

# WINTERFALL

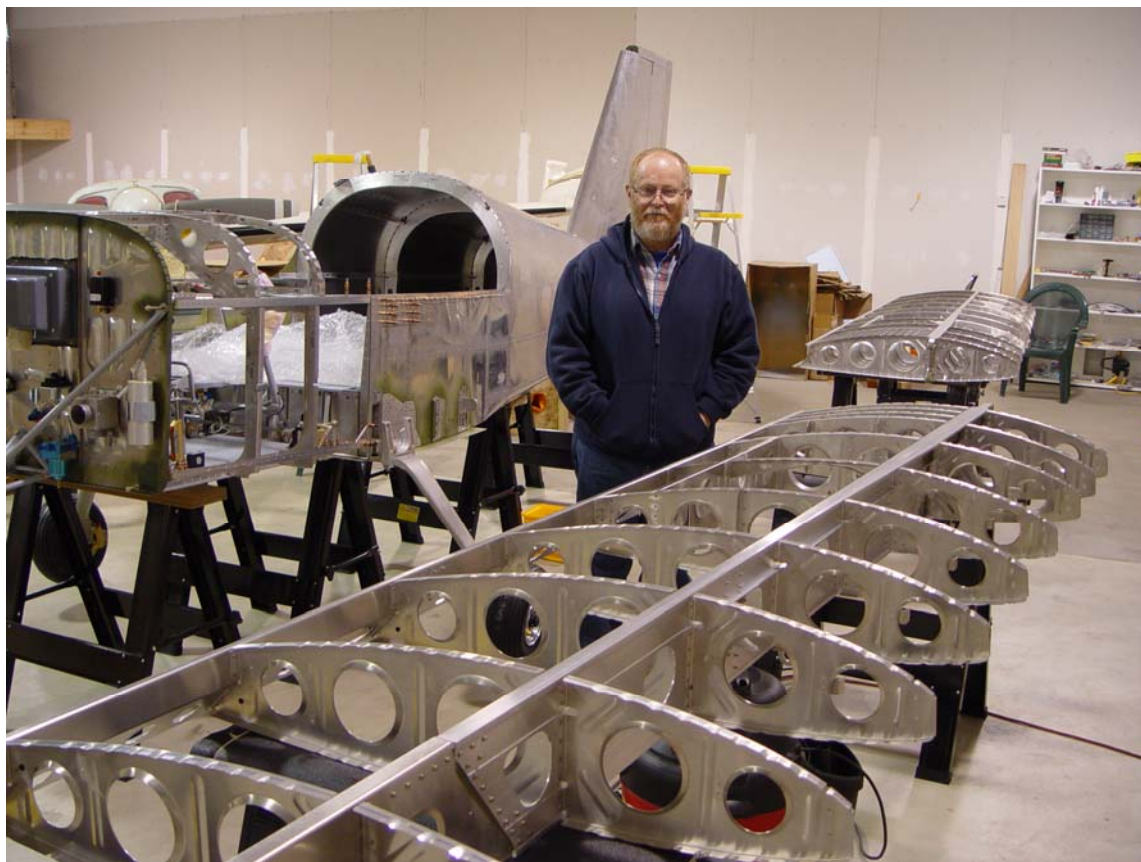
EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

MARCH 2010

## Building the Rans S-19

### Interview with Ami Sela



*Ami Sela has been working on his Rans S-19 since August of 2008, and I finally got a chance to visit his project over at Fleming Field. For some of our newer members, I thought I would start by asking Ami a few questions about his background in aviation.*

#### How did you get interested in flying?

I always wanted to learn to fly, and I was able to start flight training in the mid 70's after moving to Connecticut. I progressed through private, instrument and commercial, and got a job with the FBO first as a ground instructor. They started a regional airline service there, and I began

flying passengers after a few hundred hours. I flew in various aircraft as their business grew, including Navajos, Twin Otters, Embraer's, and Shorts. We flew various routes throughout the Northeast from Boston to DC, including Hartford, Groton, Philly, Newark, New York, Hartford and Baltimore.

#### When did you join Northwest?

I actually started with Republic back in 1985, and they were bought out by NWA in 1986. I started with 727's and went on to DC9's, 747-200's, 320's, and finally 757's. I liked them all,

but the 320 was probably my favorite.

#### I know you were building a Helicycle a few years ago. What happened with that?

Yes, I was heavily into building my Helicycle back in 2004, and I was close to finishing it. When I talked with MNDOT about getting it registered in Minnesota, they said they would not register it unless I got commercial insurance. At that time there were only a few in the air, and insurance companies didn't

*(Continued on page 4)*

**Koser's Comments**  
**Mar meeting, Feb minutes**

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# Koser's Comments



Our calendar for this year is taking shape. On deck for the March meeting is Pat Hoyt, once again hosting the meeting at his home. Pat and Mary have again offered to have the Chapter at their home so that Pat can fill us in on the updates for the 601 and how his construction project will incorporate them. It should be a learning experience to understand the process he's going through to make the required modifications.

Pat and Mary have offered once again to provide sloppy joes for the occasion, but the chapter will also chip in with chips and desserts. Members can bring desserts to this event.

Following the Young Eagle event on 20 March (45 Boy Scouts), we'll have a chili feed at the (warm) hangar, followed by a Board of Directors meeting, now scheduled for 2PM.

Bill Brown is in Texas and Oklahoma on vacation this month, so I'll be running the YE event. All who'd like to be ground crew are most welcome. Please give a call or email. I have contacted some pilots, but will be calling others. Because the turf around the hangars is so soft, and because Mark, our MAC maintenance guy is concerned about people parking on the soft turf, I think we'll run our Young Eagles event from the FBO where parking is available.

Our April meeting promises to be interesting, as Stein Bruch of Stein Air will host the group at his shop. We should enjoy checking out Stein's "Mullicoupe" project. This is one incredible airplane with a 450 hp radial! (Check out Stein Air's web site lots of images of the project.)

In May, Ami Sela has offered to host our meeting at his hangar at Fleming Field. His project is near having the engine mounted this month, so we should see an almost finished airplane. More details will follow later.

Other meeting ideas are: a Pietenpol night utilizing a DVD "Finding Flight," a return of Dr. Phil Sidell for all who have air-medical questions, and a possible seminar on light sport flying. If other ideas arise, please let's talk about them at our upcoming meetings.

Now that spring is "just around the corner" (keep your fingers crossed), I hope we can all do some flying. I had an enjoyable Saturday morning flying as Paul Pankratz's safety pilot while he practiced IFR approaches. This is a good experience for VFR pilots like myself to see the IFR side of aviation. I recommend the experience.



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# ON FINAL



Minneapolis/St. Paul

Visit our website at [eaa25.org](http://eaa25.org)

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# ***This Month: Wed Mar 17th—Pat Hoyt's Home—6 pm***

**Please bring soda, chips and desserts**

**Program:** Mary & I are looking forward to having everyone over again on March 17th. We'll start the festivities at 6:00pm. We can do things like we did last time, which seemed to work pretty good - i.e., an informal and relaxed atmosphere where people can feel free roam around the house and garage at will. Mary & I will cook up a batch of sloppy joes and we'll provide the buns, plates, and utensils. If the chapter could bring sodas, chips, and dessert then I think that would work well. We'd like to encourage the wives to come, too.

—Pat

**Sat Mar 20th—Young Eagles at 9am, BSAEC hangar at Airlake.**

Young Eagle volunteers, please contact Bill Brown for more information.

**Also Mar 20th—Annual Chili Feed Young following YE's at noon.**

Bring your favorite chili to share. Cheese, crackers etc. also needed!

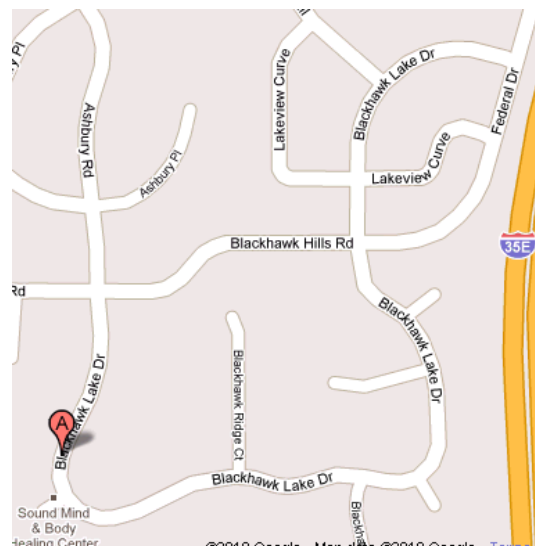
**Directions to the Hoyt's:** Directions, from 494: Get to I-35E

Southbound. Take Yankee Doodle Rd exit. Get in 2nd lane from the right. Turn right onto "Yankee Doodle Rd". (heading westbound). Go straight through the first stoplight which is "Pilot Knob Rd". Get into the left lane. Go about 3 blocks and then turn left at the stoplight onto "Federal Dr"

In about 1 mile, Federal Dr becomes "Blackhawk Hills Rd" and arcs to the right. Take the second left onto "Blackhawk Lake Drive". There are two streets that lead into our neighborhood called "Blackhawk Lake Drive". Either one will get you here, but it's quicker if you take the 2nd "Blackhawk Lake Drive" (look for a large wooden sign that says "Blackhawk Shores").

We are the 4th house on right. The house is tan and will have a Blue VW Jetta in the driveway. The numbers "1620" are in black numerals above the center of the garage door and are easily visible from the street.

Address is 1620 Blackhawk Lake Drive, Eagan, MN 55122 Phone: 651-688-7747



## **EAA Chapter 25 Meeting Minutes February 17, 2010**

**Presiding Officer: John Koser**

**Location: Bert Sisler Aviation Education Center (BSAEC)  
at Airlake**

### **Business meeting discussions**

The following guests were introduced:

Brian Utley Al Stark  
Mark Undestad Hollis Willeford

A treasurer's report was circulated. We have a cash balance of \$3,466 as of February 11.

Young Eagles – There may be a few kids this month on Saturday, February 20<sup>th</sup>.

The 2010 Membership Roster and Financial Report are available, pick them up here at the meeting.

Newsletter sponsor information by Pat Halligan: Steve Goebel is the newest newsletter sponsor with Colfax Companies. Sponsorship funds go into the general fund for scholarships.

Building projects: Dick Navratil showed plans for a scale model of a pedal toy Pietenpol for kids, he purchased the plans.

Dick Navratil also will be getting an article about the history of the Pietenpol from the Smithsonian.

The Pietenpol group will have a meeting at Crystal Airport. There are official interest forms available at the meeting today for people interested in being owners.

Chapter 25 Board meeting this Saturday morning.

John Koser stated the Pietenpol group could put meeting information out through Yahoo group Chapter 25 online.

The Chapter could get a small group to put up a chapter history display on the wall.

Jeff Coffey talked about his wood biplane Acro Sport II. He has a rib here to have some wood guys look at.

There was discussion about the results of the people landing a plane on Lake Calhoun.

Lou Martin talked about the upcoming Armed Forces Day WW II Reenactment Weekend at the Dakota County Fairgrounds in Farmington. This will be May 15 and 16. Lou is also selling his book there.

### **Program**

Ben McQuillan from Inflight Pilot Training presented a WINGS seminar on FCM Flying Cloud Airport changes and on Loss of Engine Power at 500' AGL.

Ben thanked the EAA and EAA Chapter 25 for hosting the seminar and announced that membership applications are available today.

—Submitted by Kris Olson

# Building the Rans S-19

(Continued from cover)

want the risk. MNDOT supposedly had a process whereby you could self-insure if you were turned down by three insurance companies, but in the end, they just kept putting up roadblocks and I finally became discouraged. I put it on the market in 2007 and sold it for a profit within 48 hours to a guy in California. A year and a half later, once there were 40 or 50 flying, insurance companies began accepting the Helicycle.

(For more information on Ami's Helicycle, see the July and August 2004 issues of *On Final*)

## How did you decide to build the Rans S-19?

I really enjoyed the building process with the Helicycle, and after selling that I decided to build a fixed wing. I wanted to go with a company with a solid record, and I was very impressed with the Rans models and their safety record. I also like the Vans RV models, but I wasn't excited about all those solid rivets. My wife Jaye and I visited the Rans factory in Hayes, Kansas where we both got a trial flight in the S-19. I was able to fly for about 40 minutes, and Jaye for about 20. We both liked everything about the S-19 and decided to go ahead with the project. We like the fact that it is a side by side, as it is easier to communicate and it will make instructing easier as Jaye has decided to pursue her private pilot license.

## How new is this model?

It is fairly new. The first factory built S-19 flew in 2007, and the first homebuilt was first flown early this year. There are about 100 in progress, and several nearing completion.

## Has it been difficult to build so far?

The S-19 is a fairly complex project with a lot of parts, and since there is no "quick build" kit, everything but the main spar has to be pretty much built from scratch. So it is a lot of work with a lot of detail to organize and work through, but up to this point, there is no part that I would call really difficult. I think skinning the wings will present some challenges to get the rigging right, and this will probably be the most difficult part of the build.

## What engine are you using?

I selected the Jabiru 3300. The standard engine for the S-19 is the Rotax 912S, but when you add in the cost of the firewall forward kit and the prop, the Rotax is about \$9,000 more than the Jabiru 3300. Plus the Jabiru 3300 produces 120 hp compared to 100 for the Rotax 912S. The Rotax claims to be lighter, but when you add in the re-

quired components, the weights come out pretty close. Also, with the Jabiru, it is direct drive so you avoid the reduction gears used by Rotax.

One difference is the size of the fuel lines. The fuselage comes with a 3/8" fuel line for the Rotax, but the Jabiru uses a 1/4" line. I've decided to stage the reduction at the gascolator, so there will be no direct connection between lines of different sizes. I attended a week of training on the Jabiru at their facility in Tennessee, so I can do the maintenance myself.



Jabiru 3300



## Does this engine change the aircraft classification?

Yes. If you want the factory certification, S-LSA, about the only thing you can change from spec is the paint. With the factory spec S-19, your local FSDO can approve a fly-off in as little as five hours. Because I'm building a non-standard S-19 configuration, I will need a fly-off time of 40 hours. So I will be certifying this as an Experimental Amateur Built LSA compliant aircraft.

Sometime in the future I would like to try swapping out the (Continued on page 5)



# Building the S-19

(Continued from page 4)

Jabiru for a Williams WR-44 turbine (originally designed for a Navy jet). I actually have one of these engines given to me by a friend. They weigh 84 lbs, compared to around 180 for the Jabiru. The WR-44 develops 210 shaft hp at around 60,000 rpm, so it will need a gear reduction system to get 2700 rpm at the propeller. I would need to de-rate this to 120 hp, so I would need to work with the same guys who worked with me on the Helicycle. I would need to recertify, so this would require repeating the 40 hr fly-off time.

**What did you decide to include in the instrument cluster?**



AF--3400s

I am deviating from the standard S-19 in this area as well. The S-19 standard calls for a Dynon EFIS that is 2-3 years old. I selected an AFS 3400 combination EFIS and Engine Monitor system. I'm actually planning on installing 3 of these systems on the panel, and will configure

each differently but with options that enable a double backup should failures occur in flight. I will have the aircraft battery as a normal backup with a ½ hour life, while each unit comes with an internal backup battery that will last about an hour. So in the worst case where I lose the alternator and the aircraft battery, I would still have 1 hour to get on the ground before losing the panel.

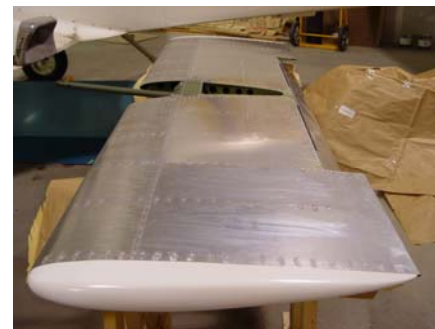
So I will have no steam gauges, and no wet compass. I will have two magnometers in place of a wet compass, which when you think about it, is really a single point of



failure in standard aircraft.

**Will you need help wiring the panel, or will you be able to do this yourself?**

I had SteinAir build the panel, and they are also supplying the engine sensors that will feed the panel. It took most of ten months for the parts to arrive from AFS; the panel was just delivered last month. Once they have the sensors, it should be fairly simple to install the wire harnesses.



S-19 Stabilator

**Have you thought about the paint scheme?**

Yes. I'm thinking of a scheme similar to the Helicycle I built. It would be yellow in the front, cobalt blue from the mid-section back with small yellow N-numbers. There is a special process to dull the finish in front to reduce glare reflection, and I plan to use that. I will probably fly off the 40 hours first in case I need to make adjustments that would disturb the paint. Then I am thinking of having Wi-paire do the job.



**What type of flying are you planning?**

Jaye and I are planning flights to see her family in Florida, and we have friends in Seattle and Connecticut that we would like to visit. I would also like to fly it to Oshkosh, but probably not this year.

**What is your timeline for completing this project?**

I started this project in August of 2008, but only worked part time on it until I retired a year later. With the exception of the LSA mechanics training in Oshkosh and the Jabiru training in Tennessee, I have spent most of my time on this. At this point, I have about 2400 hours logged, and I will need around 600 more. So I am hoping I can finish it up by May. By the way, I have been talking with John Koser about a chapter visit to my project in May, so you can all see how things are going by then!



## ***Gone West***

### ***Patrick Paul Green***

Green, Patrick Paul 66, Brainerd, on March 3, 2010. He lived in Burnsville for 38 years before retiring to Brainerd. Patrick was a United States Army Veteran. He was employed at Northwest Airlines as a Mechanical and Aviation Instructor. He is survived by wife, Mary; daughter, Bridget (Jamie) Borell; grandchildren, Gracie, Liam, and Sean; parents, Ruth (Bernard) Simenson; mother-in-law, Margaret Baune; brother, Tom (JoAnn) Green; sisters, Jill (Dick) Pistulka, Laure (Mark Wange) Green, Kathy (Mark) Thompson, Kris Green-Shibe; sisters-in-law, Shirley (Ron) Welter, Gretchen Baune. Funeral service held on Monday, March 8, 2010 at 11 AM at St. Andrews Catholic Church, in Brainerd.

## ***Airlake Hangar Space Available from EAA Chapter 25***

- Aircraft owner will need to join Chapter 25
- A hangar donation of \$125/mo is customary and appreciated
- Low wing preferred, but will consider high wing
- Preference is given to homebuilts in the final stages of construction
- ◇ Completed aircraft may need to find other space in the event a member needs the space to complete a new project.

For more information, contact chapter secretary Craig Nelson 952-949-0400 email [c.s.nelson@msn.com](mailto:c.s.nelson@msn.com)

## ***Paper or Plastic? Remember March 31 Deadline for Replacing Pilot Certificates***

Pilots who have not yet traded in their paper pilot certificates have until March 31, 2010, when the paper certificates expire. Certain non-pilot certificates (those issued under 14 CFR part 63 and part 65) are still valid for three more years — until March 31, 2013 — before they need to be replaced.

Renewing a certificate can be done online or through the mail, and instruction can be found at: [http://www.faa.gov/licenses\\_certificates/airmen\\_certification/certificate\\_replacement/](http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/).

To process a request by mail, fill out and send in Form 8060-56 (10/09)—see above link—along with a \$2 replacement fee. Make your check payable to FAA. New certificates will take four to six weeks to arrive with mail processing and seven to ten days for online processing.

## ***Youth Aviation***

### ***Education from Kris Olson***

#### **2010 EAA Air Academy at Oshkosh , WI**

Young Eagles Camp (ages 12-13) \$600/\$675  
Session 1: June 14 - 18  
Session 2: June 20 - 24

Basic Camp (ages 14-15) \$800/\$875  
Session 1: June 26 - July 1  
Session 2: July 5 - July 10  
Session 3: July 12 - July 17

Advanced Camp (ages 16-18) \$1,000/\$1,075  
Session 1: July 20 - July 28  
Session 2: July 30 - August 7

For more information visit [www.airacademy.org](http://www.airacademy.org) or call 1-888-322-3229.

#### **2010 Minnesota Aviation Career Education (ACE) Camp**

Sponsored by the FAA and Mn/DOT  
Office of Aeronautics

For students entering grades 10, 11, or 12 in the Fall.  
\$450/\$550

June 20-26, 2010 Sun. through Sat  
July 18-24, 2010 Sun. through Sat.

Applications are due May 15, 2010.

For more information visit

[www.dot.state.mn.us/aero/aved/students/aceinfo.html](http://www.dot.state.mn.us/aero/aved/students/aceinfo.html)  
or call Dan McDowell, Mn/DOT Office of Aeronautics at 651-234-7182.

## ***Congratulations to Liz***

**Folks,**

**If you want to send Liz Strohfus a congratulations card on receiving the Congressional Gold Medal for her role as a WASP in WWII, her address is:**

**128 2nd Ave NW  
Faribault, MN 5502**

**She REALLY got a kick out of the card signed by all of us last year following the banquet.**

**John Koser**

## Stuff for Sale/Wanted

For Sale: Lancair 320/360 kit, Super-Fastbuild kit. Asking \$20,000 or offer. Call 608/797-5752.

For Sale: 1941 J-3 A75 "Sport", ground up restoration, Sport Pilot ready, "Sweetest little cub in MN" says Loren Schiebe. \$45,000 Dick Bylund 952-938-8522

For Sale: 2024-T3 Sheets; 1 ea. - .020 4'x12', .025 4'x12', .016 3'x13', .032 4'x4'. \$1, sq/ft. Also smaller pieces. Monel Pop Rivets \$.05 ea. Latches - Hartwell H4600, \$3 ea. Call Jim Mayer (952) 469-2347.

PROJECT FOR SALE: 2001 KITFOX LITE SQUARED (Kitfox Model IV Tri-Gear) - Factory-rigged wings, Airfoiled tail, Conventional cowl, Electric elevator trim, Strut fairings. No engine. Asking \$10,000.  
Ben Adamowski - badamowski@comcast.net - 952 949-2186.

For Rent: Hangar space at Airlake. Lot 38G, sharing space with a Sonex and Stinson. \$200/mo. Call 651 423 4273 or email lisamadams@frontiernet.net

For Sale: 1948 Beech Bonanza 35. T.T.A.C. 2980, Engine 22 SMOH. Prop & all Accessories 22 since overhaul. New paint & leather interior. Tip tanks, dual controls, all new windows, cleveland brakes. Many mods. VFR radios. At KLVN. Asking \$48,000. Al Morphew 952-985-5910 612-961-1546

For Sale: 1973 Cessna 150L TTAF 3300, 700 SMOH. White w/blue stripe. Exterior 8/10, interior 8/10. Michael single Nav/Com radio, ModeC Xpndr. Fresh annual. Portable GPS included. \$18,000 firm, similar in trade-a-plane for 23-24. Gerald Mercier, gjmerci@aol.com 612/861-6921.

For Sale: Hangar #30, 48'x50'—Winsted Municipal Airport 10D-40' Electric Bi-Fold door; Concrete floor; Mercury Vapor lighting; 11' x 13' Garage door. 320/834-2824 be35\_33\_captn@hotmail.com

For Rent: Heated hangar space at KMIC. Space has good lighting and use of microwave, refrigerator, bathroom, lounge, and hot/cold running water. Rent dependent on type of A/C or use. Space comes with resident AP, IA, EAA technical counselor, and A/C welder. Call 763-494-6993 evenings.


For Sale: RV-6/6A project in Burnsville—pre-punched empennage and wing kits are complete. Right wing is jigged with the skeleton and main skins clecoed in place. All parts primed. Includes elec trim, wing lndg lts and AOA kit. \$5000 for all, but am on furlough from Mesaba and willing to negotiate. Chad Tarara [ctarara@comcast.net](mailto:ctarara@comcast.net) 952-956-4614

For Sale: Homebuilt two place tandem. open cockpit, hi wing, 64TT, Eng. 0235C 1035TT Plane garaged 10 yrs Bldr deceased.  
Starduster II fuselage & empennage  
Amphibian, single place hull/fuselage modified Cub wings  
Alum 6061T6 tubing 1.175"OD, .025 wall, 12 1/2' long, about 60 lengths  
6 RC models, gas & electric engines, controls etc.  
Pair of J-3 ailerons, J-3 fin, motor mount, pair of skis, radio, Lyc o'haul man.  
**PRICES ARE NEGOTIABLE-Make an offer!**  
Vivian Christianson vivchristi@gmail.com 763-559-2783

### **More Interesting Facts** from Norm Tesmar

1. In English pubs, ale is ordered by pints and quarts... So in old England, when customers got unruly, the bartender would yell at them 'Mind your pints and quarts, and settle down.' It's where we get the phrase 'mind your P's and Q's'

2. Many years ago in England, pub frequenters had a whistle baked into the rim, or handle, of their ceramic cups. When they needed a refill, they used the whistle to get some service. 'Wet your whistle' is the phrase inspired by this practice.



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# Chapter Events and Fly-Ins

**Mar 17th Chapter Meeting at Pat Hoyt's**  
Gathering at 6pm  
(see page 3 for map & directions)

**Mar 20th 9am Young Eagle Rally**  
**Followed by Annual Chili Feed**  
(Contact John Koser to volunteer for YE)

**Future meetings** 4/21, 5/19, 6/16, 7/21, 8/18,  
9/15, 10/20, 11/17, 12/15, 1/19, 2/16, 3/16

**Mar 13 Cloquet Mn (COQ) 10-2p**  
Marv's Bday Fly-in

**Mar 20 Rushford Mn (55Y) 8-1p**  
Chili Fly-in 507-452-6888

**Mar 29-30 Brooklyn Center Mn**  
Aviation Maintenance Technician's  
Conference - at Earle Brown Heri-  
tage Center, 6155 Earle Brown Dr.,  
Brooklyn Center, MN 55430

**Apr 14-16 Duluth Mn**  
MCOA Airports Conference -

Duluth Entertainment &  
Convention Center (DECC),  
Duluth 800/657-3922

**Apr 13-18 Lakeland Fl (LAK)**  
Sun 'n Fun 2010

**Apr 24 Bloomington Mn**  
MN Aviation Hall of Fame  
Ramada Mall of America  
nallard@unitelec.com  
mnaviationhalloffame.org

**Apr 24 Hibbing Mn (HIB)**  
Spring Chili Fly-in  
218-262-6377

**May 15 Crystal Mn (MIC)**  
Learn to fly day  
Seminars at 10, noon, 2 & 4  
Intro flights 763-533-4162

**June 5-6 Eau Claire Wi (EAU)**

Chippewa Valley Air Show  
Blue Angels 715-832-6671

**June 12 Superior Wi (SUW)**  
Richard Bong Airport 9a-4p  
New terminal dedication  
Food, car show, YE flts

**June 17-19 Mason City Ia (MCW)**  
American Barnstormers Tour  
641-421-3397

**June 26-27 St Cloud Mn (STC)**  
Air Show with Blue Angels  
TheGreatMinnesotaAirShow.com

**July 3-5 Alexandria Mn (AXN)**  
American Barnstormers Tour

**July 10 Hibbing Mn (HIB) 8-1p**  
Mines & Pines Fly-in Bkfst  
218-262-6377

**July 17-18 Duluth Mn**  
Duluth Air Show with USAF  
Thunderbirds and Tora Tora Tora  
duluthairshow.com

**July 18 Preston Mn (FKA) 7-12:30**  
Fly-in Bkfst 507-765-2582

**Jul 26 - Aug 1 Oshkosh Wi (OSH)**  
EAA AirVenture Oshkosh 2010

**Sept 11 Superior Wi (SUW)**  
Fly-in Bkfst & YE flts 7:30-11a

APPLE AUTO GROUP



Apple Ford Shakopee 800-737-0489

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