

# WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

AUGUST 2011

## *To Brodhead and Back*

*by Greg Cardinal, photos by Norm Tesmar*



*Left: Four Pietenpols returning from Brodhead re-fuel at Lone Rock after meeting up with a wall of rain.*

*From the left, Bob Poore's Piet, Dick Navratil's Rotec Piet, Greg Cardinal's Piet, and Dick's Continental Piet flown by Norm Tesmar*

*(Cont'd on page 4)*

## **MAHOF News Release**

*from Noel Allard*

### **Hall of Fame to Induct Six in 2012**

The Minnesota Aviation Hall of Fame will be inducting six outstanding Minnesota aviation personalities this coming Spring. The six include **Orville Brede**, WWII veteran, instructor pilot, pilot

examiner, charter pilot and FBO; **Joseph Kimm**, pioneer Northwest Airlines pilot, currently enjoying his 100<sup>th</sup> year; **Bryan Moon**, artist, former Northwest Airlines VP, and President of MIA Hunters, whose mission is to recover remains of missing military airmen; **Kenneth Neustel**, veteran of the 82<sup>nd</sup> Airborne and the leading skydiving record (Continued on page 7)

**Koser's Comments**  
**August meeting, July minutes**

**P2**  
**P3**

**For Sale/Wanted**  
**Events/Fly-ins, SubSonex Maiden Flt**

**P7**  
**P8**

# Koser's Comments



Summer flying has been difficult with the high temps and dew points. Finally, this first week of August, we get a break.

Looks like August 20 will also be a very large Young Eagle event. Bill tells me the list is large and growing. I hope we can have a good rally and give those kids a wonderful flying experience. If you haven't had the fun of working with the YE crew, give it a try. Just call Bill Brown and offer to volunteer on ground crew or possibly fly.

Our speaker this month is Tom Fitzhenry with CAP, and, I hope, some of the CAP cadets. These folks are our neighbors, so we'll enjoy hearing from them.

We're still looking for speakers of interest for September, October, and November. If you have some contacts, please let me know.

We have officer elections coming up in October, so we need to put together a slate of candidates. After three years in the president's position I will turn it over to the next candidate. Also, some of us have been talking, and we think it's time for some younger folks to become leaders. You don't need to have a huge list of contacts or have 10,000 hours of flying time. (I'm a low time pilot.) You do need to want to work with Chapter 25 members to maintain our activity, look for interesting folks to ask to present at meetings, and be flexible enough to ask for help and/or advice on occasion. Please contact any board member (see front page of our blue roster that Kris Olson has kept in such good shape) to volunteer.

I have written to several folks, and hope to get some positive returns!

—John



# ON FINAL



Minneapolis/St. Paul

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

## President

John Koser 952-831-5142  
[jfkoser@comcast.net](mailto:jfkoser@comcast.net)

## Vice President

Terry Carmine 952-882-9865  
[tmcarmine@hotmail.com](mailto:tmcarmine@hotmail.com)

## Secretary

Craig Nelson 952-949-0400  
[c.s.nelson@msn.com](mailto:c.s.nelson@msn.com)

## Treasurer

Kris Olson 651-675-6826  
[ksimpson2@yahoo.com](mailto:ksimpson2@yahoo.com)

## Membership Coordinator

Kris Olson 651-675-6826  
[ksimpson2@yahoo.com](mailto:ksimpson2@yahoo.com)

## Newsletter Editor

Pete Gavin 612-866-6676  
[petegavin@comcast.net](mailto:petegavin@comcast.net)

## Young Eagle Coordinator

Bill Brown 612-269-2868  
[shelties@charter.net](mailto:shelties@charter.net)

## Technical Counselors

Bob Eckstein\* 763-494-6993  
Peter Denny 763-529-5325  
[peterthepilot\\_99@yahoo.com](mailto:peterthepilot_99@yahoo.com)  
Ami Sela 612-860-3734  
[selaami@comcast.net](mailto:selaami@comcast.net)

\* also flight advisor

ON FINAL is published monthly by Chapter 25 of the Experimental Aircraft Association (EAA) for the use, education and enjoyment of Chapter members and others to whom it is provided. No claim is made for the accuracy of materials presented. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 25 nor EAA. Submissions for publication, questions or comments on articles, etc. are encouraged and should be addressed to: **Pete Gavin 6905 12th Ave So, Richfield MN 55423 612-866-6676 email [petegavin@comcast.net](mailto:petegavin@comcast.net)** Submission deadline: 1st Wednesday of the month. New or renewal memberships (\$25/year) should be addressed to: **Kris Olson, 110 7th St. N, Cannon Falls, MN 55009**. Permission for other EAA Chapters to use the non-copyrighted portions of this publication is hereby given as long as the source is acknowledged. Any copyrighted material that appears in this newsletter is with the permission of the acknowledged copyright holder. Any further copying must obtain the permission of the original copyright holder.

# ***This Month: Wed Evening Aug 17th—BSAEC at Airlake***

**Grill on at 6pm, Meeting starts at 7pm**

**Bring something to share!**

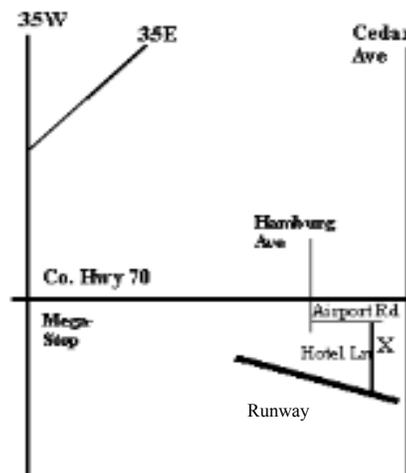
**Program:** Our speaker this month is Tom Fitzhenry with CAP, and, I hope, some of the CAP cadets. These folks are our neighbors, so we'll enjoy hearing from them.

**Saturday, Aug 20th:** Young Eagles start at 9am, contact Bill Brown to volunteer

**Sunday, October 2nd:** Annual banquet at Eagan Community Center. Note that our speaker this year will be George Erickson, author of *True North*.

## **Directions to BSAEC (Chapter Hangar at Airlake):**

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**

**July 20, 2011**

**Presiding Officer: Terry Carmine**

**Location: Bert Sisler Aviation Education Center at Airlake Airport**

### **Business meeting discussions**

Terry led us in the Pledge of Allegiance

Visiting guest Duane Stewart introduced himself.

A treasurer's report was circulated. We have a cash balance of \$5,774 as of June 19.

Terry reported that ticket distribution for our annual fundraising raffle continues at today's meeting. Members should pick up their tickets during the meeting which will help us avoid the cost of mailing them. There will be a prize for the chapter member who sells the most tickets.

Kris Olson gave a Young Eagles update. 35 kids were flown at the last rally despite getting a very late start due to low ceilings in the morning. Weather continues to hamper our efforts this year. Our next event is Saturday, August 20<sup>th</sup>. Please let Bill Brown know if you can help out.

The Pietenpol Builders Group continues to make progress on their project. Recent work has centered on fitting fabrication. Members are welcome to come and join in on the building process on Wednesday evenings at the BSAEC.

Kris Olson discussed several topics:

She has chapter membership applications available if guests would like to join the chapter. New applicants get a free 6 month trial membership to EAA.

Members are encouraged to order Chapter 25 name tags to wear during Chapter events. See Kris for details.

Chapter 25 hats are for sale at \$13.

Pat Halligan (Banquet Chairman for Life) reported that our Chapter banquet will be on Sunday, Oct 2<sup>nd</sup>. George Erickson will be the speaker. Pat would appreciate help in obtaining door prizes and silent auction items from local businesses. A letter stating our charter and tax exempt status is available on our website – EAA25.org.

Chapter Officer elections will take place in the fall. We are looking for members who are interested in serving as an officer next year. If you are interested or know of a viable candidate, please inform one of this year's Officers so they can be included in the nomination process.

Our August meeting will feature a presentation on the Civil Air Patrol.

Dick Navratil was the highest bidder in an auction for a Ford Tri-Motor ride at AirVenture.

Congratulations to Dale Johnson who is receiving EAAs 2011 Major Achievement Award. Way to go Dale!

### **Program**

Jeffry Schans, from Lycoming/Thunderbolt gave a presentation on Lycoming Thunderbolt engines.

Submitted by Craig Nelson

# Brodhead & Back

(From Page 1)

Every year on the weekend prior to Airventure Pietenpol airplanes from around the county and Pietenpol enthusiasts from around the world gather in Brodhead, Wisconsin for a long weekend of sharing stories, discussing Pietenpol construction, flying and giving an occasional ride. Every pilot who flies a Pietenpol to Brodhead that weekend is given a coveted white hat.

This year Dick Navratil, Norm Tesmar, Bob Poore and I planned to fly together in four different Pietenpols. The original plan was to depart the Twin Cities on Wednesday, July 20<sup>th</sup> but high winds and turbulence kept us grounded until the following day.

Bob and I departed Stanton early Thursday with a planned fuel stop at Viroqua, Wisconsin where we would meet up with Dick and Norm coming from Osceola and then proceed together to Brodhead. Bob and I had a smooth flight with a healthy tailwind at 3000 feet. We made excellent time to Viroqua but the runway aligned with the wind was NOTAM'ed closed for construction. That left the sloping, turf cross runway as our option.

Dick and Norm were delayed so Bob and I elected to depart on our own. Did I mention the turf cross runway has a slope to it? In this case the slope was uphill for our direction of takeoff.

We taxied to the end of the runway and continued taxiing into grassy area beyond the end of the runway and lined up for takeoff. Knowing we were taking off uphill we wanted as much runway as possible.

Bob's climb prop on his aircraft got him airborne without trouble. NX18235, with it's custom made Dale Johnson



*Bob and Greg tied down at Brodhead*

cruise prop struggled uphill. Finally the wheels left the turf but the climb rate just barely exceeded the uphill slope. Crossed the far end of the runway at 40 feet and we were on our way.

Another beautiful 90 minutes to Brodhead and we arrived just as a thunderstorm was leaving the area.

A few days of fun at Brodhead and we were ready to depart for home on Sunday. Weather and a technical delay kept us grounded until about 3:00 pm. We were staring at headwinds so we planned to stop at Richland Center for fuel. The four of us were flying in a loose diamond formation until five miles before Richland Center where a wall of water coming from the clouds forced us to land at Lone Rock. Bob and I were finally able to depart at about 6:00 pm and we planned another fuel stop in Rushford, MN. The improving weather as we traveled northwest was a welcome site and Rushford came into view a little after 7:00 pm. The weather was perfect but we had a new challenge, getting home before sunset!

A quick top-off with fuel and we were airborne at exactly 8:00 pm. It was beautiful flight with warm temperatures and glass smooth air. Bob and I kept a fairly tight formation for most of the flight. We landed at Stanton with a couple of minutes of legal daylight to spare.

I can't wait to do it again.

*(Continued on page 5)*



*Attending one of the seminars at Brodhead*



# ***The Rest of the Story***

***by Norm Tesmar***

While Greg and Bob were enjoying that smooth air and great tailwind from Stanton, I was having a somewhat different experience. Dick and I tested our radios on the ground at



*Dick and Norm's Piets at Osceola ready for take-off*



*Replacing the windscreen at Viroqua*



*On the ground at Brodhead*

Osceola, but once we got into the air I was unable to make contact, so we were basically flying NORDO. About fifteen minutes out of Osceola, my windscreen split right down the center and began flapping violently. I kept one hand on the stick and clamped the other onto the top of the windscreen to hold the two halves in place.

Unable to contact Dick on the radio, and with Dick well ahead, I debated whether to land the airplane or continue on to Viroqua. By now Dick was well ahead, but still in sight, so I decided that as long as I could keep him in sight I would tough it out to Viroqua. This was not fun! As one hand would become stiff and sore, I would switch hands, and occasionally used my forehead to keep the windscreen in place when I had to adjust the throttle. After a very long ninety minutes, Viroqua finally came into sight. With the normal runway closed, I followed Dick to the turf cross runway. As I slowed on short final at Viroqua, I had to release the windscreen to land the airplane. Luckily, the slower speed reduced the violent flapping, making it possible to get on the ground safely.

Dick and I inspected the damage and talked about our options, and we finally decided to replace the split windscreen with the one from the front seat. With the good windscreen in place, we re-fueled and took off for Brodhead.

The days at Brodhead offered sunshine and all the great things that Brodhead is known for including pork chops and the fish boil. But the nights brought rain and howling winds. I couldn't help but think of Sun 'n Fun with airplanes rolled up in a ball. But we managed to keep our aircraft tied down and did our best to keep dry through the rainy nights. Some of us had more success at this than others!

When we departed on Sunday, we learned that the rain had done additional damage. In spite of a successful pre-flight, Dick's Rotec began running roughly shortly after takeoff. He managed to nurse the Piet around and landed on the crosswind runway. The rest of us were already in the air, and circled back and landed.

After checking the filters and fuel, Dick finally discovered significant *(Continued on page 6)*



# Brodhead & Back

(From Page 5)

condensation in the distributor. He used isopropyl alcohol to dry out the cap, and that solved the problem.

Back in the air again, we headed for Richland Center for a fuel stop. A wall of rain forced us to divert to Lone Rock. This posed a special problem for Greg with his tail skid, but he landed successfully in the weeds along the side of the paved runway. We re-fueled and waited for the storm to pass.



Left: Greg re-fuels at Lone Rock      Above: Dick checks out the Rotec  
Below: Norm and Dick (just below the horizon) enroute to Winona



While at Lone Rock, we encountered a Lancair and an RV-6 headed to Oshkosh, and powwowed for an hour and a half as we waited for the weather to clear. With passable weather again, Greg and Bob took off for Rushford. Dick and I knew that we didn't have enough daylight to reach Osceola, so we decided to head for Winona for the night.

We flew into a good headwind, but landed at Winona without incident. We got a ride to a local motel, and returned to the airport Monday morning for the flight back to Osceola. Little did we know that our greatest challenge was yet to come.

As he took off from Winona, I could see smoke trailing from Dick's engine. It was too late to put it back down on the runway, so Dick had to keep it in the air. As he told the story later, he suddenly found his windscreen covered with oil shortly after takeoff. He had zero forward visibility. He tried looking around the windscreen, and found his glasses immediately coated with oil. He tried increasing power to gain altitude, but that only made the oil flow faster. Conscious of a construction crane in the vicinity of the airport, and able to see only to either side of his aircraft, he managed to keep the engine running, maintain altitude, and get the airplane lined up with the runway to land. Looking to the left and right to keep centered over the runway, Dick managed to feel his way to the surface and execute a safe landing.

Inspection on the ground revealed that the top rocker arm cover

had worked it way loose, causing the oil to spew back into the slipstream and coating the windscreen. It seems that the bolts securing the rocker arm covers are not safetied on the Rotec, and in spite of three times around the engine tightening the bolts, the vibration eventually won out. Dick plans to drill the bolts and safety them to prevent this in the future.

With tightened bolts and the addition of four quarts of oil, Dick and I took off and headed back to Osceola. This time the flight was uneventful, but I know Dick had to be watching things pretty closely all the way back!

We made a lot of memories on this trip, and it is definitely one that we will never forget. We all had our flying skills tested on this trip, and thankfully we were up to the challenges. We are already planning on our flight to Brodhead next year. Hopefully it will be memorable in a little different way!



## Red Wing Soaring Association

Scenic Demonstration Rides and Memberships Available!  
No prior aviation experience required  
FAA Certified Flight Instructors



Located at Hangar H-1  
L.O.Simenstad Airport Osceola WI  
Phone: 651-653-1631  
Email: [info@rwsa.org](mailto:info@rwsa.org)  
Website: [www.rwsa.org](http://www.rwsa.org)

**NOSTALGIC WINGS**  
LLC

ENJOY THE WIND IN YOUR HAIR AND THE SUN IN YOUR FACE

FOR RESERVATIONS AND SPECIAL EVENTS  
651-423-2804

**CLAY ADAMS**

## Stuff for Sale/Wanted

Wanted: Engine stand to borrow & C-65 rebuild experience. The Piet group has a C-65 engine in the chapter hanger and is looking for an engine stand for about 12-18 months. We would like to have chapter members help to learn how to rebuild a small aircraft engine. We will start after chapter meetings this winter. Jim Fischer, 612-799-4820  
[fischermailstop@yahoo.com](mailto:fischermailstop@yahoo.com)

For Sale: MAGNATEK Model HH2p011 1/4 HP compressor with spray gun and assortment of accessories. This equipment has been hardly used. Anyone into model airplanes or art would find this an asset. \$100 ONO Contact Peter Denny 763-529-5325 or email  
[peterthepilot99@gmail.com](mailto:peterthepilot99@gmail.com)

For Sale: Bendix/King Skymap IIIC GPS. 5" diagonal screen with terrain and obstacles. Complete database update is 50. Comes with panel mount, yoke mount, and leg strap for hand held use. Easier to use and update than Garmin Handheld. Paid 2200 new, sell for 295. Larry 952-461-2299

## MAHOF to Induct Six

(Continued from page 1)

holder and parachute rigger/instructor in Minnesota; **Raymond Rought**; Vietnam veteran, and long-time Minnesota Director of Aeronautics; and **Duane Wething**, long-time pilot, aircraft rebuilder and the driving force in the development of the Detroit Lakes Airport.

In addition the Hall of Fame will award the Best Aviation Writing and Best Aviation Art by a Minnesotan awards on the same evening. The Hall of Fame also plans to bestow two scholarships. The FAA District Office will also be making presentations. Mark your calendars for twenty-third annual Minnesota Aviation Hall of Fame induction banquet on April 28, 2012 at the Ramada, Mall of America Hotel. Reservations will be available after January 1<sup>st</sup>, 2012. Check the Hall of Fame's website: [mnaviationhalloffame.org](http://mnaviationhalloffame.org) for additional details.



Custom Aircraft Models Retail/Wholesale

Email: [airwaysgifts@juno.com](mailto:airwaysgifts@juno.com)

### Airways Gifts

Nostalgic and Current Airline Logo Gifts  
[www.airwaysgifts.com](http://www.airwaysgifts.com)

Keith Oberg  
P.O. Box 340

phone/fax 651-423-5111  
Rosemount, MN 55068 USA

Flight Training  
Flight Reviews  
Finish Ups

Plane Rental  
- Piper  
- Cessna

**Air Trek North**  
22100 Hamburg Ave  
Lakeville, MN 55044



Located inside the Airlake FBO



**Call or Email to Schedule Your Flight!**

Randy Schoephoerster  
Phone: 952-594-1184  
E-mail: [randy@airtreknorth.com](mailto:randy@airtreknorth.com)

[www.airtreknorth.com](http://www.airtreknorth.com)



### Cross Country Soaring, Inc.

[don@crosscountrysoaring.com](mailto:don@crosscountrysoaring.com)  
<http://www.crosscountrysoaring.com>

Don & Kathy Ingraham 612-730-3905  
Faribault Municipal Airport, MN Open 7-days a week.  
Glider rides, instruction and rental What are you doing tomorrow?

# Chapter Events and Fly-Ins

**Aug 17th Chapter Mtg at BSAEC, 6 pm**  
(see page 3 for map & directions)

**Aug 20th Young Eagles start at 9am-**  
Contact Bill Brown to volunteer

**October 2nd Annual Banquet**  
George Erickson will be guest speaker

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

**Aug 14 Lake Elmo Mn (21D) 7-12p**  
Aviation Day & pancakes

Valter's Aviation, [www.eaa54.org](http://www.eaa54.org).

**Aug 14 LaCrosse (LSE) 7-1130a**

Waffles, airshow by Bill Blank  
608/792-0113, becbrok@aol.com

**Aug 20 Forest Lk Mn (25D) 10-4p**

Corn/brats/ice cream  
John Schmidt, (651) 776-1717.

**Aug 20 Bemidji Mn (96M) 9-3p**

Float and Wheel Fly-In  
Moberg Air Base private field  
Jerome Gruel, (218) 835-6497,  
[www.paulbunyan.net/1397/](http://www.paulbunyan.net/1397/)

**Aug 21: Mankato, Mn (MKT)**

730-1230p Pancakes  
Ken, 507/947-3084

**Aug 27 Glencoe Mn (GYL) 10-2p**  
Corn/brats Stuart 320/583-8367.

**Aug 28 Grygla Mn (3G2) 7-12p**

Breakfast, Wilkens Field  
Fall festival, 218/459-3436

**Aug 28 Windom Mn (MWM)**

Fly-In Breakfast 730-1p  
Brian 507/830-0273.

**Sept 11 Maple Lk Mn (MGG)**

11:30-2p Pork chop dinner  
Wayne 763/670-6021

**Sep 17 Grand Rapids Mn (GPZ)**

8-12p Breakfast 218/256-7402.

## SubSonex Maiden Flight

A little yellow jet was spotted over Oshkosh Wednesday morning (August 10) and soon it was confirmed that John Monnett's Sub-Sonex had made its first flight. Jet sailplane pilot Bob Carlton, who



wowed AirVenture crowds two weeks ago, was at the controls for the 14-minute flight. Thursday Bob took to the air for a 45-minute flight that included four landings and a climb to 5,000 feet, which Carlton joked took about two minutes.

The flights are the culmination of at least four years of development including an engine change and a design review to address controllability during takeoff and landing. It was a happy day for Sonex Founder John Monnett, who designed the SubSonex for the recreational pilot.

From EAA Hotline August 11, 2011

ON FINAL AUGUST 2011

8

APPLE AUTO GROUP



Apple Ford Shakopee 800-737-0489

Apple Valley Ford Lincoln Mercury 800-737-0481

Check out the  
2011 Ford Edge



One Low Price.  
Plain and simple.  
Always!

# SteinAir

Stein Bruch  
President

Tel: 877-STEINAIR -or- 651-460-6955  
Fax: 651-305-0746  
Email: [stein@steinair.com](mailto:stein@steinair.com)

SteinAir, Inc.  
21170 Eaton Ave, Suite A  
Farmington, MN 55024  
[www.SteinAir.com](http://www.SteinAir.com)

CONTINENTAL  
LYCOMING

## Bolduc Aviation Specialized Services, Inc.

ANOKA COUNTY AIRPORT  
8891 AIRPORT ROAD  
MINNEAPOLIS, MN 55449

DARRELL E. BOLDUC  
PRESIDENT  
(763) 780-1185

"SPECIALIZING IN ENGINE REBUILDING AND REPAIR"



Philip A. Sidell MD

Family Physician  
Aviation Medical Examiner

(952) 926-3002  
Fax (952) 926-7744

3920 Sunnyside Road  
Edina, Minnesota 55424

New  
Richmond  
Insurance  
Agency, Inc.

Bruce Bottolfson

Aircraft and Hangar Insurance

PO Box 367  
1225 N. Knowles Ave.  
New Richmond, WI 54017

Phone: 800-747-1619

[www.newrichmond-insurance.com](http://www.newrichmond-insurance.com)

