

# WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JUNE 2012

## *Moving Day for the Zodiac*



**By**  
**Pat Hoyt**

*EAA  
Chapter 25  
members  
loading the  
Zodiac  
fuselage  
onto the  
trailer*

*(Continued  
on page 4)*

## *WWII-era glider, restored in Eagan, gets new home*

**Nick Ferraro, Pioneer Press, June 6 2012**

They were considered disposable aircraft.

Glider, made of steel frames and sheathed in thin plywood, carried U.S. and British troops and their heavy artillery and supplies silently behind enemy lines before crash-landing.

The aircraft were so perilous they garnered the nickname "flying coffins."

*(Continued on page 6)*

*Ray Nagell, 90, of Bloomington, an infantryman during World War II recalls flying a glider in Holland in September of 1944 during the open house at Villaume Industries on Wednesday, June 6, 2012 in Eagan*

*(Pioneer Press: Ginger Pinson)*



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# "Say Intentions"



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

So far, June has been a busy month for Chapter 25, as it should be. We had BSAEC Clean Up Day, moved in Pat Hoyt's Zodiac Project and had a favorable MAC Environmental Inspection. Many of us attended the Mankato Air Show. Some members flew to it. As of this writing we have

yet to give rides to approximately 80 Young Eagles, feast at our summer Chapter picnic, hear Tyler Sibley discuss his experiences with Unmanned Aerial Vehicles (UAV's) and have a fly-out to Boyceville, WI. In addition, the Chapter Pietenpol building project continues with build sessions at Dick Navratil's hangar every Wednesday night, except for Chapter meeting night. Yes, June is filled with opportunities to enjoy our enthusiasm for aviation.

Next month, Hiroshi Takeuchi and Keith Tschohl are coming back to give us more practical instructions on how to take advantage of an iPad's features for the type of flying most of us do. We have Young Eagles on July 21<sup>st</sup>, the Pietenpol Fly-in and Convention at Brodhead, WI, July 19 – 22 and, of course, AirVenture Oshkosh 2012 from July 23 – July 29, 2012.

In August, Ron Sekenski and his hangar partner, Paul Erickson, will discuss and show their Christen Eagle and RV7A projects. We are working on a BRS Aerospace (manufacturers of whole aircraft parachute systems) session and a session on aviation legislative issues for future Chapter meetings.

Keep selling raffle tickets. This is our means of raising 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 in between meetings via e-mail. You can access it from the Chapter 25 website: [www.eaa25.org](http://www.eaa25.org).

*(Continued on page 7)*

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# 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

# ***This Month: Wed Evening June 20th—BSAEC at Airlake***

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

**Program:** Tyler Sibley will give a presentation on UAVs (Unmanned Aerial Vehicles), with emphasis on the integration of UAVs into the nat'l airspace system.

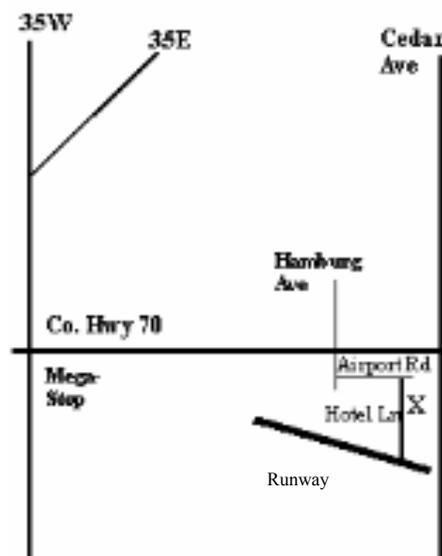
**Saturday June 16 Chapter Picnic following Young Eagles**  
**Brats will be provided, please bring a dish to share!**

Young Eagles will start at 9:00 am. The chapter picnic will start around noon.  
To volunteer to help with young eagles, contact **Bill Brown: 952-432-4231**

**Saturday June 23 Chapter Fly-Out to Boyceville See Page 8**

**Saturday July 21st:** Young Eagles start at 9:00 am, Contact Bill Brown

**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**

**May 16, 2012**

**Presiding Officer: Kim V. Johnson**

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

### **Business Meeting Discussions**

Kim Johnson had a short meet and greet. He asked members to introduce themselves to someone they don't already know. There were two guests Tom and LeAnn.

Kris Olson said that she still has left over rosters and addendums. Hats are for sale \$13 each. She also has info to order name tags.

The treasurer's report shows cash balance of \$9,499.32 as of 5/16/12.

Young Eagles report was given by John Koser for Bill Brown. He reported about 50 girls showed up for the May 12<sup>th</sup> Girls Aviation Day. Expected turnout for May 19 Young Eagles event is 70 kids.

Ned Lebens announced that Mark Kolesar flew his 500<sup>th</sup> Young Eagle in April.

Pat Halligan announced the University of North Dakota is finding worthy scholarship candidates for chapter 25. The Ken Dahlberg/EAA Ch. 25 scholarship was awarded to Kristina Becker (aspiring to become a medical helicopter pilot). The Mark & Linda Gulbrandson/EAA Ch. 25 Scholarship was awarded to Stephen "Tex" Hanson (aspiring to major in Airport Management).

Pat announced the MCTC scholarship for a week long welding and machine tool class was awarded to Hemchan Ranmarine. John Schmidt already has chapter members donating

most of the money.

Pat announced the Air Academy summer camp scholarship will go to Juan Villalobos, and that this program is paid for by Young Eagles Credits.

Ned Lebens spoke about the raffle and tickets should be picked up after tonight's meeting to save postage. He made it clear that the money raised in this raffle supports our college scholarship programs and does not go to pay fuel or maintenance costs for Young Eagles pilot's airplanes. He did mention that EAA has petitioned the DOT to get said fuel and maintenance expenses paid for.

Mike Tompos spoke about the Boyceville "Fly Out Lunch". He has put together a Google docs spreadsheet and will email it out soon. The purpose of the spreadsheet is for pilots to list open seats and passengers to find an open seat. Date for event is Saturday June 23<sup>rd</sup> with alternate of June 30<sup>th</sup>. A safety briefing will be held at LVN at 9:30, departure at 10:00. Boyceville has a paved runway 8/26 and ample grass for those who need it for landing.

Matt Granos presented the chapter 25 facebook page via a live demo on an Ipad. Go to [www.facebook.com/eaachapter25](http://www.facebook.com/eaachapter25) you will need to have a free facebook account. Users can paste comments.

Kim Johnson is looking for 2-3 volunteers for a hanger committee and wants to plan a "clean the hanger" day.

### **Program**

Alan Hoffert and Jim Niehoff, from the FAA Safety Team.

The experimental and light sport categories are responsible for an abnormally high percentage of accidents. Alan and Jim spoke about this and offered suggestions on how to avoid these accidents.

—Submitted by Paul Brown

# Moving Day

*(From Page 1)*

On Saturday, June 9th, several EAA Chapter 25 members gathered at Patrick and Mary Hoyt's house to move the Zodiac project from its humble birthplace in an Eagan garage to the BSAEC hanger at Airlake.

The day began with one group meeting at the hanger for some early morning prep and cleanup operations, and another group meeting at Pat & Mary's house to prepare the Zodiac for transport. Some people displayed great stamina by participating in both operations during a hot, windy day and under a relentless sun.

Dick Navratil brought his flatbed trailer. It took us some brainstorming to figure out how best to load the tricycle-gear Zodiac fuselage up and onto the trailer, but once we did we had enough muscle on hand to make the job go very well. Once that was accomplished, we took a break to have lunch and to cool off before setting out on the road.

With the Zodiac fuselage secured to the trailer, our caravan began the trek towards Lakeville. Prior to departure, we'd arranged to stop after a couple miles just to re-check everything. While stopping at a convenient parking lot (which turned out to be Eagan City Hall), I began to notice curious onlookers taking pictures. One thought that crossed my mind was, "I hope nothing happens that gets us onto the TV news...."

After verifying that everything was secure, we again pulled back out onto the road. We inched up our speed as I watched for anything odd that might be flapping. 40 mph - everything's fine. 50 mph - looking good. 60 mph - still looking good. And so we got the fuselage to Airlake, and quickly unloaded it without incident.

We then returned to the house for a second trip to get the wings. The wings were considerably lighter than the fuselage, but they were bulky and much harder to transport. I'd already built a rack for them, and after another round of brainstorming we secured the wings to the



*2-Zodiac fuselage secured on the trailer*



*3-Police were among those who were curious*

*4-Dick Navratil checking security of the wings*



*(Continued on page 5)*

# Moving Day

(Continued from page 4)

rack, and then secured the rack to the trailer.

On down the road we went. Much slower this time, and with two stops during the course of this trip. We finally arrived at Airlake, again without incident. The winds were really beginning to pick up, and so we backed the trailer into the hanger and easily unloaded the wings there.

All in all, it took us quite a bit longer to accomplish the move than I thought it would. As seems to be the case with many things in homebuilding, more time is spent figuring out the "best way" to get a particular task done than is actually spent doing the task itself. One of the great things about this EAA chapter is that when you get a group of us together there is no shortage of smart people with great ideas on how to best accomplish something given the tools and materials on hand.

It was a hot day, and as I write this I am sunburned and some of my muscles are a little sore, but I had a wonderful time with some really great people, and I wouldn't trade that for anything.

Thanks to all the people who made this milestone happen.

- Pat



*5-Hauling the wings down the road*



*6-Mission Accomplished*

## Solar Impulse Makes Morocco

Solar Impulse completed its two-stage flight from Switzerland to Morocco on Tuesday, landing just before midnight in Rabat after a 19-hour flight from Spain. The solar-powered electric aircraft had been in Madrid for more than a week waiting for a weather window to cross the Strait of Gibraltar and the desert of northern Africa. With team leader Bertrand Piccard in the cockpit, the aircraft reached 27,000 feet and averaged about 30 mph on the trip.

The trip was the last in a series of progressively more challenging test flights before Solar Impulse is launched on a circumnavigation flight using only solar power. "Solar Impulse has demonstrated that a solar-powered airplane can fly day and night using no fuel," said a message on the effort's [web site](#). "The next challenge is to fly around the world."



## WWII-era glider gets new home *(Continued from page 1)*

On Wednesday, June 6, a CG-4A glider made from restored and fabricated parts was shown off at an open house at Eagan-based Villaume Industries, marking the end of a four-year effort led by several local retirees.

On Thursday, the glider will be loaded onto a flatbed truck and driven to its new home at the Fagen Fighters World War II Museum in Granite Falls, Minn.

"I hate to see it go, because it's been a labor of love," said project volunteer Jim Johns, adding that the aircraft is one of just 11 CG-4A gliders in the world.

During the war, Villaume Industries, then located in St. Paul, produced the custom precision wooden wings, control surfaces and floors for 1,509 of the nearly 14,000 gliders manufactured in the U.S. It served as a subcontractor for St. Paul-based Northwestern Aeronautical Corp., which became the second-largest manufacturer of gliders, behind Ford Motor Co.

In 2007, Johns and fellow restorer Ingemar Holm approached the company to gauge its interest in helping build a CG-4A glider from the ground up.

"They asked me if we had any plans and if we had any parts," recalled company president Nick Linsmayer, whose great-grandfather Eugene started Villaume Box & Lumber Co. in 1882 on St. Paul's West Side. "I said, 'Well, no ... we moved from St. Paul to Eagan 40 years ago.' "

But Linsmayer did offer space in a company warehouse for volunteers to work on the project, which started in March 2008.

"A year turned to two years and so on," said Johns, a retired Army aviation captain from Bloomington. "Then (Linsmayer) started to see us bringing in parts and it taking shape. In the end, he said, 'You guys got a home here.' "

The glider has 72,000 parts, more than half of them wood. And because the planes never made it back from battle, parts were hard to find.

Volunteers collected some vintage parts from training planes that the National World War II Glider Pilots Association had salvaged for its museum in Lubbock, Texas. They found original instrument panels, infantry seats and landing gear.

"One of the tires still has the World War II air in it," Johns said.

They also found a long, narrow case that stored "barf bags" for the troops who succumbed to the plane's bumpy ride.

"Before the bags, the pilots told them to barf in their hel-



*After a four-year restoration by a group of volunteers, a World War II CG-4A glider plane is being moved to a museum in Granite Falls, MN. An open house was held at Villaume Industries, where the plane was built on Wednesday, June 6, 2012, in Eagan to show those interested in gliders and World War II memorabilia. From left key players in the project: Ingemar Holms and Jim Johns, who conceived the idea of recreating the CG-4A glider with years of plane restoration, and right, Dale Johnson, a master woodworker and glider pilot with experience in building both planes and gliders were at the open house to talk to those who came to see their work. (Pioneer Press: Ginger Pinson)*

rets," Johns said.

Volunteers raised much of the estimated \$14,000 it cost to pay for parts and supplies. It took more than 30,000 hours to complete the project.

The work was slow and detailed, Johns said.

Master woodworker and glider pilot Dale Johnson created many of the parts. Joe Messacar, a former aeronautical engineer, was adept at reading the old, faded blueprints and making sure the parts were to exact specification.

"I'd like to see this stay around here locally, but we really have nowhere to put it," said Johnson, who was on hand for Wednesday's open house.

Ray Nagell, 90, of Bloomington also stopped by to see the finished product. An infantryman during WWII, Nagell recalled flying into Holland in a glider in September 1944. German soldiers fired on the planes as they landed in a potato field.

"I remember the noise," he said. "We were going in at 125 mph, and the cloth sides were flapping so loud."



## Stuff for Sale/Wanted

For Sale: Dimage 6Mpx digital camera with 12X zoom. Light weight and powered by four AA batteries. LCD screen and lighted viewfinder. \$100. John Koser 612 240-0776.

For Sale: Aviation Books. Oldies, classics, some brand-new, some auto-graphed. 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)

Three of my goals for Chapter 25:

- Encourage Chapter 25 membership by young men and women with an interest in aviation
- Encourage younger members to get actively involved in Chapter 25 activities
- Have all members get to know each other better.

Want a way to get involved in Chapter 25 activities? I am looking for newsletter writers and for members willing to serve on a BSAEC Hangar Maintenance Committee. Come and talk to me about it or call or e-mail me.

“Never tell people how to do things. Tell them what to do and they will surprise you with their ingenuity.”

- - G e o r g e S . P a t t o n ,  
U.S. Army general

Looking forward to seeing you at the meeting!



### Final Approach Trivia Quiz from John Schmidt

True or False: The same person who invented the Marvel carburetor, later known as Marvel-Scheibler, was also one of the founders of Marvel Comics.

Answer on page 8

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# Chapter Events

June 20th Chapter Mtg at BSAEC, 6 pm  
(see page 3 for map & directions)

July 16th Chapter Picnic at BSAEC

June 16th, July 21st Young Eagles start  
at 9am- Contact Bill Brown to volunteer

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



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**Saturday, June 23, 2012 - Boyceville, WI Fly-Out** – Mike Tompos has organized a lunch fly-out to Boyceville, WI. Gather for a briefing at 9:30 am at BSAEC. Departures will begin at 10:00 am. We will have lunch in Boyceville (57 nm from KLVN) and return at 3:00 pm. Following is a link to the Google docs spreadsheet Mike is using as a sign-up tool.

<https://docs.google.com/spreadsheet/ccc?key=0AkXjox1x1nY-dGxyQIJWQmFIU3lfNzh4Ui0tOUkwX0E#gid=0>

## Answer to Final Approach Quiz

(See page 7)

False. Burt Pierce, invented the Marvel Carburetor in 1918. He did, however, also invent Marvel Mystery Oil, in 1923. Marvel Comics DO feature a character named “Magneto” (yes, he is listed as a villain).

## Human-Powered Wind Rose Marathon Flier

The Wind Rose is a human-powered aircraft designed to fly a 26-mile marathon course in less than an hour in order to win the Kremer Competition, sponsored by the British Royal Aeronautical Society. The lead designer is a Lockheed Martin aero engineer who, as a teenager, was on the Gossamer Albatross team when that human-powered plane flew across the English Channel more than 30 years ago. The Wind Rose team also hopes to demonstrate that human-powered flight could be an Olympic sport.

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