

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

OCTOBER 2011

Albuquerque Int'l Balloon Fiesta



by Kim V. Johnson

The alarm clock went off at 0330 at our Albuquerque hotel on the first Saturday of October, 2010. That is way too early for me, but we had to be at a nearby shopping center by 0430 for the one hour it would take us on the shuttle bus to get to the Albuquerque International Balloon Fiesta field gate, even though we only had to go about 8 miles. Approximately 500 balloons and 800,000 people will attend the weeklong event. The Balloon Fiesta Park covers 78 acres in northwest Albuquerque, but the road system to the Park is not adequately devel-

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Annual Banquet

Everyone seemed to agree that this was one of our best banquets ever. We had about eighty guests this year, and BCFL (banquet chairman for life) Pat Halligan did a great job in not only drumming up a great set of door prizes, but also in trimming the “ceremony” to a minimum. Our guest speaker, accomplished author George Erickson, told some wonderful stories about his travels in the Tundra Cub across the northern Canadian Shield.

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Koser's Comments



Thanks to our BCFL Pat Halligan and his wife Sandy for all of their work on arranging and preparing for our annual banquet. The venue is excellent, the service was well organized, the food was good, and our speaker George Erickson was outstanding. I hope all attendees enjoyed the evening. I overheard one comment while folks were leaving that went something like: "They'll have to really go some to beat this one!" I agree. With 80 attendees and a fine program, we'll definitely have set precedent for following years.

Bill Brown, our most able and hard working Young Eagles Coordinator has certainly earned the Ron Oehler Chapter 25 Service Award. His major improvements to the Young Eagle program include a LOT of communication time, breaking paperwork barriers and connecting to a large cross section of organizations. As we continue to give young people the experience of flying in small airplanes with competent and instructive pilots, we'll see some budding aviators coming up. Thanks, Bill, our pilots, and the YE ground crew. We couldn't make this program work without people like Bob Dunst (this year's "Ramp Champ") and the rest of the ground support crew. They are a pivotal reason why we can coordinate large groups of kids on those great Saturday mornings.

Please consider joining us in our YE events, especially if you haven't as yet. Working with young people and seeing their ear-to-ear grins as they land is reward enough, not to mention their parents' kind words.

As we get into October, it's time to look to new personnel to keep Chapter 25 humming, and perhaps to make modifications to improve our operations. Three people have currently agreed to take the positions of president, vice president, and secretary, but we certainly may nominate others as well.

Please come to the October 19th meeting, nominate a member for an office; then cast your votes. (Please bring something to share with brats prior to the meeting. We'll have Tom Fitzhenry and CAP Cadets as our guest presenters.)

After selection of new officers, they will have two months to orient themselves in Chapter 25 operations. Those of us currently occupying those positions will be available to assist our new officers should they need suggestions. With Kris Olson continuing as Treasurer and Membership Coordinator, they will have solid support. Kris has been instrumental in keeping the rest of us thinking ahead, and coordinating events. (She is also a major ground crew support member of the YE team.)



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This Month: Wed Evening Oct 19th—BSAEC at Airlake

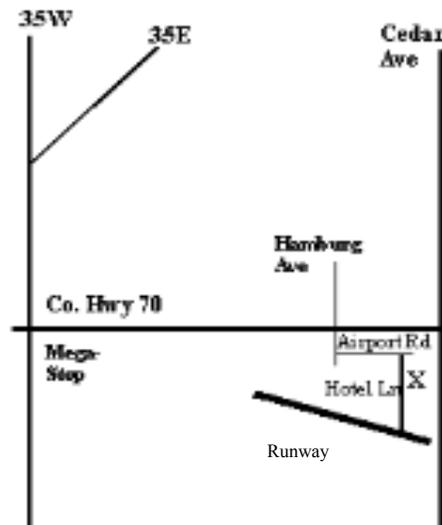
**Grill on at 6pm, Meeting starts at 7pm
Bring something to share!**

Program: We have Tom Fitzhenry and CAP Cadets as our guest presenters this month. We also have officer elections this month. Please come to the meeting, nominate a member for an office; then cast your votes.

Saturday, Oct 15th: Young Eagles at 9am, contact Bill Brown to volunteer

Sunday, December 11th: Christmas Party at the home of Pat & Mary Hoyt

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

September 21, 2011

Presiding Officer: John Koser

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

Business meeting discussions

John Koser led the Pledge of Allegiance.

A treasurer's report was circulated. We have a cash balance of \$ 8,615.03 as of September 21, 2011.

Guests introduced were Holly Heimann and Mike Danford.

Sophia Walker, an EAA Air Academy student from this summer gave a presentation on her experience at the camp. Sophia showed projects she built, a photo book, and a log book. Sophia answered questions. Sophia went to camp with a scholarship from EAA Chapter 25.

Holly Heimann, an EAA Advanced Air Academy student from this summer reported on her experiences at camp. Holly received a scholarship to camp from EAA Chapter 25.

Terry Carmine reported on the raffle fundraiser. Terry said he has received \$2,200 in raffle ticket sales. Terry said please send him the raffle tickets and money soon or turn in to him at the banquet.

Bill Brown reported on Young Eagles. Bill said they flew 79 kids in September and have flown about 298 kids for this year. Bill said they could use more ground crew. They had 2 pilots from South St Paul help give rides and this was a great help.

Pat Halligan told about Jon Cumpton's car accident and injury.

Pat Halligan reported about the banquet coming up on October 2nd. Pat said people have paid Kris Olson for their banquet tickets. You can send your banquet ticket order to Kris Olson and can still do this through this weekend. The cost is \$18 each. The speaker is George Erickson, author.

John Koser talked about officers for next year. They are looking for a Vice President. Paul Brown is willing to be Secretary. They would like to have 2 people for each office to vote on. People can contact any officer or board member if they are interested.

Program

A presentation was given by Joe Morgan from Princeton (PNM) Automated Flight Service Station, Lockheed Martin Flight Service.

Submitted by Kris Olson.

Final Approach by John Schmidt

(New monthly column on aviation trivia-thank you John!)

Question:

In October 1955, Airman First Class George R. Johnson took from an Air Force base in Arizona in an F-86 Sabrejet, for a flight lasting one hour and two minutes. At the time of his takeoff, he had the fewest total logged hours of flight of any F-86 pilot. Within 25 hours, how much total time did he have in his logbook when he took off?

Answer on page 7

Balloon Fiesta

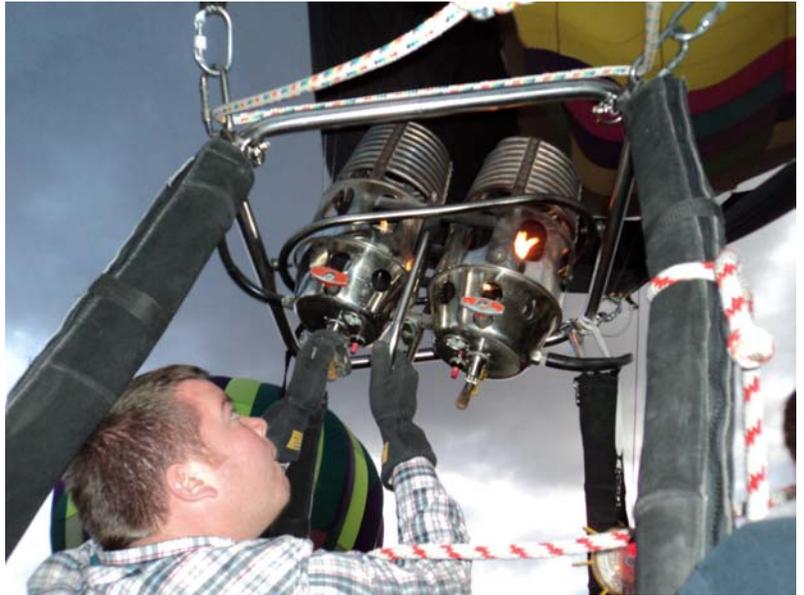
(From Page 1)

oped. It takes a good hour to get to and from the Park by car or by bus.

We didn't want to miss the Dawn Patrol lift off at 0545, twenty minutes before dawn. Dawn Patrol is formed by the lifting of four lighted balloons in the pre-dawn darkness. The glow of the propane burners against the dark sky is a thrilling site as they drift away. Next, as dawn emerges, up to 500 balloon pilots and their crews begin inflating their balloons for the staged mass ascension. One by one you see balloons of all shapes, sizes and colors inflate, with their baskets tethered to the bumpers of their support trucks. Spectators are allowed to walk amongst the balloons and their crews on the field, free to ask questions of these balloonists who come from all over the world for the week-long celebration of balloon aviation. Next, a number of launch directors called zebras, because of their stripped referee uniforms, come down the ranks signaling pilots when they may lift off so that they do so in a safe and coordinated manner. Soon the sky is filled with more balloons than you can monitor. Most float south, but some go every which direction. The balloons fly for about one and one-half hours, landing almost anywhere pilots can find a field or parking lot in west Albuquerque. There are two mass ascensions per day. One early at about 7:15 in the morning and another that begins at 5:30 pm, approximately 2 hours before sunset. Within the Balloon Park are lots of vendors, selling balloons, souvenirs, food and drink.

When I entered the gate on the second morning, a Fiesta staff person was asking for chase crew volunteers. I quickly enrolled and was sent to Row R - Balloon 45. I quickly went to the site and found a balloon named "Snaggletooth" and its pilot Dick and a couple of his friends. They put me to work right away helping to pull the balloon and equipment out of his 5 x 10 ft. covered trailer. The balloon was dragged out of its canvas pack and stretched out to the south. Dick organized the ropes and started inflating the balloon with a 3 foot diameter fan powered by a gas generator. It took a good ½ hour to fill the 90,000 cu. ft. balloon with enough air so that it would rise when Dick pulled the chord igniting the two huge propane burners attached at the top of the basket. From then on it was our job to hold the basket down until he got the signal to launch. When the zebra came and gave the signal to launch, we let go of the basket, Dick released the tether and Snaggletooth began to rise along with hundreds of other hot air balloons of all shapes, colors and sizes. The entire process took less than an hour. We did not get to watch for long before the crew chief

(Continued on page 5)



Balloon Fiesta

(From Page 4)

called for us to jump in the truck to begin the chase to the field where Dick would land Snaggletooth. Dick and the crew chief used cell phones to communicate his location. We wound through the streets of outer Albuquerque until we came to small field in between houses where Dick set Snaggletooth down. We packed up Snaggletooth and its gear into the trailer in less than an hour and Dick dropped us chase crew volunteers back at the Fiesta Park by 11 am. Dick invited us back for the competition flight the following day.

On the morning of day three, I went directly to R-45 and met Dick and his support staff in his truck. The challenge of the day was to launch from a location no less than one mile from the Park and then try to snatch a prize envelope attached to the top of five 25 ft. poles equally spread across the middle of the field East to West, an almost impossible feat, I surmised. Dick drove to a school playground due east first, constantly looking at the direction of flags waving in the wind. He didn't like this location or several others we stopped at as we moved in a clockwise direction to the southeast. We drove for nearly an hour until Dick found an office parking lot over a mile southeast of the Park. He instructed us to prepare for launching like we had the day before. We got Snaggletooth upward and Dick asked, "Who is going? I can take two people." I jumped into the basket before anyone had time to respond. Another chase crew volunteer jumped in and Dick released the tether to the truck. We ascended quickly to 2500 ft. AGL and floated in a northwesterly direction toward the Park. I started up a GPS app on my android cell phone and began calling out altitude, groundspeed and direction, which Dick seemed to ignore while he pulled on the balloon's ropes. We got to the north end of the Park and Dick began a descent by letting air out of the top of the balloon by pulling on the red ropes which lowered a piece of material which sealed air vents inside the top of the balloon. As balloonists explained to me later, the Balloon Fiesta Park is located in a large canyon they call the Albuquerque Box. The winds flow from the south above the Park, but in a circular motion from the north near the ground. As Dick descended, we started drifting in a southerly direction right over the Park grounds toward the poles with the prize envelopes. The north winds were fairly strong that day so we quickly drifted to the south at 25 ft. AGL right between two of the poles. I could not believe how close we got to a prize pole from a launch site more than one mile to the southeast. Dick had one more chance for a prize by being the balloon to drop a bean bag closest to another target on the ground. He released it too late. There were other bags much closer.

The next challenge was to land the balloon. We were drifting fairly quickly to the South and there were two 20 acre fields



ahead surrounded by roads, cars and RVs. We were too close to the RVs on the first field, but the wind blew us more toward the middle of the second field, so Dick started our 50 ft. descent. As we cleared the road in front of the second field Dick pulled the red ropes and said, "Hold on!" We bounced once (not unlike some of my own landings in the Champ) and settled on the ground again about 50 feet later. Several people ran up to help hold the basket down, but the wind tipped the balloon and basket over, spilling the three of us on the ground. Dick was able to deflate Snaggletooth quickly and we began the process of packing up Snaggletooth again.

The Albuquerque International Balloon Fiesta is held on the first week of October each year. It is a thrilling aviation event that should be on your bucket list if you have not already had an opportunity to go. They are celebrating 40 years of flying in 2011.



Annual Banquet

(From Page 1)

We decided to reserve the presentation of most of our awards until the November meeting. Here is a complete list of awards for 2011.

2011 Awards

Ron Oehler

Chapter Service Award

Bill Brown

Chapter Fundraiser

Terry Carmine

Service to Youth

John Schmidt

Chapter Fundraiser

Terry Carmine

Airventure Volunteers

Ron Oehler

Mike Dolan

Marianne Kolesar

Tech Counselors

Ami Sela

Peter Denny

Officers

John Koser—**President**

Terry Carmine—

Vice-President

Craig Nelson—**Secretary**

Kris Olson—**Treasurer
and Membership
Coordinator**

First Flights

Ami Sela—Rans S-19

Keith Rhode—Sonex

Young Eagles

Bill Brown—**YE coordinator**

Pilots and Ground Crew

Jon Cumpston

Don Eide

Jim Fischer

Bob Foster

Pete Gavin

Bill Hettling

Mark Kolesar

Joel Ludwigson

Craig Nelson

Paul Pankratz—**Top Gun**

Gary Rosch

Mike Schoen

Norm Tesmar

Paul Brown

Bob Dunst—**Ramp Champ**

Matt Granos

Ron Hoyt

Kim Johnson

John Koser

Ned Lebens

Dave Lundin

Craig Nelson

Ron Oehler

Dave Olson

Kris Olson

Dick Reinke

On Final Newsletter

Pete Gavin—**Editor**

John Koser

Craig Nelson

Bill Brown

Dale Johnson

Norm Tesmar

Bob Poore

Greg Cardinal

Dick Navratil

Ami Sela

Pat Hoyt

Steve Adkins

Bill Brown

Tyler Sibley

Pat Halligan

Noel Allard

Kris Olson

Dave Olson

Raffle Winners

Don Eide—\$500

Larry Kinder—\$250

Ludmilla Prestwich—

RWSA Glider Flight

Sig Larsen—Cross

Country Soaring

Glider Flight



**More banquet
photos on
page 7**



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More banquet photos

(See page 6)



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Answer to Final Approach Quiz (See page 3)

2 hours total time (in a Piper Cub). Johnson, a Sabrejet mechanic doing a high-speed taxi to test the shimmy of the nose gear, went a bit too fast, and the airplane took off. He circled the field, as personnel scrambled to talk him down on the radio. \$195 of damage was done to the airplane upon his first (and only) jet landing, he was court-martialed, but continued to serve as a mechanic for 2 years after his 5-month sentence ended (with time off for good behavior.)



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Chapter Events

Oct 19th Chapter Mtg at BSAEC, 6 pm
(see page 3 for map & directions)

Nov 19th Young Eagles start at 9am-
Contact Bill Brown to volunteer
Board meeting to follow

December 11 Christmas Party
At the home of Pat and Mary Hoyt
Mark your calendars!

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

Gone West

Former Chapter 25 member Ralph Morehouse, age 103, passed on September 28th. Our unofficial chapter historian, Norm Tesmar, who attended early chapter meetings with his dad, remembers Ralph. He has an article from the Star Tribune, published in June of 1961 as Ralph was preparing for the first flight in his homebuilt Wittman Tailwind. Ralph sold insurance, and told the story that he decided to build the Tailwind after a Southern Minnesota FBO operator declined to buy insurance from Ralph because Ralph arrived at the airport in a car rather than an airplane. Ralph went on to fly the Tailwind around the Midwest selling insurance, and won an award for flying the Tailwind coast to coast.

Norm remembers that the Tailwind was one of the very first chapter homebuilts to fly, finished the same year as the Stits Playboy first flown by Bert Sisler in 1961. More Chapter 25 Tailwinds were soon to follow, built by a group including Bill Hanson, Herb Weiner, Eugene Barber and Arden Magnuson.

Obituary:

Ralph Morehouse (Mar 17, 1908-Sep 28, 2011) Minneapolis

Survived by daughter, Jean (Jim) Peterson; daughter-in-law, Rosemary Morehouse; grandchildren, Tim (Anne) and Tom Morehouse, Jerry (Meg), Jeff and Jay (Dawn) Peterson, Julia (Kevin) Smith; 11 great grandchildren and 1 great great grandson. Preceded in death by wife, Reva; and son, Ronald. Longtime member First Christian Church Minneapolis, life member Blue Goose International, Old Timers Insurance Group, Hyland Greens Senior Golf League, American Legion Post 435, member Experimental Aircraft Association, Builder of Wittman Tailwind Airplane, Awarded for Flying Coast to Coast and Border, US Navy Reserve Veteran and USF&G Insurance Company employee of 37 years.

Interment Fort Snelling National Cemetery.

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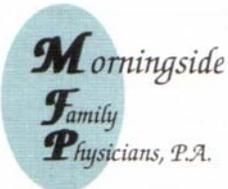
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