



Editor: Frank Huber | Layout Editor: Frank Huber

The President's Flight Deck

Welcome to May, the snow is gone. For now. The next big aviation event in our area is "The Great Minnesota Aviation Gathering" at the Buffalo Airport, slated for May 19th and May 20th. Our Michael Grzincich is going to be recognized for the third year in a row for flying the most Young Eagles, so be sure to acknowledge his achievement, especially if you attend GMAG! Further GMAG details are available at <https://mnpilots.org/gmag/>.

Our Burger Bash is scheduled for June 3rd. This event has been on the calendar for several months so hopefully you have been keeping the date clear! This is a very fun volunteer event that is our largest fundraiser, so please sign up via the sign up genius email. Your services are greatly appreciated!

We will meet in person for our May 21st Chapter meeting. Social and dinner hour begins at 6:00 PM. Deb and Al are out of town, so we will need help grilling burgers. Our business meeting begins at 7:00 PM, followed by a presentation at 8:00 PM by our own Jeff Mullin on his scratch built Pegazair. Jeff will have the airplane on display and will discuss some of his build hurdles. He has 6000 hours into this build, which is quite an accomplishment, and Jeff is very proud of the results! This will be a presentation not to be missed. We expect to Zoom this presentation as well.

You have received an email requesting you to approve the sale of the Zenith project to the 237th Aero Squadron. Since this is a financial transaction, it requires the approval of the Chapter members. Please open the email and register your vote as we would like to have your vote by May 19th.

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 and our wonderful Chapter.

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





Our chapter held a hugely successful Young Eagles event on Saturday, May 13 at Atlantic Aviation on an overcast cool day. Forty-eight boys and thirty-six girls, for a total of eighty-six young people received Young Eagle flights. Six pilots, Scott Engle, Andy Geppert, Mark Heule, Mike Miller, Zachary Zeilfier and Glen Martig flew thirty-six flights to accommodate the participants, who showed up. Our sign-in and ground crews did a great job handling the large crowd of people and keeping the kids and parents safe. Five months into the year, Chapter 237 has given 194 Young Eagle rides, with the March Young Eagle event cancelled due to weather. So we are once again looking at another very productive year introducing the fun of aviation to lots of young people. Our next schedule event will be on Saturday, June 10 from 9am to 2pm. Hope to see you there!



The Chapter 237 BSA Aviation Explorer Post held a meeting on Friday, May 5 which featured guest speaker Jim Schilling, co-producer of the Flying Midwest podcast, who talked about mixing social media and aviation. Jim is a local pilot based at Anoka and is part owner of a Beechcraft Sundowner. Jim has expressed an interest in doing a podcast about Aviation Exploring, which gave the members to share their experiences.



The Explorer Post will be assisting the chapter at our upcoming Burger Bash on Saturday, June 3. Several of the post members are planning to attend this year's Air Venture, volunteering their time to help EAA and experience aviation's finest aviation event.



Our 2022 Ray Aviation Scholars, Sawyer Hahn and Cody Phillipi are continuing to make progress on their PPL flight training now that the weather has greatly improved. They also have continued to participate in chapter activities, both being regular aircraft marshalers at our Young Eagles events and attending our regular chapter meetings. Both of these young men have ambitions to become professional pilots and they really appreciate the support the chapter and EAA are providing them to get started down that path. We should all continue to offer them our support and encouragement in their endeavors to become pilots.



WHAT OUR MEMBERS ARE BUILDING, RESTORING AND FLYING

Rich Hoch's BD-5

Chapter member, Rich Hoch successfully completed the airworthiness inspection of his beautiful BD-5 aircraft late last fall by DAR Steve Wagner. He will be starting to do taxi test as soon as he works out an engine hum in his radio. He plan to work up to high speed taxi test on the runway to get a feel for how the aircraft handles before he does his first flight.

He says his engine, which has an SDS fuel injection and electronic ignition system, is running great. He cut his prop down a bit to get the static rpm he needed to get the proper power for takeoff and cruise. I look forward to seeing this aircraft fly sometime soon this summer. *By Frank Huber*



Timothy Aanrud's Zenith STOL CH-750 Project



Timothy says his wallet started on fire when he picked up his finished instrument panel from Stein Air. He did get the free tee shirt, which sums up his financial situation. His beautiful panel includes:

Garmin

- * 3X Touch Display
- * CNG-255A Nav/Com
- * GNX-375 GPS/Transponder
- * GMC 507 3 Axis Autopilot
- * G5 Backup Attitude Indicator
- * GTR-20 Remote Com
- * GI-260 AOA Indicator
- * Gardian CO Detector



Jeff Mullin made his first off airport landing in his Pegazair at Bob Heavirland's farm strip.



Chapter 237 Coming Events

- * 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
- * Aviation Explorer Post meetings Friday June 2 and May 16 beginning at 7pm at chapter building
- * Young Eagles Event at Atlantic Aviation on Saturday, June 10 from 9am until 2pm
- * VMC/IMC Meeting on Tuesday, June 20 VMC begins at 6:30 pm and IMC at 7:30 pm
- * Chapter Meeting on Monday , June 26 beginning at 6pm with dinner, meeting to follow at 7pm

New Chapter 237 Member

Our newest chapter member is Tom Viker from Shoreview, Minnesota. Tom is interested in joining the 237th Aero Squadron Light Sport Flying Club.

Aviation Adventures - Out and About In Our Neighborhood

By Bob Henke

I haven't written an article in a while as most of them were written during our lockdowns to encourage folks to get out on some solo adventures of aviation history in such a way to avoid crowds or limited crowds as restrictions started lifting. When I finished those articles I still had two on the list (and still do), but I came to realize that I enjoyed those adventures and so continued them with other areas of interest I have. I did discover though, that as we all get older we tend to have less and less things that we do for the first time. I don't mean things like knee or hip replacements, but things that bring some adventure, joy or education. When is the last time you did something for the first time?

That spirit brought me to the Minnesota Aviation Hall of Fame banquet, which I never attended. I noticed Barb Mack was being inducted this year and thought it would be nice to go to the banquet and help honor her. I only met Barb this past year at the Anoka Airport Picnic get together that they have. Barb and our chapter received awards. As I am not an active pilot, I haven't had the need for her services, but am glad to be a little part of the Anoka aviation crowd and pleased that Don Shipp from the Forest Lake EAA chapter nominated her. I figured I wouldn't know many people there but could make some connections and new friends. Out of the 430 people in attendance I actually knew about 20 people of which included chapter members Cheryl Daml, Nancy Carter, Steve Trull, Don Peterson, Al Lindh, and Pat Heavirland. Besides the inductees, there were recognitions for aviation art, authors and student scholarships. Those young folks were really impressive.

The Minnesota Aviation Hall of Fame is a nonprofit Minnesota corporation, recognized by the State of Minnesota as a means of honoring its pioneer and historic aviation persons in a lasting and significant way. It is a vehicle for putting their names and careers before the public so that citizens of Minnesota may become familiar with the contributions made by those who helped promote the healthy aviation climate, we are so proud of today. The Minnesota Aviation Hall of Fame was begun in 1988 at the suggestion of members of the Minnesota Office of Aeronautics, whose intention at that time was to create a Minnesota Aviation Museum and Hall of Fame.

In subsequent years, the Hall of Fame was incorporated and began a series of annual induction ceremonies to honor the inductees. Each spring since 1989, the banquet has been attended by members of the Minnesota aviation community along with the inductees' families.

The 2023 Inductees

Randall L. Sohn – Air Guard and Republic/Northwest airline pilot, helped create Southern Minnesota Wing of CAF and was qualified to fly any WWII aircraft. (Editors note: I flew co-pilot for Randy on the DC-10 on his last month before he retired from Northwest Airlines)

John J. Parker – WWII combat veteran. Had a career with the Minnesota DNR as a warden pilot.

Robert D. Hodge – WWII veteran, game warden pilot and had a career with the Minnesota DNR.

Walt Fricke - Highly decorated Army combat helicopter pilot in Viet Nam, Founder and Air Boss of Veterans Airlift Command (VAC) which provides free flights for wounded vets on private aircraft. (Editors Note: Walt has been a cherished aviation friend for 26 years. Walt volunteered right out of high school and flew his first combat mission at age 19. He went from flying Slicks to Smoke ships to Gun ships and flew 800 hours in the eight months in country before being severely wounded by an exploding rocket, nearly loosing a leg. He was awarded two Bronze Stars, 21 Air Medals, the Purple Heart, and the Vietnamese Cross for Gallantry. After retiring in 2006 from a successful career in finance, he decided to use his twin engine aircraft to fly Post 9-11wounded vets and family members to help with their recovery. This led to the creation of (VAC) Veterans Airlift Command, which asks the question: Imagine returning home from combat facing devastating injuries and long-term hospitalization in a facility hundreds of miles away from your family. Imagine somebody brings you together. The VAC provides free air transportation to the post 9/11 combat wounded and their families Walt has 2500 volunteer private aircraft owners and corporations, who volunteer their aircraft to fly vets or family members. Walt has generated \$46 million in in kind aircraft services and raised \$17 million in cash for VAC. VAC has flown over 19,000 missions so far. Walt is currently raising millions for a trust to keep VAC going in perpetuity. Since I have known him, Walt has owned dozens of aircraft, including a T-28, AT-6, several T-34s. He is a top notch formation pilot and instrument pilot. He is a recipient of the FAA's Wright Brothers Master Pilot Award. But most of all, Walt is a true American hero. It was my honor and pleasure to nominate Walt for the Minnesota Aviation Hall of Fame.

Barbara Mack – Well-known Designated Pilot Examiner and a MN pilot since 1965. Barbara Mack was born in Minnesota, MN. In 1964 she experienced her first airplane ride at the St. Cloud airport in a Cessna 172. She earned her Private license a year later and proceeded to acquire additional licenses including instrument, Commercial, Instructor, Seaplane SES, Seaplane MES, ATP, Balloon, Glider, Helicopter among others. After earning her Bachelor's and Master's degree, she started a career as an educator, teaching in the Robbinsdale school system. Eventually she immersed herself into aviation. Belonging to the International Aerobatics Club (IAC) she often dresses as "Granny", performing crazy airshow act in an American Champion Citabria. She has flown almost every modern type of aircraft, including corporate jets. Her career included her flying professionally for A&P aviation ; Copper Sales Company of Holman Field, and Modern Tool company of Crystal Airport.



Walt Fricke



Barb Mack



boldmethod

How To Do A VOR Check Before Your Next IFR Flight

<https://rb.gy/8f9gc>

Quiz: Can You Answer These 6 Math Questions?

<https://rb.gy/3ygn1>

How Instrument Procedures And Fixes Are Named

<https://rb.gy/e5grw>

Precision Approach Radar (PAR): How To Fly A Radar-Guided Approach

by Swayne Martin

<https://rb.gy/o76bp>

5 Ways To Prepare For Flying Into A Busy Airport *By Corey Komarec*

<https://rb.gy/ffuyu>

Quiz: Are Less IFR Scenarios Right Or Wrong?

<https://rb.gy/mpvhf>

AIR FACTS

GO OR NO GO: SPRING COLD FRONT *By John Zimmerman*

<https://rb.gy/nt6nb>



boldmethod

Runway Overrun Caused By Short Field Landing Technique

<https://rb.gy/4f27r>

Quiz: Do You Know These 6 Light Gun Signals?

<https://rb.gy/nhm79>

10 Tips To Make Better Radio Calls On Your Next Flight

<https://rb.gy/m5tga>

Preventative Maintenance: Here Is What You Can Fix On Your Plane

<https://rb.gy/byvgq>

Cross Controlled Stalls: How To Prevent Them *By Swayne Martin*

<https://rb.gy/9muk9>

Boldmethod

How To Make A Perfect Crosswind Landing *By Colin Cutler*
<https://rb.gy/vh5jc>

5 Training Tips To Make Your Flight Lessons More Efficient
<https://rb.gy/xm0b0>

The Hardest Aircraft Engine Quiz You'll Take This Week *By Corey Kormarec*
<https://rb.gy/6rbou>

How To Time Your Flare For A Perfect Landing *By Colin Cutler*
<https://rb.gy/6lcox>

4 Rules-Of- Thumb For Summer Flying *By Colin Cutler*
<https://rb.gy/iu5nw>

Quiz: Do You Know These 6 Landing Illusions? *By Corey Komarec*
<https://rb.gy/ccglk>

4 Common Aerodynamic Misconceptions *By Nicolas Shelton*
<https://rb.gy/7glmj>

QUICK LINKS

AOPA Online
National Naval Aviation Museum to reopen to the public
<https://rb.gy/almfw>

AIR FACTS

Making a difference - speaking up when it mattered *By Geary Keilman*
<https://rb.gy/ptffh>

Multiple mistakes were too much to overcome *By Jim Nardulli*
<https://rb.gy/ios89>

MASTERY FLIGHT TRAINING INC

PURSUE MASTERY OF FLIGHT

Pursue Mastery of Flight

Thomas P. Turner

ATP/CFI/CFII/MEI

This week's LESSON

We usually don't know, when we first read about an engine failure, what actually caused the loss of power. If the pilot manages to get the airplane safely on the ground without serious injury or substantial damage to the airplane, there is no NTSB investigation and we'll never know. When there *is* a public investigation, [about half of all engine failures for which a cause has been determined were the result of fuel mismanagement.](#)

AOPA Senior Content Producer (and *FLYING LESSONS* reader) Ian Twombly [recently wrote](#):

Over the past 10 years, 725 pilots have crashed airplanes because of fuel problems. Of those, 94 were fatal.... We must dig into the accidents and recognize our own shortcomings to ensure we don't get caught up in these types of decisions ourselves.

One of the most elusive concepts in personal aviation is the idea of **personal minimums**. There are hundreds of articles that promote the idea of deciding what may be legal and safe, but you feel is too much for you. I've written several such articles myself. Two common themes I've addressed are that:

1. *You should adjust your minimums up and down to meet your level of currency*, for example, raise the minimum ceiling and/or visibility that must exist before you begin an instrument approach depending on how long it's been since your most recent Instrument Proficiency Check (IPC); and
2. Personal minimums are only as good as your personal discipline. *You can't violate your personal minimums just because they become inconvenient* to getting to where you want to be at the time you want to be there.

Evaluating your own certification, currency and skills is hard to do. Personal minimums aren't popular because by their nature they limit the utility of the airplane. Some pilots interpret them as an admission that you're not as good as other pilots who will accept conditions and situations you choose to avoid. Instead of coming up with a detailed personal operations manual listing as many possible scenarios as possible, and specific conditions under which you will accept or avoid the risk, I prefer to think about **things I won't do** in an airplane.

I won't run out of fuel

Although we tend to focus on the unusual situations that result in inflight engine failure or the need to put some money into an engine because of something that's found using an engine monitor or at annual, statistics prove that our engines are extremely reliable. The vast majority of engine failures result from the pilot's mismanagement of the fuel system—they are **100% avoidable**. **Fuel starvation**, that is, having fuel on board the airplane but not getting that fuel to the engine, is actually **more common than fuel exhaustion**, which is running completely out of fuel. Both scenarios are a significant threat.

From decades of evaluating fuel-related crashes, and my 35 years as a flight instructor, here are some techniques to avoid fuel mismanagement accidents:

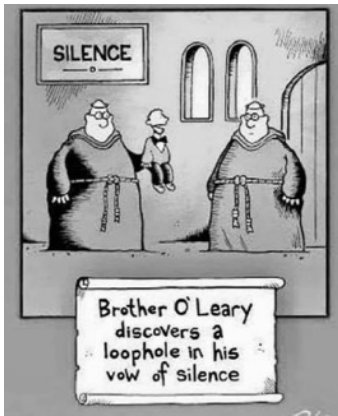
- **You can choose where to purchase fuel based on the price, but you must choose how much fuel you put in the airplane based on actual need.** Be selective on where you gas up if you want, but don't skimp on whether or how much you buy.
- Whenever possible, **personally fuel your airplane**, or watch it being refueled. Ensure the proper *type* and *quantity* of fuel is added in the tanks you want it put into.
- **Check the amount of fuel that was added against the amount you thought you would need.** If there is a big discrepancy figure it out, whether less fuel than you expected was put in or you needed more than your thought because your fuel tracking was flawed on prior flights.
- If you're not present during refueling, **check the fuel receipt** for the type of fuel that was put in—the price is different and FBO fuel tracking procedures are strict, so although the line guys may get it wrong the fuel bill usually gets it right.
- **Check all available fuel quantity indications:** a visual check, sight gauges in airplanes so equipped, a record of engine time and fuel added, fuel totalizers, fuel gauges and fuel receipts. **If any one source differs from the others, resolve the discrepancy** before takeoff to arrive at a positively identifiable fuel level and tank distribution.

- **Check all the fuel sumps** before takeoff, whether or not the airplane was refueled. The longer the airplane has sat since fuel was added, the more likely any contamination will be detectable in your fuel sample. So it's even better to check the sumps if the airplane has not recently been fueled.
- **Personally close the fuel caps** to make sure they're properly secured. If you weren't at the airplane when it was fueled, open and secure the caps before your next takeoff.
- **Add fuel to your totalizer based on verifiable, known quantities**, not just the amount you asked to be put into the airplane.
- **Adhere to fuel system limitations** in the POH and any Supplements for modifications, including using auxiliary tanks only in level cruise flight.
- **Do not run auxiliary fuel tanks completely dry**—their longer fuel lines have a history of developing a vapor lock if emptied that may not be eliminated without removing the associated tank's fuel cap... something you obviously cannot do in flight.
- **Do not run main tanks completely dry, either.** That last gallon or two in the tank shouldn't make the difference between whether you make it to your destination. Intellectually if you run a tank dry and quickly switch to a tank containing fuel the engine should start right back up, perhaps in seconds. Historically that's not always the case...so why risk a pilot-induced engine failure?
- For those engines with **fuel return lines**, know which tank return fuel flows to at different tank selections, and the rate at which return fuel flows. If the engine feeds directly from auxiliary tanks, add the return fuel amount to the current fuel burn rate to determine how soon the tank will be empty. Then switch tanks before the tank is depleted to avoid vapor lock.
- If your airplane has one (or more), **use auxiliary fuel pumps following manufacturer guidance** as reflected on POH/AFM checklists.
- If your aircraft requires manually switching fuel tanks, make your last selection before your Before Takeoff checks and **always take off on the tank you use for the run-up.**
- During climb and occasionally in flight, **scan the area around and behind fuel caps to see if fuel is leaking** or being drawn out because of a bad cap seal or a poorly fitting fuel cap. In high wing airplanes check the wing trailing edge behind the fuel vents and caps.
- **Lean the engine** to attain your performance and endurance goals.
- If your aircraft calls for manually switching tanks, **plan not only how long you'll be aloft, but when you'll switch tanks. Compare your expectations of how much time and how much fuel at points along your flight to these expectations. Repeatedly recalculate your fuel remaining in each tank, and fuel remaining at destination, as your flight progresses, and check that against your fuel minimums.**
- Don't dismiss the indications of **factory fuel gauges.** Totalizers tell you how much fuel has gone through the engine, but not how much remains in each tank. Totalizers also cannot detect fuel leaks.
- **Ensure your fuel gauges are accurate.** Fuel gauges serve as trend indicators and a sanity check against other quantity indicators. Our Australian friends are required to have their fuel gauges calibrated every two years, and a placard next to the gauges that show the instrument error for each marking on the gauges (similar in concept to a compass correction card). It *is* possible for our fuel gauges to be reliable. The U.S. Federal Air Regulations require them to read accurately.
- **Establish a fuel minimum at destination.** Be willing to stop for fuel at the airport that's 20 miles short of your destination if you won't land with my minimum fuel.
- **Make your final prelanding fuel tank selection at Top of Descent (TOD),** which is the point you leave your final cruise altitude for an instrument approach or a visual landing. Ensure your selected tank has enough fuel for descent, approach, a go-around or missed approach if necessary, and climb back to level flight without requiring you to switch tanks.
- **Do not switch tanks in the traffic pattern, while flying an approach, or any time close to the ground.**
- **Use Start, Before Takeoff, Takeoff, Cruise, Descent and Approach/Landing checklists** to ensure you don't miss any of these techniques if you're distracted or rushed.

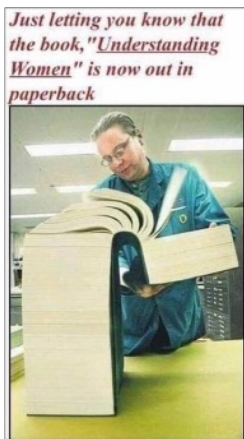
Keep fuel flowing to your engine(s) and you can vastly decrease your chances of engine failure in flight, says the accident record. To avoid a fuel-related power loss ask yourself: **What will and won't you do regarding fuel management?**

•

On The Lighter Side



A friend suggested putting horse manure on my strawberries... I'm never doing that again, I'm going back to whipped cream.



Little League Baseball in Chaos <https://www.facebook.com/watch/?v=693701809431433>
 The easiest way to find something lost around the house is to buy a replacement for it.
 The sole purpose of a child's middle name is so he can tell when he is really in trouble.
 If con is the opposite of pro, is congress the opposite of progress?
 Why do they sterilize the needle for a lethal injection?
 Why is "abbreviated" such a long word?

BLAINE BURGER BASH FLY-IN

HOSTED BY EAA CHAPTER 237



JUNE 3RD, 2023, 10:00 AM - 2:00 PM

Anoka County-Blaine Airport (KANE)

Atlantic FBO - 9877 N Airport Road NE

No landing or ramp fees! \$1/gal fuel discount!

Join EAA 237 at Atlantic FBO for a spectacular selection of delicious 1/3 lb burgers, flavorful brats, tasty 1/4 lb hotdogs, and delectable chicken breast sandwiches expertly prepared just for you!

Proceeds benefit EAA 237 Young Eagles and education initiatives.

Event update at flyin.eaa237.org

Contact : Kevin Sislo - president@eaa237.org or 763-486-6575 (c)

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




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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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