

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

DECEMBER 2007

Grandpa was an Assault



Glider Pilot

by Pat Hoyt

My grandfather was trained on the WACO CG-4A Combat Assault Glider at Sheppard Field, Texas and at Sedalia Army Air Field, near Warrensburg, Missouri in 1943.

The WACO CG-4A was built of steel tubing and wood, with a canvas covering. The gliders were crewed by a pilot and a co-pilot, and were towed to a

Grandpa DeVries at Sedalia Army Air Field, Warrensburg, Missouri

(Continued on page 4)

2007 Scholarship Essays

In the June newsletter, we published the essay of Andrew Lauber, our scholarship winner from Washburn High School. This month, we are pleased to publish the essays of our other two winners for 2007, Nicholas Trutwin from Lakeville North High School, and Mitchell Nord from Lakeville South High School

Nicholas Trutwin

I have always felt the desire to make an impact in this world and leave a lasting impression. I am determined to make the best of myself and contrib- *(Continued on page 6)*

Mitchell Nord

The definition of aerospace is “of or relating to aerospace, to vehicles used in aerospace or the manufacture of such vehicles, or to travel in aerospace.” From a *(Continued on page 5)*

Cleared for Takeoff
December meeting, November minutes

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Cleared for Takeoff *by Jon Cumpton*



Over Thanksgiving I had the opportunity to visit Seattle. It's the kind of place where everywhere you look it's at the least picturesque, or breathtaking in the extreme. It's also a great place if you like float planes. How many cities can you go to a major

downtown area and watch as a Beaver on floats flies over – repeatedly?

Right now I'm looking forward to our Holiday Party, which, if Pete's newsletter publication schedule works, should be tomorrow. It's the end of another year, already the seventh in this new century. Our Board of Directors met last weekend, and I am excited about our plans for next year. As we anticipate paying off our hangar loan next year, we are making plans to invest more in our youth programs. One way you can help in the short term is to help Peter Denny and his other volunteers work on the Sonex project. Another way is to help us identify youth we can help sponsor for EAA Aviation Camps to be held next summer. We've decided to support these efforts by increasing our portion of the tuition to half.

I hope you have been lucky enough to do some winter flying already, since Mother Nature has obliged by starting the season a little early. Last Saturday at the hangar, I heard an airplane taxi up. Since I had assumed all the board members would drive in, imagine my surprise when Craig Nelson walked in in his winter flying gear! You can always tell when a builder finds the flimsiest excuse to take his airplane up. Way to go Craig! This is also the season when hangars with heat are a plus.

Of course, our recent tradition is to skip a chapter meeting in December, so if you are unable to join us on December 16th, please be sure to join us again at Washburn High School on January 16th. Otherwise, have a great holiday season and a happy new year.

Jon

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The Leader In Recreational Aviation

This Month: Our Dec 16 Christmas Party will replace our normal December meeting

Next Regular Meeting: January 16th at Washburn High School

Sat Dec 15th—Young Eagles at the FBO, Airlake 9am

Contact John Koser or Bill Brown if you can volunteer

Sun Dec 16th—Christmas Party at Dick Navratil's 2:30—5:30 pm

Please bring food or drink to share

See directions on page 7

2008 Calendars

Calendars are now available. Pick them up at the December Christmas Party or at the next meeting.

We can mail calendars if necessary but you will be responsible for the mailing costs.

Ron Oehler

EAA Chapter 25 Meeting Minutes

Nov 14, 2007

Presiding Officer: Jon Cumpton

Location: Washburn High School

Business meeting discussions

Next Young Eagle event is scheduled at the LVN FBO on Saturday, Nov 17. Contact John Koser or Bill Brown if you can help out.

Members are asked to start scouting for candidates for EAA Air Camp next summer. Contact Jon Cumpton or Bill Brown.

Note the Gone West article on Paul Wilcox in the Nov. newsletter. A memorial is planned for the hangar—if you have additional stories, please contact Jon Cumpton or Pete Gavin.

Dale Johnson is preparing rigging to hang the Gusty—contact Dale if you can help.

Don't forget the Christmas Party at the Navratil's Dec 16th, 2:30-5:30pm. Bring food or drink to share. Feel free to call Joan at 651-638-0793 for food ideas.

Check the MAC website for information on Dec meetings—the future of MIC is to be discussed.

Members are reminded to wear nametags during chapter events. A permanent Chapter 25 nametag can be ordered from Jon Cumpton at a cost of \$5.

John Schmidt has agreed to lead the chapter Scholarship Committee. This committee will handle affairs relative to the awarding of our high school and EAA Air Academy scholarships.

The December 16 Holiday party will replace our normal December meeting.

Program

Bert Sisler gave a talk about building your own airplane, and about how his objectives for the Sisler 6-Pac guided his design decisions.

Submitted by Pete Gavin

The Art of Changing Oil

The other morning my son and I had the simple job of changing oil in our little four banger. After running the engine enough to warm the oil, we then dropped the lower cowl, cut the safety wire on the drain plug, and loosened the plug. As it was rather high off the ground, we set a small stand below the drain outlet, and placed a 5 gallon jug, over half full, on the stand. I held a funnel over the jug, to catch the soon to be draining oil. My son started unscrewing the plug, and woops! The plug came out *but dropped into the funnel!* The oil of course was running out happily, soon filling the funnel, which was stopped up with the plug. Oil was running out all over the place, first outside the funnel, then down and over the 5 gallon jug, over the stand, and then over the floor. After stomping around hollering some unmentionables, he took the bull by the horns, reached into the funnel to get the plug out, but dropped the plug into the 5 gallon jug!!!

After a period I'll have to censor, we did get things cleaned up, and fresh oil installed. It was another half hour job finished in just half a day.

Bert Sisler 9/14/2007

Grandpa was an Assault Glider Pilot



CG-4A Front View

(Continued from page 1)

maximum speed of 150 mph by C-46's or C-47's. They had a wingspan of 83 feet, a fuselage length of 48 feet, and a loaded weight of "7,500 lbs and up".

The CG-4A was designed as a means of delivering an intact unit of soldiers into a specific location behind enemy lines (today, helicopters are used to perform a similar task). This differed from traditional parachute borne assaults, which were often dispersed and required that the men take time to link up with each other. The glider could carry either a jeep, a 75mm howitzer, or 13 men with their combat equipment.

Nearly 14,000 CG-4As were manufactured, making it the fourth most-produced American aircraft of World War II, behind the P-47, P-51 and B-24 Liberator in total production.

The nose of the glider was designed to open and fold upwards in order to allow rapid loading and unloading. There was an internal cable and pulley system that was attached to heavy cargo that would swing the nose (including the pilots) up and out of the way if cargo were to slam forward, such as in a hard landing.

Originally, the ranks of the glider pilots were to have been filled by existing power pilots. However, the shortage of such men during the war required a significant re-evaluation of that policy. Offers were made to enlisted men who had no flying experience at all. Most of these men were sergeants, and they earned the separate rating of Glider Pilot, with a "G" on their silver wings. It was said that the "G" actually stood for "Guts".

General William C. Westmoreland (U.S. Army, Retired) said, *"Every landing was a genuine do-or-die situation for the glider pilots. It was their awesome responsibility to repeatedly risk their lives by landing heavily laden aircraft containing combat soldiers and equipment in unfamiliar fields deep within enemy-held territory, often in total dark-*

ness. They were the only aviators during World War II who had no motors, no parachutes, and no second chances."

After completing his training in glider tactics at Sedalia Army Air Field, my grandfather was assigned to the 65th Troop Carrier Squadron (403rd Group), and served on Okinawa in the Pacific Theater from 29 July 1945 until shortly after the end of the war.

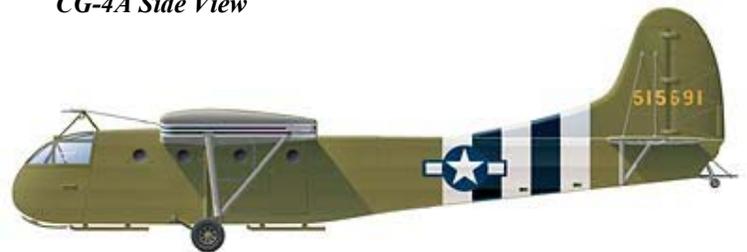
My grandfather told me some interesting things about his training and his time on Okinawa. "Kamikaze's were a real problem, and a lot of our ships were sunk around Okinawa. There were wrecked aircraft everywhere on the island".

A serious concern as they were preparing for the invasion of the Japanese mainland was the high number of expected casualties. My grandfather told me that, "We were sure that we would lose a million men - maybe more - if we invaded Japan. Those atomic bombs saved a lot of guys lives. They probably saved my life, too."

Glider pilots were told that when they landed in a combat zone they needed to get the gliders stopped ASAP, so the men could

(Continued on page 5)

CG-4A Side View



Waco CG-4A Glider
BY MICHAEL HALLBERT

Assault Glider

(Continued from page 4)

get out. He said "The canvas covering didn't give any protection from enemy fire, and the gliders were what everyone was shooting at anyway. Everyone was all bunched up inside, and we had to land and get out fast." In a combat situation, the men were safer outside the glider than they were inside it.

They were told to land the gliders into objects such as trees, breaking the wings off and getting the gliders stopped quickly. He said, "The ideal situation would be to come down between two close trees and tear off both wings at the same time, keeping upright and getting stopped and getting everyone off in a hurry."

He also described a couple of "extraction methods". One was known as "The Snatch" (see photo below). They would suspend a glider tow line between two poles, and a low flying tow ship would fly over with a hook and "snatch" it, quickly jerking the glider into the air. The other method involved strapping an individual onto a chair that was in turn attached to a similar line which was then caught by a low flying aircraft. He personally did not attempt that one, but he said he knew of one guy that did.

Examples of CG-4A nose art are very rare, given the typical one-way missions. The name "Lynda Jeanne" on the nose of my grandfather's glider is in honor of his newborn baby daughter (who is my mother).

—Pat Hoyt



CG-4A Snatch

Mitchell Nord

(Continued from page 1)

very young age, I have been extremely intrigued with planes, cars and snowmobiles, most specifically with planes. At a young age I was curious about why planes flew and curved in the ways that they did. Whether it is a Boeing 747 or hand-held plane built of balsa wood, my attention was always fixated on how and why the planes moved in such ways. As I grew older, my interest eventually extended to not only planes but wind, water and supersonic tunnels as well. This interest has carried on to my current age.

The high school that I attend offers multiple math and physics courses. The courses that I am currently enrolled in pertaining to aerospace are A.P. Calculus and A.P. Physics. I am also currently enrolled in A.P. Chemistry. Each of these classes has given me a new definition of what it means to stay focused and having to devote immense amounts of time to studying. These two classes go beyond standard math and physics courses, becoming more in depth into the world of physics and calculus before us. Each of these classes is worth a semester of college credit. With the help of these classes, I will hopefully gain the college credit and start my freshman year of college ahead of schedule.

After graduation I will be attending Wichita State University. While there, I will be studying aerospace and mechanical engineering. My intent is to achieve a double major in these two fields and in the future, a doctorate in aerospace engineering. Wichita State has an excellent aerospace program, containing six wind tunnels, two water tunnels, and two supersonic wind tunnels. Wichita also contains a crash lab, an aging aircraft lab, an icing lab, a composites and virtual reality lab, CAD Cam labs and many more. As a freshman, I may even have the option to intern or co-op in Wichita's premier Beech Wind Tunnel that tests models for NASCAR, Harley Davidson, Boeing, Cessna, and many other projects. Wichita State University had a program that suited me best in my future study of aerospace engineering.

As I move through college, I will grow closer and closer to my career goals. Along with my future goal of a doctorate in aerospace engineering, I would like to work for an organization in the plane industry such as Boeing, Cessna, or even NASA. From that point, I would like to work on designing the aerodynamics for the new planes that a company may produce. As well, I would like to work with high speed wind tunnels, maybe even helping design the next plane that could break the sound barrier without creating an enormous "boom."

(Continued on page 7)

Nicholas Trutwin

(Continued from page 1)

ute to society in ways that will improve our present way of living.

Ever since I was little, I have been completely fascinated with airplanes, cars, boats, and just about anything that moves. As I grew older, I let my interests guide me. I was good at math and science, and enjoyed drawing and building things. I knew I was creative, unique, and usually thought outside of the box. I realized at a young age that engineering and design captured my attention. Since then I have concentrated my efforts on learning as much as possible in math, science, and industrial technologies. I have pushed myself and taken advanced, or college level classes. I developed my strengths and learned from my weaknesses. Soon I began thinking of future designs and how to improve the technologies that we have today. I became focused on creating new, more efficient, and unique means of transportation along with new developments in propulsion.

Along the way, I have always had role models to help guide me through life. I shared my father's aviation related interests and have many childhood memories of building and flying paper airplanes, boomerangs, kites, remote control gliders, and even soaring in full sized sailplanes. Burt Rutan has also been a great inspiration to me. I have followed his career as an experimental aircraft designer, builder, and flier for many years. Not even the limits of space can slow this man down. I admire his determination and hope to follow in his footsteps.

For these reasons, the major I have chosen to pursue is Aerospace Engineering. Engineering allows me to combine the skills I have with my creative and unique way of thinking. The knowledge I will gain working toward this degree will launch me into many great career possibilities. My ultimate goal would be to start my own business. I hope to focus on breathtakingly creative aircraft and transportation designs that encompass a new way of thinking about propulsion, safety, and efficiency.

I plan on attending Iowa State University for 4 years to receive my Aerospace Engineering degree, and taking a 5th year in order to gain a Business degree. After researching and visiting many colleges, ISU stood out as the college for me. The campus is beautiful, the students and faculty seem friendly, and the engineering facilities are new and state of the art. I plan on taking advantage of ISU's student support programs such as the learning communities and study groups, as well as participate in a host of social activities in hopes to provide a well balanced learning environment. Baseball has always been a love of mine, and ISU has a team that I will be hoping to become part of. I am also looking forward to joining the

ISU Solar Car Team, helping to design, build and compete against other colleges. My plan is to work my way through college, working on campus and over the summers. I am hoping to get involved with some undergraduate research as it becomes available and possibly find an internship to speed up the transition to a full career. After I finish college, I hope to find employment that is challenging, rewarding and educational. Over time I hope to gain the knowledge, experience and respect needed to make the leap into starting my own business or perhaps venture into a new industry.

I know in order to be successful, you have to be willing to take some chances and just get out there and do it. I believe a competitive market is essential for breakthrough technologies and by creating my own company, I plan to partake in the American dream.

—Nicholas Trutwin



Humor from Mike Dolan

You Don't Have To Own A Cat To Appreciate This One!

We were dressed and ready to go out for the New Years Eve Party. We turned on a night light, turned the answering machine on, covered our pet parakeet and put the cat in the backyard. We phoned the local cab company and requested a taxi. The taxi arrived and we opened the front door to leave the house. The cat we put out in the yard, scoots back into the house. We didn't want the cat shut in the house because she always tries to eat the bird.

My wife goes out to the taxi, while I went inside to get the cat. The cat runs upstairs, with me in hot pursuit. Waiting in the cab, my wife doesn't want the driver to know that the house will be empty for the night. So, she explains to the taxi driver that I will be out soon, "He's just going upstairs to say goodbye to my mother."

A few minutes later, I get into the cab. "Sorry I took so long," I said, as we drove away. "That stupid b**** was hiding under the bed. Had to poke her with a coat hanger to get her to come out! She tried to take off, so I grabbed her by the neck. Then, I had to wrap her in a blanket to keep her from scratching me. But it worked! I hauled her fat a** downstairs and threw her out into the back yard!"

The cab driver hit a parked car...

Mitchell Nord *(From page 5)*

My interest with planes from a young age has carried me to a point at which I will decide what to do with the rest of my life. As I continue my education pursuing aerospace, my hope is to attain to a career working with planes, wind and supersonic tunnels. My experience throughout college will help determine which field of aerospace engineering will best suit me. How I carry out the rest of my high school and college experience will set the path for accomplishing my career goals and aspirations.

—Mitchell Nord





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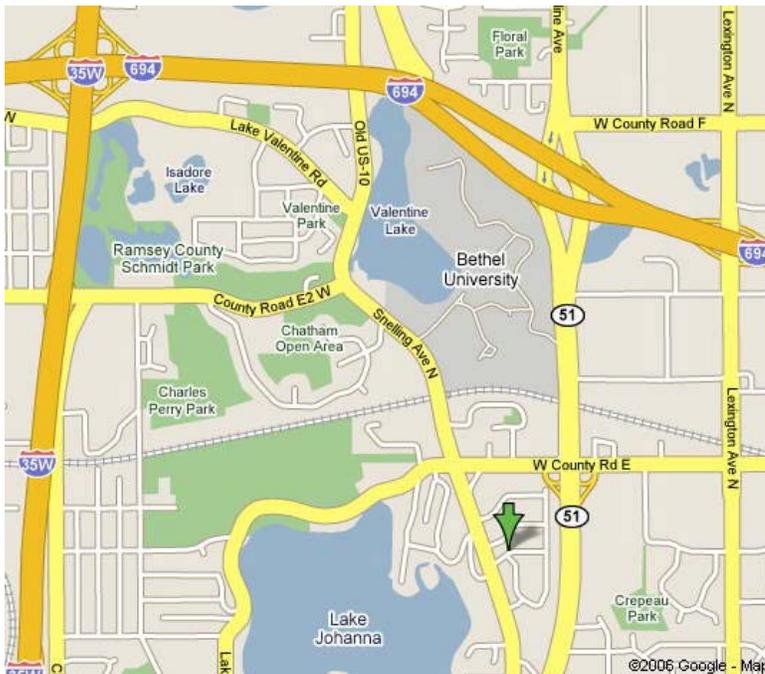
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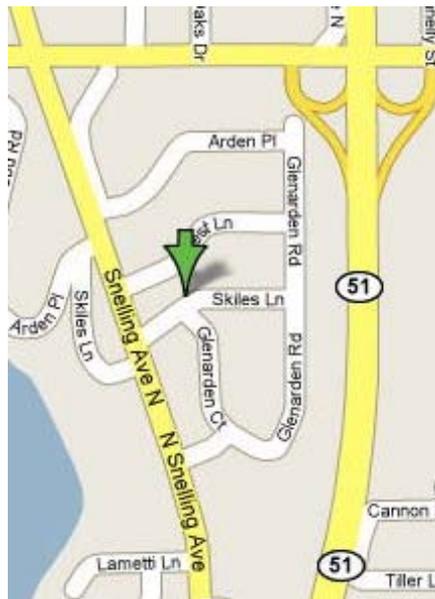
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Directions to December 16 Christmas Party:

From the south, go north on 35W to exit 26, proceed .8 mi east on County Road E2 W, turn right on Old US 10, proceed south .9 mi (road becomes Snelling Ave N) to Skiles Ln., turn left and proceed east 350 ft. to 1415 Skiles Ave.

Alternative: We are 3 mi north of Rosedale. Take Snelling Ave.(Hwy 51) North to Co Rd E. Then west to Old Snelling Ave. Take a left, third street on left, then third house on the left.



Chapter Events and Fly-Ins

Dec 15th 9am Young Eagles (LVN)
Contact John Koser or Bill Brown for current info.

Dec 16th 2:30pm Christmas Party at the Navratils See page 7 for directions

There will be no chapter meeting on 12/19

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

Jan 19 Winsted Mn (10D) 11-1p

Fly-In Chili Feed 320/485-3720

Feb 2 Brodhead Wi (C37) 11a-2p

Chili flyin blueleader@wekz.net

Feb 9-10 Glenwood Mn (GHW)

Tanis Aircraft Products fly-in
(800) 443-2136 or 612-202-1447

Feb 16-18 Aitkin Mn (AIT) 11a-3p

Ski flyin chili&dogs 218/927-4104

Feb 24 Warroad Mn(RRT) 8a-12p

Ski-plane flyin bkfst 218/386-1818

Mar 24-25 Brooklyn Center Mn

Av. Mtce. Tech Conference

Earle Brown Heritage Center
800/657-3922 ext. 3652

Apr 8-14 Lakeland Fl (LAL)

EAA Sun N Fun Fly-In

Apr 23-25 Bloomington Mn

MCOA Airports Symposium
Ramada Inn MOA 651/234-7232

May 2-4 Brainerd Mn

Mn Seaplane Pilot's Safety Sem.
Cragun's Resort mnseaplanes.org

May 3 Bloomington Mn 5pm

MN Aviation Hall of Fame annual
Induction Banquet 612/866-4148

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For Sale: New in Box. Two David Clark H10-13S headsets. List on Sporty's for \$311. Letting them go for \$200 each. 952-652-2796

For Sale: Daphne SD-1A two place high wing side by side airplane, very similar to a Tailwind with a high lift wing. Constructed by former ch. 25 member Ray Brown. Airplane needs to be recovered. TT on overhauled O-290-G engine is 200 hours. Log books for aircraft and engine. My partner is too tall and we want to get something we both can fit in. Asking \$6500 obo. Also a pair of skis and floats for any reasonable offer. Digital pictures can be e-mailed to any interested party. Contact paul.brown@frontiernet.net

For Rent: Hangar space at LVN for one or two small airplanes by the month. The full hangar will be available for Jan. thru March. The cost each would be \$175. In March we will need enough room to put our small camper in on the side.

For Sale: One case of Aeroshell15-50 and also wings and tail feathers for a 1968 Cessna Cardinal.

Leaving for TX after New Years, contact Phil & Betty Funk at funkpb@gmail.com or call 612-578-3017.

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.

Wanted: I am working almost daily on my Fisher project. Down the road I will need some instruments. This will be a VFR setup. Engine will be a Subaru. Let me know if you have something I might be able to use. Contact philschaffer@usfamily.net

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