

# On Final

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

APRIL 2012

## Update on Ami's RANS S-19



### On Final Interview with Ami Sela

**Wow! Incredible paint job! How did you decide on this design?**

I had Wipaire at Fleming Field do the paint job. They put me in touch with Lenni Schwartz of Krazy Kolors. He does a lot of their air-brush work. I had already decided on the basic blue on yellow background. We talked about a shark design, and he came up with some sketches. We worked together to come up with the final design.

**Beautiful work! We last interviewed you in April of 2011 after your first flight. What have you been doing since then?**

*(Continued on page 8)*

## Amazing Talk-Down Landing

**April 5, 2012** - On Monday afternoon Robert Vuksanovic was out mowing the lawn at his Sturgeon Bay, Wisconsin, home when suddenly a low-flying twin-engine airplane streaked over his property. He noticed it but thought nothing particularly unusual about it. But the former Midwest Airlines pilot *(Continued on page 4)*

*Robert Vuksanovic, right, was congratulated by EAA President/CEO Rod Hightower and Founder Paul Poberezny for successfully talking down a non-pilot in a twin-engine aircraft after her husband became incapacitated in the left seat.*  
*(Photo by Brian Huth/EAA)*



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# "Say Intentions"



-an update from Kim V. Johnson,  
EAA Chapter 25 President

How do you decide whether a flight you are about to make is safe? Do you have personal minimums with respect to weather, your airplane's mechanical condition and your own mental and physical condition that help you decide whether or not embark on the flight? If so, do you adhere to your risk thresholds without exception? At our Chapter meeting this month, Ben McQuillan, founder and owner of Inflight Pilot Training, is going to share a tool he created that makes a pilot's go or no go decision-making process an objective and consistent exercise.

Ben is a commercial pilot and has been a flight instructor since age 18. He has accumulated over 9,000 hours of flight experience as an Airline Transport Pilot, Gold Seal CFI, CFII, and MEI. He is a business jet pilot for one of the largest corporations in the world and was named the FAA Flight Instructor of the Year for Minnesota in 2009/2010. He gives a seminar on a pertinent aviation topic every Saturday morning from 8:00 – 9:00 am in the Inflight hangar at the Flying Cloud Airport. His seminars attract well over 100 pilots and aviation enthusiasts each week. Many Chapter 25 members attend Ben's seminars on a regular basis.

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Would you like to participate in an AirVenture EAA Chapter Weekend Work Party? AirVenture Oshkosh 2012 is beginning preparations of the grounds and is inviting members to volunteer to help in this process. Let me know if you are interested in something like this.

Would you like to nominate a Chapter 25 member for an EAA Achievement Award? As part of the AirVenture celebration, EAA honors members at the local chapter level who have made significant contributions to the success and growth of the chapter. Awards are presented for Major Achievements, Newsletter Editor, Web Editor and Young Eagle program participation. Let me know if you want to nominate a Ch. 25 member for one of these rewards. Nominations are due on May 31, 2012.

AirVenture Oshkosh 2012 runs from July 23 – July 29, 2012.

Chapter 25 has a lot of exciting activities coming up. At our May Chapter meeting, Alan Hoffert and Jim Niehoff, from the FAAS Team will provide a presentation on Light Sport Safety. In June, Tyler Sibley will give a presentation on UAVs (Unmanned Aerial Vehicles), with emphasis on the integration of UAVs into the national airspace system. We are working on scheduling a building project visit, bringing the iPad techie's back for more practical instructions on how we can take advantage of an iPad's features in our type of flying and a BRS Aerospace (manufacturers of whole aircraft parachute systems) session.

Keep selling raffle tickets. This is our means of raising *(Continued on page 7)*

# ON FINAL



Minneapolis/St. Paul

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

#### President

Kim V. Johnson 651-238-6010  
[kvince989@gmail.com](mailto:kvince989@gmail.com)

#### Vice President

Ned Lebens 952-567-3329  
[nlebens@gmail.com](mailto:nlebens@gmail.com)

#### Secretary

Paul Brown 952-457-6940  
[paul.b@charter.net](mailto:paul.b@charter.net)

#### 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)

#### Web Editor

Jeff Coffey  
[jeffcoffey@gmail.com](mailto:jeffcoffey@gmail.com)

#### Newsletter Editor

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

#### Young Eagle Coordinator

Bill Brown 952-432-4231  
[shelties@charter.net](mailto:shelties@charter.net)

#### Technical Counselors

Bob Eckstein\* 763-566-0577  
[rwxstein@comcast.net](mailto:rwxstein@comcast.net)  
Peter Denny 763-529-5325  
[peterthepilot99@gmail.com](mailto:peterthepilot99@gmail.com)  
Ami Sela\* 612-860-3734  
[selaami@comcast.net](mailto:selaami@comcast.net)

\* also flight advisor

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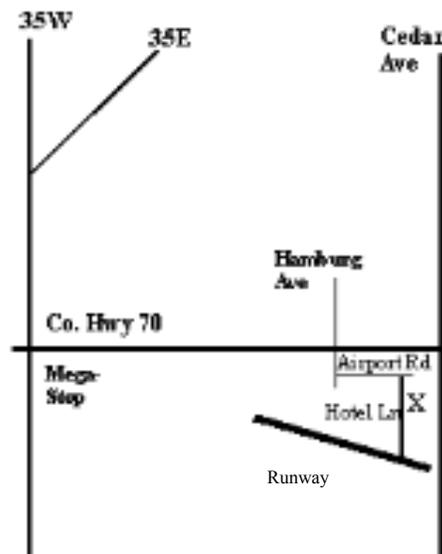
# ***This Month: Wed Evening Apr 18th—BSAEC at Airlake***

**Grill on at 6pm, Meeting starts at 7:00pm**  
**Please bring something to share**

**Program:** At our Chapter meeting this month, Ben McQuillan, founder and owner of Inflight Pilot Training, is going to share a tool he created that makes a pilot's go or no go decision-making process an objective and consistent exercise.

**Saturday, Apr 21st:** A Chapter 25 Young Eagles event will be held from 9:00 am to 12:00 at the Airlake Airport. To RSVP or coordinate a group event, please contact our Young Eagle coordinator: **Bill Brown: 952-432-4231**

**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**

**March 21, 2012**

**Presiding Officer: Kim V. Johnson**

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

### **Business Meeting Discussions**

The treasurer's report shows cash balance of \$9,206 as of 3/15/12.

Kris Olson gave treasurers report. She also said that roster addendums are available for pick up, and the club still has hats for sale.

Kim Johnson announced Philip Funk has Gone West. Larry presented regarding Philip Funk a short story about he and Betty building and test flying the award winning grand champion at Osh Gosh of a Mustang II.

Betty Funk spoke and said that the building process drew her and her husband closer together. They learned to respect each other's opinions.

Kim Johnson had the six new visitors (Tom, Duane, Gordy, Doug, Mike and Ron) introduce themselves.

Bill Brown reported that the last Young Eagles was attended by 54 kids. May will have two events - May 12 and May 19.

Kim Johnson suggested the idea of a Facebook page and Dave Olson did a short intro about the subject. More to follow next at the April meeting. Dave also solicited volunteers to have their picture taken and appear on the Facebook page.

Mike Tompos talked about having "fly out" events, perhaps after Young Eagles days.

Kim Johnson took a survey for EAA about how many home built have been built and, of those built, how many were kept

## ***HIGHWAY 41 CONSTRUCTION ADDS CHALLENGES FOR SUMMER***

With the closure of the Highway 41/21 interchange late last month, one major route to Oshkosh and to AirVenture will be unavailable this summer. The state's posted detour moves traffic off of Highway 21 east of Redgranite onto Highway 49 south to Berlin, where traffic will continue east on Highway 91 to Oshkosh. On the good news side, the Highway 41/45 interchange should be completed in early July when the Highway 41 northbound ramps to/from Highway 45 are finished. Updates regarding the project are available to the public at [www.US41wisconsin.gov](http://www.US41wisconsin.gov).

***Ron Oehler***

## ***Final Approach Trivia Quiz*** ***from John Schmidt***

Why is "321" the area code for Brevard County, Florida?

***Answer on page 7***

and how many were sold.

### **Program**

"We Were Almost Heroes"

Presenter Dave R. Volker, Captain USAF. The program was about his two combat tours on B-52s in Vietnam.

Submitted by: Paul Brown

# Talk-down Landing

(From Page 1)

and CFII soon learned it was an airplane whose pilot in command had become incapacitated and was being flown by the passenger, who had very limited flying experience.

He and his wife, Catherine, an FAA Part 135 ride inspector, were the key ingredients in guiding Helen Collins, 80, safely to the ground. In fact, as Rob described it to EAA Thursday morning, the entire episode was a series of extremely fortuitous occurrences that prevented a tragic situation from becoming a potential catastrophe.

"The stars were really aligned for us," he said during a planned visit to EAA headquarters Thursday. Catherine had a scheduled checkride at Fox Valley Technical College's aviation facilities located on Wittman Regional Airport and Rob was planning to visit the AirVenture Museum.

Rob's extensive (28,000 hours) of flight experience and the fact that he had been in other successful talk-down situations before, coupled with Catherine's own flying background (nearly 20,000 flight hours) and an extensive background in psychology, played crucial roles in guiding Helen to the ground for a safe landing. Even the fact that the Cessna 414A's nose gear collapsed after Helen's hard initial touchdown prevented the aircraft from rolling further off the runway into a ditch and other obstructions that could have resulted in a much more tragic ending.

As Rob told it, here is how events unfolded:

About 10 minutes after seeing the plane from his yard, Rob was in the house when the phone rang. It was Keith Kasbohm, manager of the Sturgeon Bay Cherryland Airport (KSUE), who told him the situation. They needed him and Catherine to come to the airport right away, so off they went.

They arrived in short order and Catherine immediately got on the radio with Helen to put her at ease so she could land the plane. Fully aware that the clock was ticking - the airplane had been flying since topping off at Rome, Georgia, nearly four hours earlier - they quickly determined that the only option was for Rob to join up in formation with Helen and talk her back down. He went to his hangar but his Beech Bonanza - a type that could keep up with the 414 - was locked and in the hectic scramble to get to the airport he forgot to grab his keys.

The Collins children who were on the scene made available their father's own Bonanza, which was already fueled and ready to go. Soon Rob was airborne and reached Helen's left wing "seven minutes after engine startup," he said.

After confirming she had at best about a quarter tank of fuel remaining, Rob proceeded to have her fasten her shoulder har-

ness, then instructed her to make sure the landing gear was engaged in a down position. He then had her trim the aircraft, which was more difficult than one would think because the only trim control on the 414 is on the left side, forcing Helen to reach over her husband, who was non-responsive and slumped over the controls.

Between 15 and 30 years ago - Rob wasn't certain - Helen had taken flight lessons at the urging of her husband if such a situation ever occurred. She even soloed at one point in a single-engine plane, plus she had flown at her husband's side for many, many years. That limited knowledge and exposure to flight was crucial and was about to be put to the test.

They circled the airport four times, the first two with Rob having Helen perform simple turn maneuvers while he observed the attitude of the aircraft and how well she could fly it. She was able to maintain straight and level, and seemed calm despite her husband's condition and her limited piloting skills.

By the third circuit around KSUE, Rob - cognizant of the fuel situation - decided it was time to attempt the landing. *Speed, altitude, alignment.* He instructed her to engage the approach flaps, adjust airspeed to 125, and line up on the runway. However, when Helen got off alignment and was coming in too hot, he knew she needed to go around or risk a major accident.

"Okay!" Helen said, and they were on their fourth lap around KSUE. Instead of being on her left wing, Rob went behind to better assess Helen's alignment. All of the sudden, she started heading out over the nearby bay and Rob called out to her to turn back. Helen then reported she thought she was losing the right engine. But, as Rob explained, "She rolled that puppy like an aerobatic aircraft," the engine came back, and she was back in line again.

"Turn right, keep turning right, bring the nose up," Rob can be heard saying as she was on final. "You're looking good."

"I looked over, she pitched down as instructed, and right on speed," he said. "She came in just perfectly." When she touched down, she bounced back up about 50 to 75 feet. Instructed to pull the power off and keep the nose down, she came back down and applied the toe brakes. When the nose gear collapsed, Rob said it was actually a good thing because it slowed her down much faster and brought the aircraft to a stop before obstructions off the end of the runway. Emergency personnel vehicles were immediately at the scene and Helen got out of the aircraft.

"Good job, Helen, good job," is heard from the ground on the audio recording of the incident. Rob landed the Bonanza about 30 minutes later on the taxiway as the Cessna was on the runway.

(Continued on page 6)

# Reunion Party

from Jim Ladwig and Norm Tesmar

*Emails received from Jim Ladwig and Norm Tesmar in late February*

Hi Friends,

The party yesterday was a happy, fun time. We missed having Gary Hanson, Ron Oehler and Lee Hurry with us, but we had 18 attending despite that. It has been at least 7 years since most of these folks have been together.

Dick Harden was unexpectedly able to get discharged after his inpatient surgery and he and Barb arrived just after the rest of us had ordered our lunches. They did catch up, though.

The first to arrive was 97 year-old Martha, followed closely by 92 year-old Marian Tesmar. Fran Eischen and son Mike may have been next.

The point is, the oldesters got there first. Stan and Ann Grapp were not far behind, but Stan always has something keeping him busy.

-Jim Ladwig

This gathering was an honoring Martha Davis wife of deceased Honorable Fritz (Fred) Davis Ch 25 member of early chapter times. Also all there were the core group at the EAA Fly Ins at Rockford Ill in the 60's. The Davis, Tesmar, Grapp family and off and on the others camped together on the airfield. Warm to funny and some tragic memories were reminisced.

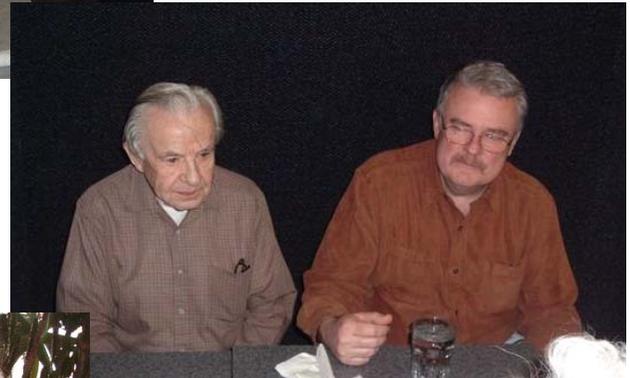
- Norm Tesmar



*Barb and Bert Sisler*



*Martha Davis with son Fred*



*Fran Eischen with son Mike*



*Marian Tesmar and son Norman*



*Ann and Stan Grapp with Martha Davis*

**(More photos on page 6)**

# Reunion *(from Page 5)*



*Forrest Lovley, Ruth Ladwig, Pete Kroll*



*Barb and Dick Harden*



*Don Eide and Bonnie Lindquist*

## **FAA Makes Way for Drones**

The new FAA reauthorization bill that was signed into law last month by President Obama creates a fast track for the integration of civil unmanned aircraft systems into the national airspace. The legislation states that the FAA and the UAS industry must work together to develop a "comprehensive plan" by mid-November that will safely achieve the full integration of UAS by Sept. 30, 2015. Deadlines for certain smaller systems are set even sooner. For example, first responders will be allowed to fly small UAS weighing 4.4 pounds or less within 90 days. And within six months, the FAA must designate six test ranges where the UAS can fly to develop their sense-and-avoid capabilities.

Within one year, small UAS under 55 pounds will be allowed to fly in the Arctic regions of the U.S., 24 hours a day, at an altitude of at least 2,000 feet. By mid-2014, small UAS that weigh under 55 pounds will be allowed to fly in the national airspace system. "Technology is advancing to the point where we now know these systems can reliably fly," said Michael Toscano, president of the Association for Unmanned Vehicle Systems International. "The next step is to work on the regulations that govern the rules of the sky to ensure that unmanned aircraft do no harm to other manned aircraft or to people or property on the ground." The legislation says that all UAS must have a "sense and avoid capability," and standards will be set for the licensing of operators. The FAA also will be required to study the causes of accidents involving UAS.

## **Talk-Down Landing**

*(Continued from page 4)*

Although he had yet to speak with Helen, Rob said he spoke briefly with one of her sons and she is doing pretty well considering the harrowing experience of losing her husband, then having to compose herself enough to land an airplane she had not flown before. She also suffered some minor injuries.

"Helen really was the hero here," Rob said. "She was able to draw on her limited knowledge, focus, and do what it took to get on the ground."



## Stuff for Sale/Wanted

For Sale: Aviation Books. Oldies, classics, some brand-new, some autographed. Inexpensive! Cutting down my library. I can e-mail a listing. Noel Allard. [nallard@unitelc.com](mailto:nallard@unitelc.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: Lancair 320/360 kit, Super-Fastbuild kit. Asking \$20,000 or offer. Call 608/797-5752.

## “Say Intentions” (From page 2)

money for Chapter activities such as: scholarships and continuing our Young Eagles Program. We are asking members to sell 30 \$2.00 raffle tickets from now until our Banquet on October 7th, 2012.

Have you visited Chapter 25’s Facebook page? Check it out by searching EAA Chapter 25 in Facebook. It is loaded with fun pictures and info about Chapter 25 activities. Have you subscribed to the Chapter 25 Yahoo Group page? It is for members to exchange news, information, photos and requests with each other via e-mail. You can access it from the Chapter 25 website: [www.eaa25.org](http://www.eaa25.org).

Seek out and extend a warm welcome to Chapter 25 new members so far in 2012: Joe Coraggio, Don Johnston, Darrell Pearson, Randy Poore, Ken Smith, Keith Tschohl.

“An ounce of performance is worth a pound of promises.”

--Mae West, American actress

Looking forward to seeing you at the meeting!



## Answer to Final Approach Quiz

(See page 3)

Influenced by the presence of the John F. Kennedy Space Center, Brevard County is also known as the Space Coast. To commemorate such, it was designated, on November 1, 1999, with the telephone area code 321, as in "3-2-1 Liftoff." This is the handiwork of Brevard County local resident Robert Osband, who, through a petition, effected the change (from the area code's previous home, suburban Chicago). The county's population is larger than that of the state of Wyoming.

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## Chapter Events

**Apr 18th Chapter Mtg at BSAEC, 6 pm**  
(see page 3 for map & directions)

**May 16th Next monthly meeting**

**Apr 21st Young Eagles start at 9am-**  
Contact Bill Brown to volunteer

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

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## RANS S-19 Update

(From Page 1)

I've put about 100 hours on the RANS since then. I rented a hangar at Airlake to fly off the required 40 hours. Most of my flying since then has been to local airports in Minnesota and Wisconsin. Last fall I flew to Hayes, Kansas for the RANS factory fly-in. We had about 25 aircraft fly in. I logged about 4.3 hours each way. With 24 gallon capacity and burning about 4.1 gallons per hour, I could have flown non-stop. But I decided to stop mid way for a rest and fuel stop. The RANS has been flying very well, and I've had no problems.

**After the first flight, you mentioned problems with the tach. How did you resolve those?**

The problem was really with the tachometer being used for the first time with the Jabiru 3300. It took some work with the manufacturers and SteinAir, and with some shielding and adjustments we got everything working fine.

**You had also talked about making some cowling adjustments to even out the engine cooling. Any work there?**

Yes, I made some adjustments to the air flow to direct more air onto the center of the engine, and that has worked out well.

**Any other changes?**

Just an adjustment on the right aileron trim to get hands-off straight and level.

**What are you looking at for the future?**

I've been flying the RANS about 2-3 times per week. It will be displayed at the Fleming Homebuilders Fly-in this June. Rans, Vans, and Zenith will be showing demo aircraft and conducting demo flights.

**Any plans for future building?**

I'm getting a little restless for something new. I've been thinking about building a Vans RV-10. The cruise on the RANS is about 125 knots. I'm thinking about more speed.



# SteinAir

Stein Bruch  
President

Tel: 877-STEINAIR -or- 651-460-6955  
Fax: 651-305-0746  
Email: stein@steinair.com

SteinAir, Inc.  
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