

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JANUARY 2006

Member Profile

Andy Hutchinson



This month, we decided it would be a good time to profile our new chapter vice-president. The picture at left was taken at American Wings Museum before our December meeting.

Early interest in flying

My father was a Naval Aviator in the late 60's. There was always a flight suit and helmet in the closet while I was growing up. After the military, Dad worked as a CFI to supplement his income, and I got a few flights as ride-alongs. This is probably where my interest in GA was born.

Flight training

I was flying with Dad before I could walk. My first remembered time at the controls was straight and level in a V35 Bonanza at age 8. My first take-offs and landings were around age 14 in a 1947 Aeronca 7AC Champ.

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Christmas Party Report

Outgoing President Pat Halligan & wife Sandy at Amer. Wings

On Sunday, December 18th, we were again fortunate to have an excellent holiday get together. We started with a visit to the American Wings Museum, arranged by Dale Johnson. Our hosts there were Duane Kluse and his wife Sharon Sandberg. We appreciated these folks giving up their Sunday afternoon to open the museum for us. The museum has a unique variety of aircraft, from a Grumman Tracker to a replica of the Wright Flyer, to a Mohawk OV-1. And outside there are

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Cleared for Takeoff by Jon Cumpton

Eight years ago, I joined my first EAA Chapter, Chapter 790 in Barrington, Illinois. It wasn't very long before I began to realize that the members of that chapter were very special, interesting people, who shared a love of all things aviation. I got to know them while I also learned to fly – from one of my fellow chapter members. Although I had been to Airventure several times, these people showed me a new way to enjoy the event by volunteering. 790 members were instrumental to a group called EAA Ambassadors, and at one of the Airventure events I met a guy from far off Minneapolis, who had been similarly attracted to the group.

A couple of years later, I moved to the Twin Cities area, although admittedly on the eastern fringe in Cheeseland. I remained a member of Chapter 790 (as I still do today), but realized I needed to establish a local relationship with EAA folks. I remembered the guy I had met from Minneapolis, one Dan Carroll, and got his email address. His response allowed as how Chapter 25 might be interested in having a new member. Actually, his return email with directions to the next meeting arrived nanoseconds after my inquiry. I took this as a good sign.

I attended my first Chapter 25 meeting one snowy February night at the ANG auditorium –remember those pre 9/11 days? The subject was Artic Operations of C130s, and I thought “Welcome to the Northland”. Frank Hanish was President, and he greeted me warmly on that February night. Then I remember going to a meeting at Washburn High School, hosted by an escapee from Down Under. Guys had plans for a variety of home-built aircraft laid out on desks. Everyone mingled with coffee and cookies while talking airplanes. Frank was there again, relaxed and friendly. I met Noel Allard, and we talked about our far flung residences – his in Chaska, mine in Wisconsin. I further appreciated this conversation since I had already had the chance to enjoy reading his book on Minnesota aviation history. I began to realize something amazing – I had found another exceptional group of aviation enthusiasts.

Shortly thereafter I got my first airplane and decided to begin flying Young Eagles. Something not so strange happened again. I found a bunch of people in the Chapter who were excited about exposing kids to aviation – either by flying them or teaching them -- Guys like Mike Dolan, who was Young Eagles Chairman for over ten years.

Now I know that countless EAA members can relate almost identical experiences, and will in the future. In fact, I think that people who love aviation are frequently this way – even air traffic controllers more often than not. Now there was that guy at Jacksonville Center, but that's another story. If you go to almost any airport, you will run into someone who will sit down and talk airplanes with you. The rest is easy. And I found a group of people – Chapter 25 – who made it easy for me.

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ON FINAL



Minneapolis/St. Paul

Visit our website at eaa25.org

President

Jon Cumpton 715-760-0203
jcbroke40@aol.com

Vice President

Andy Hutchinson 952-758-9703
achutch@bevcomm.net

Secretary

Craig Nelson 952-949-0400
c.s.nelson@prodigy.net

Treasurer

Ron Oehler 952-894-2332
r.oehler@comcast.net

Membership Coordinator

Ron Oehler 952-894-2332
r.oehler@comcast.net

Newsletter Editor

Pete Gavin 612-866-6676
petegavin@mn.rr.com

Young Eagle Coordinators

John Koser 952-831-5142
jkoser1@mn.rr.com
Jeff Coffey 612-327-1442
jeffcoffey@gmail.com

Technical Counselors

Chris Bobka 952-432-7969
Dick Burns 952-473-1887
Bob Eckstein* 763-566-0577
Peter Denny 763-529-5325

* also flight advisor



The Leader In Recreational Aviation

This Month: Wed. Jan 18th—Washburn H.S. 6:30 pm

Refreshments: please bring something to share if you can

Speakers: “Your FAA Medical – Keeping You and the FAA Happy”. **Dr. Phil Sidell**, Aviation Medical Examiner and newsletter sponsor, has agreed to speak to us about the ins and outs of acquiring and keeping your FAA Medical. Whether you are a pilot or not, I’m sure you will enjoy hearing Dr. Sidell, who will separate fact from myth on this important subject.

Also joining us in January will be **Franco Fiorillo**, to let us know about his new venture into light sport aviation with the **Flight Design CT**. See article on page 7.

Saturday, Jan 21st—Young Eagle flights, 9 am—FBO, Airlake Airport

Be sure to check with John Koser or Jeff Coffey in advance if you plan to volunteer for this event.

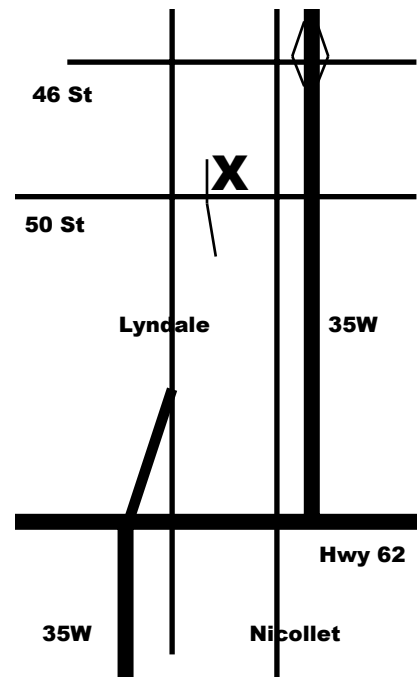
February Meeting: Just a heads up that Mark Schrier of MSP TRACON will speak.

Directions to January Meeting at Washburn High:

From the South: Exit 10B from 35W at the Crosstown. Continue north on Lyndale Ave to 50th Street. Right turn and proceed 3 blocks. Turn left into the school south parking lot.

From the North: 46th street exit from 35W, turn right on 46th street. At Nicollet, turn left. South on Nicollet to 50th, turn right. West on 50th past the Junior High School to the Sr. High School 2 blocks west of Nicollet. Turn right into the school south parking lot.

Entry: South door #9, look for signs.



Cleared for Takeoff

(Continued from page 2)

Having been involved in chapter operations for a while, I decided I was ready to be the guy where the buck stops, so here I am. I can tell you I am excited, and also a little bit scared to be Chapter President. I can tell you I’ve got some ideas, and some of those involve asking Chapter members to do things. I am not worried, however, because I know this Chapter has a bunch of enthusiasts. Also, fright gives you a helpful edge to accomplish things. All I really ask is of you is that you continue to make it easy for new people to call Chapter 25 home.

We are also on the verge of a special year, as 2006 marks the 50th anniversary of Chapter 25’s founding. Over the next year I want us to spend some time reflecting on the history – hearing about it and talking about it. One of my projects is to get a handle on those people who followed Bert Sisler as our first President. These guys and their fellow officers laid the foundation for what our Chapter is today. Many of them are also still members like Bert.

I also want to thank the other officers and directors for their help in advance. We owe a special thanks to Pat Halligan for keeping a vast number of plates spinning over the last three years – he kept them all up in the air, just like the circus act. And with a smile on his face and extreme confidence. We are in good shape as we go forward.

Volunteers Needed!

The chapter is looking for a few volunteers to share responsibility for refreshments at our monthly meetings. Any costs will be reimbursed. Please contact Jon or Andy.

We are also looking for volunteers to help Peter Denny with relocating the Gusty to the Airlake FBO. Please contact Jon, Andy or Peter.

To kick off 2006, one of our faithful Newsletter sponsors, Dr. Phil Sidell, has agreed to speak to us about the ins and outs of acquiring and keeping your FAA Medical. Whether you are a pilot or not, I’m sure you will enjoy hearing Dr Sidell, who will separate fact from myth on this important subject. Franco Fiorillo from Airlake will also be introducing us to a new Light Sport aircraft called the Flight Design CT. Please join us at Washburn High School on January 18th. And those of you who are building airplanes, please attend so you can give a short update on your progress and problems. See you there!

Jon

Andy Hutchinson *(From page 1)*

My 'non-official' training began around age 12 in the '47 Champ. I didn't log any of that time, as my Dad's CFI had expired and we were just out for fun. My first 'official' lessons began while I was in my senior year at college. As part of my aerospace engineering degree, I could earn credit hours by taking basic flight training. Since I was a poor college student at the time, it didn't matter that I'd be a little poorer from flying lessons.

First solo

I got 12 hours in a Piper Warrior, with a solo 9 hours into the training. After graduation, I realized just how poor I was, got married and put my flying lessons on hold for the next 6 years. To be honest, it wasn't that memorable my first time in a Warrior. I had 3 different 'solos' during my training and the one I remember the most was the last in the Katana. That aircraft has such good visibility you felt really alone in the cockpit. It also was the aircraft with the most change in performance between solo and dual flights. By the time I got my private license, I had trained in a Warrior, C152, C172, and a Diamond Katana. I did my private checkride in the Katana in 2003. I added a instrument rating in 2005, using my own aircraft.

Aerobatic experience

Other than chandelles and spins in the Champ as a kid, I've only done serious aerobatic flying once in a co-worker's Steen Skybolt. He was a weekend airshow performer in the New York area. I got to go along for one of his practice sessions. The biggest memory from that experience was watching the g-meter go past 6 on a pull out from a hammerhead and my vision starting to close in on me. Six G's was a lot more pressure than I had expected. He was killed 6 weeks later when the Skybolt didn't recover from a spin in a show performance. I haven't been too motivated to do more aerobatics since then.

Professional aviation experience

I worked as an aerospace engineer for 2 years in the early 90's at McDonnell Douglas in St. Louis (now Boeing). I worked in the flight simulation and training department developing train-



The Ercoupe owned by my dad, brother, and myself, flying over Iowa

ing systems for military fighters such as the F-15, F-18, and AV-8 Harrier.

Aircraft flown

I've only owned 1 aircraft so far, a 1977 Grumman AA5 Cheetah. I've flown C172, C152, Piper Warrior, Aeronca 7AC, Ercoupe, Cirrus SR22, Beech A36 & V35, Steen Skybolt, Rans S12, Diamond Katana, Schweizer 2-33 and Schleicher ASK-21 sailplanes, and my Grumman Cheetah. I also have a couple of hours trying my hand in a Hughes 300C helicopter. I had no problem 'flying' the 300C, but that hovering in ground effect is another story.

Favorite/least favorite aircraft

My least favorite so far has been the C152. It's just too small and confining from my perspective. Maybe that was just due to the 250 lb. CFI sitting next to me. My favorite (other than the F18 simulator at McDonnell) has been the Diamond Katana. It was very responsive on the stick, had great maneuverability, and the free castoring nose wheel made ground handling a breeze. Flying the Katana led me to the Grumman Cheetah for similar control response, visibility, and ground handling.

Memorable flights

My most memorable flight related experience was shooting carrier approaches in the F18 Hornet simulator with a couple of Blue Angels



Standing next to the Katana after my private checkride



Self portrait at Oshkosh2003 reflected from the polished spinner of a Staggerwing Beechcraft

(Continued on page 5)

Andy Hutchinson *(From page 4)*

pilots who stopped by McDonnell Douglas to thank us for building them such a great aircraft. Interestingly enough, our simulators were so realistic that the active duty pilots who flew in to test them out were advised to wait 24 hours before getting back in their own jets and flying back to base. You don't get the same G forces in the simulator, and it was thought that practicing combat maneuvers in these conditions should not be immediately followed up by actual flight time.

Homebuilding experience

Not much experience here. I've helped my dad stitch the wings of an EAA Biplane. All of my homebuilding to date has been on scale R/C models. I'm pretty good with balsa wood and monokote.

EAA

It started in 1979 when my dad took me to Oshkosh for the first time. I've been back 10 times in the years since and flown in twice with my Cheetah. I've been an EAA member on my own since 2000. I joined Chapter 25 in 2003 after getting my private license.

Young Eagles

I've never flown any Young Eagles, but I've helped ground crew a number of times. Now that I'm getting more accustomed to my new aircraft, I'd like to fly some in the future.

Oshkosh

My best Oshkosh experience was sitting under the wing of an old DC-3 in 1985 talking with an older gentleman about how he had lost his medical 15 years prior and wished he still had a way to fly legally. He reached into his pocket, pulled out his wallet and showed me a faded piece of paper from 1921 with Orville Wright's signature on it. It was his original civilian pilot's license. If only the sport pilot rules had been in place 20 years ago.

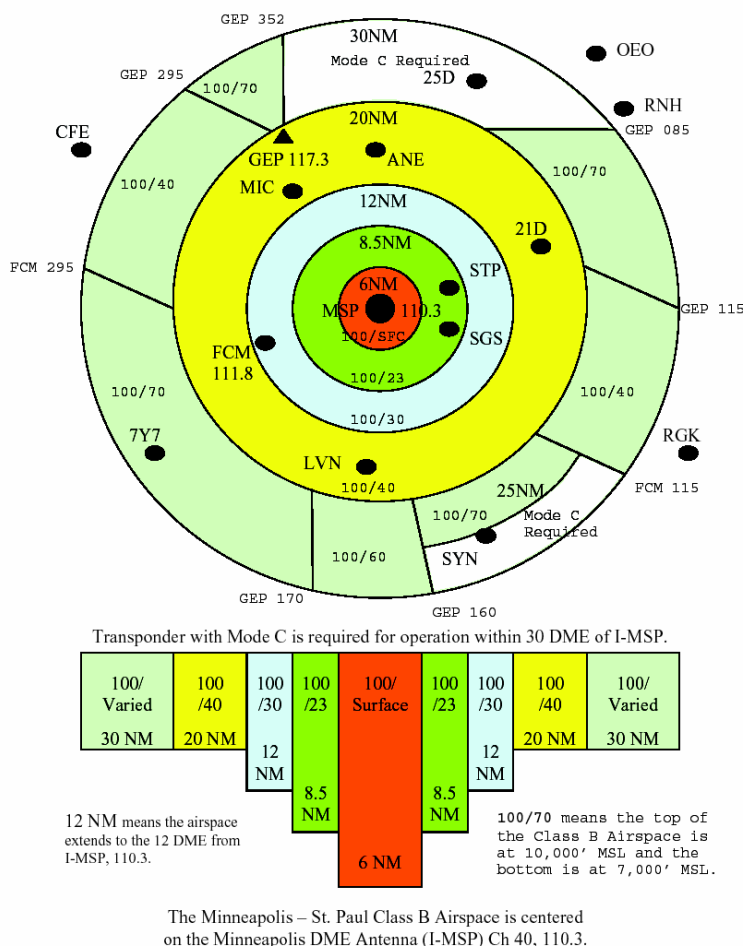
Family flying

My wife Carol flies with me anywhere I go. She even took ground school and 3 hours of training to become more famil-



My 1977 Grumman Cheetah with wife Carol at Telemark Resort in Cable, Wis.

Proposed Minneapolis – St. Paul Class B Airspace Effective February 16, 2006



FAA Releases Final Minneapolis Airspace Revision

The FAA released the final rule revising Minneapolis/St. Paul Class B airspace this week, expanding the upper limits from 8,000 feet MSL to 10,000 feet MSL. The [final rule](#), to be implemented on February 16, 2006, does not include the north/south VFR transition corridor suggested by EAA in its first comments submitted in March 2001, but FAA notes VFR flyways are not addressed in a Class B rulemaking action, and it plans to develop and institute VFR flyways for the Minneapolis-St. Paul International (MSP) terminal area through a separate, non-rulemaking process. EAA will continue to strongly urge for the swift approval of VFR corridors.

iar with the whole experience. She has no desire at present to get a license, but at least she could get us down safely in an emergency. She's also been to Oshkosh twice.

Aviation plans/goals

I will build an airplane someday, but I first need a place to do so. Right now I'm leaning towards a Lancair Legacy as a fast cross-country cruiser. I'd love to retire to an airpark and spend my days working on the plane, but that is 20 years away. I'd like to help someone else with their project in the next few years to gain some homebuilding experience.



Party Report *(From page 1)*

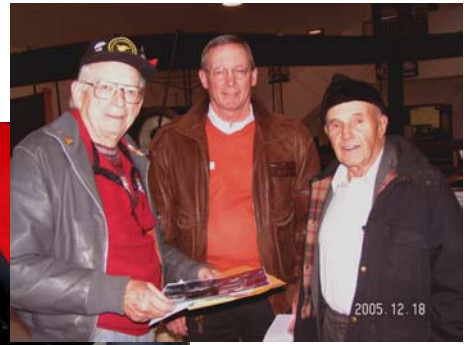
plenty of Mohawk spare parts! The Museum also has an interesting collection of memorabilia and a gift shop. If you were unable to join us, please plan to make a visit. The museum has regular hours on Fridays and Saturdays.

After the museum visit, we adjourned to Dan Carroll's beautiful hangar for the festivities. Actually, airplane hangar doesn't really seem to be the correct term to describe this place. It actually is more like a beautiful apartment with a place to park your airplane on the first level. At any rate, the membership brought another beautiful array of food and drink to enjoy, and enjoy we did.

A note from Pat Halligan:

I want to thank all the members who showed up for the airplane museum tour and party at Dan's. The museum had some very interesting planes, cars, engines etc... I want to thank Dale Johnson for lining up the open house at American Wings. The party at Dan's was very nice. THANK YOU DAN! Good food and I'm not kidding when I say Chris Bobka's home brew was excellent!

Pat



Flight Design CT



Over the past several years we have been hearing a lot about light sport aircraft. With all of the new rules surrounding these aircraft and the training required to fly them, it can be pretty confusing. Current pilots may think that the new rules hold nothing for them, or they may be looking to the new rules simply to fly smaller traditional aircraft without a medical. But one thing is becoming clear as the market for light sport aircraft evolves: pilots who would like to buy a new factory-built aircraft have a whole lot more options than before.

That is because the new rules include a separate category called Special Light Sport Aircraft (S-LSA) for aircraft that are 100% factory-built. (Experimental, or E-LSA is the category for those partially built by the owner.) S-LSA aircraft are FAA certified, but because the new certification rules are less restrictive, new designs are appearing on the market like never before. The Flight Design CT is a prime example of the new S-LSA category. The first Flight Design CT was certified last April in the U.S. However, this aircraft has been certified for several years in Europe, and over 300 CT's are now flying world wide.

According to Robert Goyer, who conducted a test flight of the CT, the new S-LSA certification rules amount to a deregulation of the aircraft manufacturing industry. (See his article from the May 2005 issue of *Flying at* http://www.flyingmag.com/article.asp?section_id=17&article_id=541)

In his flight review of the CT, Robert makes it clear that these new aircraft are slick, sophisticated designs that should compete favorably in the home market against the more expensive new designs certified under Part 23 (Cirrus, Diamond). The specs on the right (from Robert's article) tell the story.

Come to our January meeting to hear Franco Fiorillo of Aircraft Resource Center talk about his plans to make the Flight Design CT available at Airlake.

ON FINAL JANUARY 2006



Aircraft Resource Center

office ☎ 952.469.4414
fax ☎ 952.469.3535
web ☎ www.gotoarc.net
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Propeller: **Neuform, two-blade composite, ground adjustable, 66 in dia**
Seats: **2, side-by-side**
Length: **20.3**
Height: **7.9**
Wingspan: **30.5**
Wing area: **116 sq ft**
Maximum takeoff weight: **1,320 lbs**
Empty weight, as tested: **620 lbs**
Useful load, as tested: **700 lbs**
Maximum usable fuel: **34 gals/204 lbs**
Payload, full fuel: **496 lbs**
Wing loading: **11.3 lbs/sq ft**
Power loading: **13.2 lbs/hp**
Best rate-of-climb airspeed: **76 kts**
Best angle-of-climb airspeed: **56 kts**
Maximum rate of climb: **960 fpm**
Never exceed speed (Vne): **167 kts**
Max cruise (@ 8,500 feet): **115 kts**
Fuel flow, max cruise: **4.5 gph**
Endurance, max cruise, 45 min res: **7 hours**
Maneuvering speed: **85 kts**
Stalling speed, flaps up: **45 kts**
Stalling speed, flaps down: **34 kts**



Chapter Events and Fly-Ins

Jan 18th Ch 25 Meeting
6:30pm Washburn Sr. High
See page 3 for map & directions

Jan 21st Young Eagles 9am
ARC FBO at Airlake (LVN)

Future meetings 2/15, 3/15, 4/19,
5/17, 6/21, 7/19, 8/16, 9/20, 10/18, 11/15

Jan 14 Winsted Mn (10D) 11a-1p
Fly-in Chili Feed

Jan 21 Wautoma Wi (Y50)
Chili fly-in www.y50.org

Jan 21 Marshfield Wi (MFI) 10-1p
Dave's Fly-in Chili Feed.
715/387-6417.

Jan 21 Inver Grove Heights Mn 9a
General Aviation Safety Seminar
Inver Hills Community College
2500 E. 80th St. Liberal Arts Bldg
Room 210 FAA Wings Pgm.
Mark Schreier/Brian Addis/Rich
Braunig on Airspace chgs/Avionics/
3 most common accident causes

Feb 9 St. Paul Mn Fort Snelling
WWII History Roundtable at
Mn Historical Society History Ctr
Topic: Long Range Combat Patrol
with PBM Mariners 952/941-5700.

Feb 11-12 Aitkin Mn (AIT)
Sweetheart Ski-plane Fly-in
218-927-4104

Feb 18 So St Paul Mn (SGS) 11-1p
Ski-plane Fly-in 612-849-9828

Feb 25 Eden Prairie Mn 8a
General Aviation Safety Seminar
Presentations begin at 9:30a
Flying Cloud Airport, Gate G off
Pioneer Trail. ASI Jet Center.
Wayne Handy/Rich Stowell/Mike
Wiskus on Adventures in safety/
Surviving engine out/The fear factor

Mar 11 Superior Wi (SUW) 9-3p
Fly-in Open house, Young Eagles,
Chili feed at noon. 218/729-7764.

Mar 20-21 St Paul Mn Radisson
Riverfront Hotel. 2006 Mn Aviation
Maintenance Conf. 651/297-7652.

Apr 4-10 Lakeland Fl Sun 'n Fun
Apr 19-21 Willmar Mn

Minnesota Airports Symposium
Holiday Inn Conference Center
<http://www.dot.state.mn.us/aero/>

May 13 Mn Aviation HOF Banquet
Jul 1 Solon Springs Wi (OLG) 9-2p
Young Eagles. Burgers & brats.
218-729-7764 or www.eaa272.org.

Jul 24-30 OSH AirVenture 2006



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For Rent: Hangar space at Crystal Airport \$85/mo.
Darrell Pearson 952-927-9471 wabedo50@yahoo.com

For Sale: 1989 Kolb Twin Star, open cockpit side by side 2 place, 503 Rotax, Warp Drive Prop, \$10.5K, 612-978-6099.

For Sale: 1957 Cessna 172, Cont. O-300 Millennium Cylinders, 501 TT SMOH, 4400 TT A/C, Highly polished alum., 2004 & 2005 OSH Award Winner. \$37,000 Pat Halligan 651/452-7050

U.S. Sectional Charts Online

I found out about this site through the Flybaby list. It contains CURRENT U.S. sectional charts, with optional weather info available for some airports. You can navigate by dragging the display and zoom in or out. And it's FREE! - Chris Bobka

<http://www.skyvector.com>

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