into trees behind a house.” Serious injuries, substantial damage.**
- Beech C33 “lost power while on approach.” No injuries, unknown damage.
- Cessna 172 “while attempting to land the engine quit [and the] aircraft landed 200 feet [short of] the runway.” No injuries, unknown damage.

10 business days of reports, **12 engine failures** resulting in off-runway landings. Most will likely never be reported further because they do not meet the threshold of reporting to and investigation by the NTSB. Most importantly, **in all but one case** there were **no injuries** and **no significant damage** as a result of the engine-out landing.

The one tragic case appears to have been an attempted return to the departure runway with a rough-running engine (some power possibly remaining). Due to the level of injury we may learn more details from the required NTSB report.

In the successful engine-out landings the pilot selected an acceptable landing option. I can’t say the “best” option because I don’t know what others were available, but the results tell us the pilot’s choice was **good enough**. Equally important, the pilot maintained control of the airplane all the way to and through landing.

Best results come from touching down **wings level, under control, at the slowest safe speed**. Think about these **simple keys to survival** now and often, so you’re ready if engine failure happens to you.

How can you turn this thought into practice? How about a **[Power Off 180 to a throttle-idle soft field touchdown on a preidentified touchdown spot to Short Field standards](#)** (page 9-26) on your next Flight Review or other instructional flight? Do it solo after you’re comfortable with the maneuver. That sounds like a fun and challenging exercise I need to try!

Pursue Mastery of Flight

Thomas P. Turner

ATP/CFI/CFII/MEI

Flight Instructor Hall of Fame 2015 inductee

2021 Jack Eggspuehler Award winner

On The Lighter Side



"What else did you fix today?"



"Good news. The pain in your chest wasn't a heart attack. It was your belt buckle."



"I'll have to open you up again; that watch has great sentimental value."

Had a bad mixup at the store today..when the cashier said strip down facing me, apparently she was referring to my credit card.

Billion dollar idea.

A smoke detector that shuts off when you yell

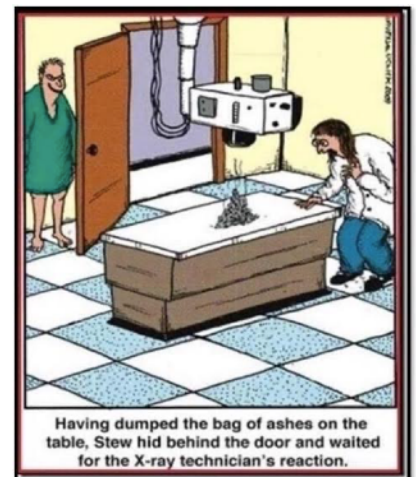
"I'm just cooking!"

When I say "the other day," I could be referring to any time between yesterday and 15 years ago

Waiter: "How do you like your steak, sir?"

Sir: "Like winning an argument with my wife."

Waiter: "Rare it is!"



Having dumped the bag of ashes on the table, Stew hid behind the door and waited for the X-ray technician's reaction.

- * If your electric car runs out of power on the interstate, do you walk to a charging station to get a bucket of electricity?
- * How is it that the government can't control gasoline prices...but the weather is something they can fix?



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



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