

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

MARCH 2011

Ski Planes at Log Cabin

by Norm Tesmar



As most of you know, Log Cabin airport near Mondovi Wisconsin is one of my all-time favorite airports. It is a private airport owned by Doug Ward, where he and his partner Julie Ohm host two fly-ins each year. The winter fly-in typically draws ski planes from Wisconsin and Minnesota, and was held on Sunday, February 13th this year.

(Continued on page 4)

Midair Rescue Mystery Solved 43 Years Later

Published in the Sacramento Bee March 7, 2011

MODESTO – Wayne Hague always wondered whatever happened to the pilot whose crippled plane he refueled and escorted to safety over North Vietnam in 1967.

Ron Catton always wondered about that pilot who kept him from having to bail out of his F-4C Phantom fighter and right into a suite at the Hanoi Hilton.

More than 43 years have passed since they were linked by

their meeting in the skies over Southeast Asia, even though they never knew each other's names. But fate has a way of working things out. This head-spinner happened because two men who live more than 900 miles apart told their versions of same story to the same people who helped them finally connect.

Here's the gist of it: Hague, 76, retired from the Air Force, spent 20 years teaching and now is a

(Continued on page 6)

Koser's Comments

P2

Public Mtgs on Class B

P3

Lysdale Hamilton Update

P8

Mar meeting, Feb minutes

P3

Ads, Cool Aviation Links

P7

Events/Fly-ins

P8

Koser's Comments



At BSAEC, we'll have a new occupant this month. Vince Bastiani, an RV-7 builder will move his airplane in soon. He'll be test flying out of LVN, but eventually back at Fleming Field, as I understand it. I'm looking forward to seeing this airplane and hearing about the test flights.

Speaking of BSAEC, we do have an opportunity to support the Piet group, but it'll take some doing. There was talk of constructing a workbench on the south wall, and at least one

component of that bench could be the steel topped one already on that side of the hangar. I'll propose the following project, and I wonder who would like to work on it:

Consider moving the steel top bench to center against the south wall. Then consider attaching 2x6 or 2x4 timbers horizontally to the wall and at the same level as the steel top of that bench. To those 2x6 (better size) timbers, we could hinge a bench top that could either be hanging vertically against the wall or be horizontal, supported by up-rights beneath when needed as a long workbench. With everything at the same elevation, it's possible a wing or other long assembly could be constructed, but with the two wooden surfaces in the "down" position, there'd be space.

The above idea interests me, but in order to make it happen, we'd have to eliminate a lot of stuff that currently occupies the space near the south wall. Biggest storage problem might be the hydraulic hoist, but other items are also to be considered. Do we have a continued use for that steel shelf with a few items stored against the south wall? There are more questions to be answered, but maybe a small group would like to consider taking on this project. We still need to leave adequate room for a couple of airplanes as well! If you like this idea and are interested in working on it, please email me.

At this month's meeting, Mark Schreier will educate us on dealing with ATC. It should be a good session, as Mark's a seasoned speaker on the topic. If we plan it right, this can be followed by an April meeting at MSP tower facilities with included tour. We had such a meeting some years ago, and lots of folks enjoyed the opportunities to check out operations there. We'll plan on grilling brats after 6 pm and starting the meeting at 7 pm. We may also have a guest who is considering the EAA Academy, and who would like to take a few minutes to talk with us about it.

See you there!



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The Leader In Recreational Aviation

This Month: Wed Mar 16th—BSAEC Hangar—6pm

Grill on at 6 pm, meeting at 7 pm

Brats provided, please bring something to share

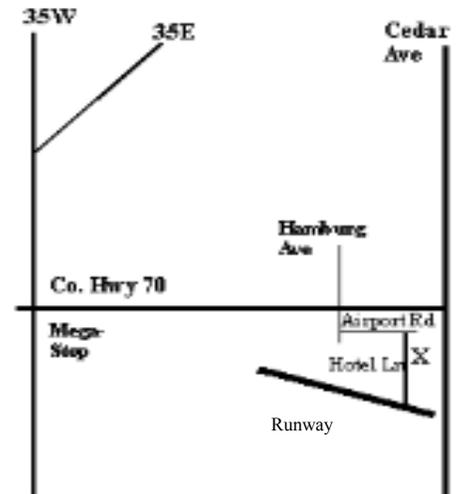
Program: Mark Schreier is our guest speaker, presenting on the subject of "How to Get Anything you Want from ATC." It should be an entertaining and useful presentation. We encourage you to bring your friends.

Sat Mar 19th—Young Eagles at 9am. Young Eagle volunteers, please contact Bill Brown for more information.

Sat Mar 19th—Annual Chili Feed at noon. Bring your favorite chili or cheese, crackers, dessert etc. to share

Directions to BSAEC (Bert Sisler Aviation Education Center):

South on I-35 to Hwy 70 (Megastop), then East to Hamburg Ave (3rd stop sign.) Right turn and South to airport perimeter road. Left on airport perimeter road then right on Hotel or India Lane. If the surface is firm, please park on space between hangars.



EAA Chapter 25 Meeting Minutes

February 16, 2011

Presiding Officer: John Koser

Location: Bert Sisler Aviation Education Center at Airlake Airport

Business meeting discussions

Meeting called to order by President John Koser at 7:10 PM
Lou Martin led the pledge of allegiance
Visitors were introduced.

Food was discussed; the feeling was that Chili would be served instead of brats during the winter months, November thru March. This March we will have brats due to the Chili feed being the following Saturday after Young Eagles.

Young Eagles report from Bill Brown. Flew 10 kids in January. Has 37 coming next Saturday, looks okay on ground crew and pilots. Extra Young Eagle events this year are: Red Wing on Memorial Weekend; St. Paul Downtown in August.

Pins were handed out to Peter Denny, Ami, Jeff Coffey, and Pete Gavin for their work in 2010.

Meeting next month will feature Mark Schrier talking about Class B airspace. The April meeting will be at the MSP tower, with a short meeting and then a tower tour. John asked members for other ideas on presentations.

John presented the new video screen, which should make viewing the movies and presentations much clearer. Discussion on purchasing a new projector.

Greg Cardinal gave a Piet group update. They are currently working on the tail section. There will be a link added to the

Chapter website to the Piet group soon. The building of a long bench on the south wall was discussed. The bench would be for the building of the wing for the Piet.

Kris Olson has the rosters ready and at the meeting to be picked up. The ones not picked up would be mailed. She also still has a few calendars that she would like to sell.

The March Chili Feed will be the 3rd Saturday of March, the same day as the Young Eagles event. This would be the 19th of March.

Treasurer's info Checking balance as of Feb 15th is \$5,845.82. Chapter reserve balance is \$10,000.00.

Program

Peter Denny then gave a short introduction to the movie that was presented. It features a couple of Stearmans that flew around the Australian country, up the east coast and then into the outback. Of interest is that they landed one day at Peter's old flying club.

The meeting was adjourned and the movie started.

Submitted by Terry Carmine

Public Meetings on Proposed MSP Class B Changes

Mar 18, 2-4 pm MAC Offices, 6040 28th Ave S, Mpls
Mar 19, 8-11am Inflight Training 10000 Flying Cloud Dr
Mar 21, 7-9 pm STP ANG, 206 Airport Rd, St Paul
Mar 22, 7-9 pm MAC Offices, 6040 28th Ave S, Mpls

Ski Planes at Log Cabin

(From cover)

At the January Chapter meeting, a number of us started planning for this year's event.

Bob and I decided to drive out a day early and spend some time at the local bars. Bob picked me up and we drove out in his pickup truck. We planned the route on the run and chose to go through Menomonie instead of the usual route to Ellsworth and Hwy 10 to Mondovi. Bob wanted to find the restaurant his uncle used to own.

At the Waterfront Bar & Grill, overlooking Lake Menomin, we got to know the owner - Jason Davis (this Jason Davis is about 32 yrs old). They had an ice fishing contest in progress, and we talked about the Waterfront possibly hosting a ski plane fly-in on the lake next year. There would be a lot of planning to do, but Jason seemed open to the idea. The Menomonie Municipal Airport is about three miles to the east. Kim Johnson and his wife Cathy were also driving out that day, so Bob called them to report progress.

We next drove to Arkansaw just west of Durand to do our traditional stop at For Pete Sake's Bar & Grill. It's a fascinating place with about 40 game specimens mounted on the walls. We tried to inspire locals to go to the fly-in on Sunday. They told me it was illegal to photo the animals and got inquisitive why I was doing it. I had to get a photo

View of Lake Menomin from the Waterfront Bar and Grill in Menomonie. Note the fifty foot drop from the restaurant to the lake surface. Maybe we could convince them to host a ski plane fly-in next year?



For Pete's Sake Bar and Grill in Arkansaw, Wisconsin. Great food and beverages, not to mention the hunting trophies mounted on the wall! Peter Denny, eat your heart out!



(Continued on page 5)

Sunday morning at Log Cabin Airport near Mondovi, Wisconsin.



Ski Planes

(From page 4)

just to rub it in with Peter Denny for not going. One of his favorite places, but Peter couldn't go because he was doing battle with ice dams and trying to prevent his ceiling from caving in.

On to Mondovi next, where we met Kim and Cathy at the Mondovi Motel - great people they are. We drove with them that evening to Durand for dinner and some live music. Went back to the motel and ate breakfast Sunday morning in town and got to Log Cabin Airport about 10:30am. There were about five planes there already, and the number swelled to 26 before it was over. Aircraft were buzzing the runway with strafing runs - close comfortable shaves!

There was the usual mingling and swapping stories. By the time Bob and I got into the shack to have chili it was gone. We talked with Clay Adams, Doug Beck, Doug Ward, Julie, and Paul Jackson. Paul was there from The Flightline, filming and interviewing at the fly-in for a cable show that will be aired this spring. A lot of fun conversation. I was disappointed that Jim Sweet in his Champ didn't make it this year.

On the way home we took some of the back roads and came upon a couple of herds of wild turkeys. No, not the liquid kind - flying wild turkeys!



Even wild turkeys love a fly-in!



Norbe Gregory's Luscombe



*Below:
Paul Jackson and
The Flightline crew
set up for an inter-
view with Doug
Ward*



*Right:
Clay Adams, Norm
Tesmar, Bob Poore
and Kim Johnson*



Doug & Julie



Bob Poore and Kim Johnson

Midair rescue mystery solved 43 years later *(Continued from page 1)*

volunteer counselor at the Merced County Rescue Mission in Merced. Catton, 78, owns a financial services business in Spokane, Wash.

In December, Catton spoke to a group of students at a high school that his grandchildren attend in Yakima, Wash. Among his flying stories was his near catastrophe during the Vietnam War and how a pilot and crew of a KC-135 refueling plane disobeyed orders by flying about 100 miles into North Vietnam to get him.

That story sounded very familiar to Rick Van Beek, the school's principal. Van Beek had heard it from his wife, Lolly, who heard it from the tanker pilot during a medical missionary trip to Kenya.

"The bells started going off in my head," Van Beek said. "How can these be separate stories?"

After seeing Catton again a couple of weeks later, Van Beek went to his office and called his daughter, who also had gone on the Africa trip. She knew the tanker pilot's name. Van Beek then did a Google search on Wayne Hague. He printed out the info, returned to the gym and handed it to Catton.

"I said, 'Here's another pilot who seems to have the other half of your story,' " Van Beek told him.

The story had its roots in the fall of 1967, as the Vietnam War was heating up.

Catton served in the 8th Tactical Fighter Wing. On this particular day, he flew the lead plane among Phantoms providing cover for bombers on a mission over Hanoi. Once the bombers emptied their loads, they returned to their bases. Then the Phantoms zoomed down and dropped their bombs as well.

As Catton bombed a railroad bridge, enemy rounds ripped into the intake of his right engine. As he maneuvered his crippled plane, Catton said, enemy fighter jets appeared. "I looked over my shoulder and there were three MiGs on me."

After another pilot flew in to run off the MiGs, that threat subsided.

Catton faced another: a plane with one blown-out engine and other major problems, including the fact that he was still above North Vietnamese real estate.

"I was heading back toward Laos, all shot up and leaking fuel," Catton said. "I wanted to bail out over Laos. If I bailed (over North Vietnam), I would have ended up in the Hanoi Hilton."

He put out what amounted to a "Mayday" call, and Hague – flying over Laos in his KC-135 – answered.

"When I heard his voice," Catton said, "it was like the voice of God. I told him I was heading west toward Laos. He said, 'Negative, Cadillac Lead (Catton's code name). I'll come and get you.' "

Just one problem: Hague had strict orders not to cross over the border into North Vietnam. With a pilot in trouble, though, he didn't hesitate. Hague hooked up with Catton over the Black River, roughly 100 miles from Laos.

"I just went in and got him," Hague said.

As they positioned their respective planes to connect the refueling boom, Catton radioed: "Understand I've got a fire warning and smoke in the cockpit. You don't have to take me on."

Hague's response? "Cadillac Lead, get your sorry ass in position for a hookup before I change my mind!"

Catton's plane leaked the fuel as quickly as the tanker could pump it in. So they stayed connected for more than 200 miles until Catton detached to land at an air base in Thailand while Hague returned to his own at Takhli. Just as Catton touched down, his left engine quit, too.

Hague never told anyone at Takhli about the incident. Someone must have. His superiors knew, and the rumor mill soon began to churn.

A day or so later, on the ground at Udon, Catton heard that the tanker pilot likely would be court-martialed for going over into North Vietnam, putting his crew and plane at severe risk.

So Catton went to his commanding officer, who had a solution: He'd recommend the tanker pilot for a Silver Star.

Neither Hague nor Catton can say this for certain, but both heard that the Silver Star recommendation arrived at headquarters the same day as the court-martial papers, leaving the brass to weigh an act of heroism that saved a pilot's life against the military crime of blatantly disobeying orders.

Hague never got his Silver Star, but he didn't get court-martialed, either.

Through all of this, neither Hague nor Catton learned each other's identity. It stayed that way until Feb. 6, 2011, when Hague got a phone call that went something like this:

"Are you Wayne Hague?"

"Yes, I am," he answered.

"Were you in Vietnam in 1967?" the caller continued.

"Yes, I was."

"Did you enter North Vietnam to pick up a fighter pilot, shot up and going down?"

"Yes, I did."

"I'm the pilot."

Only then did Hague learn the name of the man he'd rescued more than 43 years ago.

They met a few days later. Hague already planned on traveling to Lewiston, Idaho, to watch grandson Jason Hague play baseball at Lewis-Clark State College. So he drove two more hours to Spokane, and the two pilots saw each other face to face for the first time.

Indeed, Hague always wondered about the fighter pilot whose life he saved so long ago.

Likewise with Catton.

"All this time, it's been, 'Gee, I wish I knew who it was,' " Catton said. "Then to have it happen like that. He's a really nice guy."



Stuff for Sale/Wanted

For Sale: \$15,500. LSA 2003 Challenger II CWS, 145 TTAE, DCDI Rotax 503, Tall Drive, EIS with CHT/EGT/ALT/VSI. Like new condition, 2003 Copper State champion, N numbered. Hinged windscreen door, GPS, intercom PTT, headsets, portable radio, LED strobe, nav/landing lights, custom seats, fiberglass gear/nosecone/wingtips. Hydraulic brakes. 2 doors, 2-blade Tennessee prop., electric fuel pump, nicad coated muffler, full VFR instrument panel. Craig Rodamaker at 952-270-5739 or croddo@earthlink.net

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

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 Rivits \$.05 ea. Latches - Hartwell H4600, \$3 ea. Call Jim Mayer 952-985-9141

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

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.



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Cool Aviation Links

(Pat Hoyt first engine run)

<http://www.youtube.com/watch?v=TIjDWNDJkkQ>

(International Space Station Assembly)

http://i.usatoday.net/tech/graphics/iss_timeline/flash.htm

(Instant weather for any airport-just click on the map)

<http://www.wrh.noaa.gov/zoa/mwmap3.php?map=usa>

Airlake Hangar Space Available 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

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Chapter Events and Fly-Ins

Mar 16th Chapter Meeting at BSAEC
Chapter hangar at Airlake (LVN)
Grill on at 6, meeting at 7pm
(see page 3 for map & directions)

Mar 19th Young Eagles start at 9am-
Contact Bill Brown to volunteer

Mar 19th Annual Chili Feed at noon
Chapter hangar at Airlake (LVN)

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

Mar 13 Cloquet Mn COQ 10-2
EAA 1221 Fly-In, Lunch
Richard 218/310-4301

Mar 28-29 Brooklyn Ctr Mn
Aviat Maint Tech Conf
Earle Brown Heritage Ctr
6155 Earle Brown Drive
Janese 651/234-7183
janese.thatcher@state.mn.us

Apr 13-15 Grand Rapids, Mn
MCOA Airports Conference
Sugar Lake Lodge. Judy
Meyers 651/234-7232
judy.meyers@state.mn.us

Apr 16 St Cloud, Mn STC 10-2
Community outreach and fly-in
Lunch served. Sponsored by

SCSU Jessica 320/296-5200.
May 6-8 Gull Lake Mn
Seaplane Pilot's Safety Seminar
www.mnseaplanes.com

May 21-22 Blaine Mn ANE
Blaine Aviation Days 763/568-
6072

www.BlaineAviationDays.org

Jun 5 Reedsburg Wi.C35 7a-noon
Fly-In Bkfst Craig Hillman
608/524-6448

chillman@amfam.com

Jun 11-12 Hancock Mn
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Update on Lysdale Hamilton

(Email to the Lysdales from Howard Wright, November 2010)
I thought you might enjoy these photos recently taken of the Metalplane near the Central California Coast. Please forward them along to anyone interested. The pilot is Chuck Wentworth, from Paso Robles. The plane moves up to Seattle next Summer. Thanks so much; -Howard.



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