

# WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

AUGUST 2012

## ***First RV-1 Visits Airlake*** by Pat Halligan



*The original RV-1 (left) and Chuck Doyle's STITS Playboy (right) Photos by Dave Olson*

On Friday, July 20th, Chapter 25 had the rare opportunity of hosting an aircraft that was on its way, to be retired, at the EAA Oshkosh (OSH) museum. It was the first RV built by Richard Van Grunsven, an RV-1. It was spending its last night of "freedom" at the Lakeville Airport. *(Continued on page 6)*

## ***Oshkosh 1st Impressions***

In the world of aviation—at least the world I’ve experienced as the wife of a pilot—there are two kinds of people: “Those who have been to Oshkosh” and “Those who have not”. “Having been” is like having gone through a rite of passage. Any time the subject of Oshkosh comes up someone asks, “Have you been there?”. Until this year I have always had to sort of hang my head and admit that I had not.

*(Continued on page 4)*



**“Say Intentions”**  
Aug mtg, July minutes

**P2**  
**P3**

**Final Approach Trivia Quiz**  
**Don’s Manuals Missing**

**P3**  
**P3**

**October Banquet**  
**For Sale P7 Events**

**P5**  
**P8**

# "Say Intentions"



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

At the Chapter meeting on the 15<sup>th</sup> this month, Ron Sekenski and his hangar partner, Paul Erickson, will discuss and show their Christen Eagle and RV7A projects. We will have our regular BBQ and pot luck supper starting at 6:00 pm followed by a short business meeting at 7 pm. Then Ron and Paul

will provide an overview of their projects and walk us to their hangar a few lanes west of BSAEC.

I was reminded again this month how much of a giving organization we are. We give of our time and equipment to give rides to young people ages 8 – 17 once a month. This is oftentimes their first airplane ride experience and it is wonderful to hear their expressions of excitement and gratitude for the opportunity. We give of our resources to provide scholarships to students interested in pursuing careers in aviation. We also give from our hearts. Several Ch. 25 members prepared meals at Let's Dish in Edina for a member's family whose wife and mother is battling cancer. I am proud to be a part of an group of people who want to give back from what we have been given.

The Young Eagles event this month will be on August 18<sup>th</sup>. Contact Bill Brown if you can provide rides or work on the ground crew. Several of our members are regular contributors. Without them it would be difficult to keep up with the number of kids who come each month. We would like to encourage more of you to consider serving as a pilot. If more of you would be willing to come and serve on the ground, some of the regular ground crew may be able to fly kids for a change. We need ground crew to assist the pilots and provide ground school class to kids while they are waiting their turn.

The EAA Eagle Flights program for adults was officially launched at AirVenture. This program is about sharing a hands-on flight experience with an adult who has demonstrated an interest in aviation. It is not a program for adults to simply get an airplane ride. The Eagle Flights program emphasizes *quality* over *quantity* and focuses on an introductory flight experience for adults, including the support and mentorship after the flight to help them achieve their dream of becoming a pilot. Young Eagles and Eagle Flights will remain two separate programs and the registration forms, insurance coverage, pilot guidelines and promotional materials will be similar to that of Young Eagles and are available from EAA.

(Continued on page 7)

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# ON FINAL



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

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# ***This Month: Wed Evening Aug 15th—BSAEC at Airlake***

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

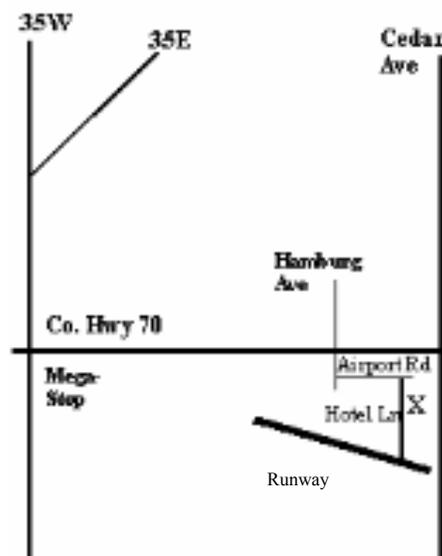
**Program:** Following a short meeting at BSAEC, Ron Sekenski and his hangar partner, Paul Erickson, will discuss and show their Christen Eagle and RV7A projects.

**Saturday Aug 18th Young Eagles:** Young Eagles will start at 9:00 am. To volunteer to help with young eagles, contact **Bill Brown: 952-432-4231**

**Sunday October 7th:** Annual Banquet at Eagan Community Center

**September meeting:** Darrell Bolduc will teach us how to dismantle and renovate a Continental A 65 and discuss other engine maintenance concerns.

**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 18, 2012**

**Presiding Officer: Ned Lebens**

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

### **Business Meeting Discussions**

Lou Martin led the pledge of allegiance.

Ned Lebens is looking for new volunteers to do the cooking for monthly meetings.

There was visitor in attendance: Betty Funk she has some items that may be of interest to chapter members.

Lou Martin announced that he renewed his CFI and is available to do BFR in your plane or his.

Kris Olson said that she has membership forms and XL hats are for sale \$13 each.

The treasurer's report shows cash balance of \$9,712.59 as of 7/16/12.

Bill Brown gave a Young Eagles report, stating that last month the chapter flew 67 kids. The next YE event is Saturday 7/21/12. Next month we will have a YE event 8/18/12 and a special YE date TBD.

Ned Lebens suggested that every club member should sell at least 30 raffle tickets.

Pat Halligan spoke about the guest speaker for annual banquet. The speaker will be Dr. Robin Crandall (an orthopedic doctor) and he owns a P-51 racer, appropriately named Sawbones.

Pat Halligan also announced that there will be an impromptu dinner Friday evening for a group of RV builders on their

## ***Don Sektnan Looking for Manuals***

**Don is looking for the following manuals that he loaned out to someone in the chapter. He needs these to cross-reference some part numbers. Please contact Don at 651-454-1548 if you have any information.**

**Tri-Pacer Parts Manual**

**Lycoming 290 Parts Manual**

way to Oshkosh to deliver RV1 to its final home at the museum.

Mike Tompos spoke about the Boyceville "Fly-Out Lunch". He said the group had a good time.

Ned Lebens wants to organize a "hanger committee"

### **Program**

Keith Tschohl

Flying with the iPad

—Submitted by Paul Brown

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

True or False:

There were more DC-3's built in the Soviet Union than the United States.

***Answer on page 6***

# Oshkosh Impressions

(From Page 1)

Over the years I have heard so much about Oshkosh that I didn't know quite what to expect. Having finally been there I thought I would write some of my impressions as an admitted novice to the experience.

I always thought that people went to Oshkosh to see airplanes. Well, they do, but... We arrived at Oshkosh and it seemed like there were always airplanes taking off and landing. Every time I heard a plane, I turned to see it. It isn't like I can really tell one plane from another, but I just wanted to see the silhouette of that plane in the sky. I know it dates me, but I remember being a child in northern Michigan, and when, on that very rare occasion, an airplane crossed the sky, everyone would gaze up at it. So here I was at Oshkosh walking around like a bobble head, turning my head at the sound of every plane.

Then I noticed that I seemed to be one of the few bobble heads in the crowd. Most people seemed oblivious to the arrivals and departures. Not wanting to stand out as an Oshkosh novice, I learned to control my bobble head urges and give my neck muscles some relief. I was confused. Later I came to understand that people really do go to see the planes. They walk up and down looking at the planes that have been flown in for the event and gather in droves for the afternoon air show.

The air show was impressive for the skill and daring of the pilots. As I watched I became aware of the fact that there are only a limited number of maneuvers that a plane can make, even when you dare to push it to the limits. As a pilot one would have a greater appreciation for the difficulty of those maneuvers and the skill of performing them as part of a coordinated team. I don't want to take away from that. This is just a statement about my growth in the understanding of flight.

When the air show began the sky was what I would call partly cloudy, with a few clouds that had provided off and on sprinkles earlier in the day. There was a comfortable breeze. In aviation terms I would say ground visibility was clear. I was surprised at the change that took place as the planes (especially the aerobatic teams) spewed streams of "white stuff" which settled to the ground around the spectators. Ground visibility was definitely reduced. It was like a fog had settled over us. I don't know if that was normal or just a result of the particular atmospheric conditions of the day.

I loved being there for the maiden voyage of the F18 Hornets at Oshkosh. As the planes went over I could feel the sound in my whole body and especially in my bones. The overpowering sensation of sight, sound and feeling was awesome, I loved it.

Speaking of sounds, I was unprepared for the constant circling of the helicopters as they pro-

(Continued on page 5)



# Oshkosh Impressions

(Continued from page 4)

vided rides for the public. They even circled during the air show which gave me respect for the air controllers who monitored the air space over Oshkosh. Having raised two children, I can tune out a lot – squabbling, loud music, TV etc. The one sound I find uncomfortable and am unable to tune out is the sound of a fan. If you think about it from that perspective, the whirring blade of a helicopter is like a fan and you can understand why I found that constant whir a bit disconcerting.

The Goodyear blimp was also always circling, even after dark. That was interesting because I never knew blimps made so much noise. They have always seemed to me like large, slow-moving, peaceful balloons. I guess it makes sense that they would have a motor and motors make noise, but I had never thought about it before. Having thought of them as balloons, I always assumed that they took off by lifting straight up. I watched in wonder as I saw one ascending at an angle like an airplane. I never saw one land so I'm not sure if they settle straight down or descend like a plane. I guess an internet search is in order.

I was impressed with the huge ORBIS flying eye hospital. Eyesight is extremely critical for pilots. How apt it is for a plane to bring the miracle of sight to remote regions of the world. If you think about this plane and all the specialists aboard going into a part of the world where airplanes themselves and the treatment of eye disorders must both seem like miracles, or even magic, the combination must be almost beyond comprehension to many of the beneficiaries of the service.

We attended a number of forums which gave me thought. One forum was about aviation in China. I left with the feeling that there were probably more pilots at Oshkosh than in all of China and hands down more plane owners. It gave me an appreciation for the fact that in America, average people can own and fly planes, have airports available and (with the exception of some restricted air spaces) have freedom of the skies. This great freedom of the sky is a reflection of that idea of freedom that represents America itself.

I guess I expected Oshkosh to be an airplane version of the Minnesota State Fair and in some ways it was. However, I was amazed at one contrast: Oshkosh was so clean. There was visibly no litter around. Congrats!

By writing this I am proudly announcing that I have completed my rite of passage and am now to be counted among “Those who have been to Oshkosh”. I hope I have helped you recall some of your early experiences as a bobble-headed novice at Oshkosh.

—Faith Gavin, EAA Chapter 25



# October Banquet

From Pat Halligan

Chapter 25 has its annual banquet set up for the evening of October 7<sup>th</sup> at the Eagan Community Center. This year's speaker is Dr. Robin Crandall, an orthopedic surgeon and the pilot/owner of Sawbones. Sawbones is a Hawker Sea Fury airplane that races at Reno. You can read more about Dr. Crandall and Sawbones on the website [www.sawbonesair.com](http://www.sawbonesair.com)

As always, I'm looking for some members who can help locate a few nice door prizes or silent auction items. Nice door prizes would be things like gift cards to local restaurants, or businesses. Silent auction items would be gift baskets, or framed aviation prints...

I will be happy to send you a copy of our chapter donation letter. The one I take with when I go looking for donations. Just let me know of your plans.

You can bring your checkbook to the August meeting and start buying your banquet tickets from Kris Olson.



# RV-1 Visits Airlake

(Continued from page 1)

Stein Bruch, of SteinAir, asked our chapter if we would open our hangar doors for a little "get together", for RV-1 and the Twin Cities RV builders club. I told him we would love too, especially since he has been a longtime chapter newsletter sponsor and hosted a number of monthly meetings at his facility.

We were told RV-1 would land around 5pm, so we had our big hangar door open and Ron Hoyt's aircraft moved out by 4pm. We set up four or five big tables and placed chairs around the tables and also on the hangar apron. I want to thank Dick Reinke for helping get the food, drinks, napkins, etc. on the tables. I also want to thank Terry Carmine, Jerry Farrell and John Koser for helping move the airplane and set up the tables and chairs.

I had been in contact with Doug Weller, the RV builders club president, and he got word out to their club members, so we had approximately a dozen RV's fly-in and a number of their members who drove in.

Since a few people had an "app" on their phone, we knew RV-1 was running late, but no one seemed to mind as we had plenty of beautiful and different models of RV's to look at.

RV-1 was part of a loose; four ship formation, winging its way to Lakeville, from the west coast. At approximately 7pm the first aircraft in the formation landed, an RV-10 followed by two RV-12's and then the little yellow and white bird that started a revolution in the kit airplane market. RV-1 (N5827N) landed on runway 12, taxied to our hangar and parked right out front, under the Bert Sisler Aviation Education Center chapter sign.

One of the aircraft "waiting" for RV-1 was Chuck Doyle's Stits Playboy, flown in by Chuck Doyle Jr. Richard VanGrunsven based his RV-1 design on Chuck's Playboy, except Richard wanted a metal airplane, no wing struts and a canopy. When you look at the two airplanes side-by-side, you'll see the resemblance. Unless the Playboy ends up at the OSH museum, we'll never see those two airplanes together again.

About the time RV-1 arrived at our hangar, so did the pizza man. Stein had ordered a bunch of pizzas. The pizzas, along with our chapter's chips, coleslaw, watermelon, cookies, etc. were a big hit. After "dinner" and pictures (Kris Olson's husband, Dave, was the official photographer) the local RV's fired up, taxied out and took-off into an absolutely beautiful evening sky.

To think there are more than 7500 RV kits completed and flown, and our chapter got to host N5827N, the very first RV built, before it's final flight to OSH, was pretty



darn special.

Thanks to Stein B. and Doug W. for letting our chapter be a part of a truly magical evening. Something we'll remember forever.



## Answer to Final Approach Quiz

(See page 3)

True. The Lisonov Li-2 was a license-built version of the Douglas DC-3. It was produced by Factory #84 in Moscow-Khimki. A production license was awarded to the Soviets on 15 July 1936.

In appearance, the two were virtually identical.

Despite the original intention to incorporate as few changes as necessary to the basic design, the GAZ-84 works documented over 1,200 engineering changes from the Douglas engineering drawings, and it was no small task to change all dimensions from [U.S. customary units](#) to metric units. Some of the changes were substantial, such as the use of the Russian [Shvetsov ASh-62IR](#) engines.

The Russian standard design practice also usually mandated fully shuttered engines in order to cope with the extreme temperatures. The various steel substructures such as engine mounts and landing gear, wheels, and tires were also quite different from the original design. Later modifications allowed the provision of ski landing gear in order to operate in remote and Arctic regions.

To answer the original question: Total US production of DC-3s was 607; the Soviets built over 4,900 Li-2s.

## 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. \$150. John Koser 612 240-0776.

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)

## “Say Intentions” (From page 2)

Monday, August 27<sup>th</sup>, EAA Ch. 237 will be hosting Jeff Skiles’ Pilot’s Grassroots Tour at their hangar at Anoka County – Blaine Airport. EAA leadership team members, Jeff Skiles, EAA Vice President, Chapters and Youth Education, Rod Hightower, EAA President/CEO and Mac McClellan, EAA Director of Publications will be featured guests at this free event open to all pilots and their friends and families. It promises to be a fun, informative evening where these speakers will be on hand to discuss leading aviation issues and what EAA is doing to grow participation in aviation and inspire the next generation of aviators. Social hour begins at 6:00 pm followed by a program at 7:00 pm.

At our September Chapter meeting, Darrell Bolduc will teach us how to dismantle and renovate a Continental A 65 and discuss other engine maintenance concerns. We are working on getting a representative from MN DOT to discuss GA legislative issues for October. In November, Gary Stinar will discuss his MIA search and recovery trips to New Guinea.

September 17 – 22 is Minnesota Aerospace and Aviation Week. This is a new annual effort by the Aerospace Industries Association to highlight the essential contributions of U.S. Aerospace and Aviation with events in Washington, D.C. and across the country. All organizations engaged in aviation and aerospace are invited to host workplace tours and presentations to students and teachers and tell their stories. The culminating event – Flight Day – will be Saturday, September 22<sup>nd</sup>. Flights, balloon and rocket launches hosted by a variety of organizations will be conducted around the state for students, teachers, and families in local communities.

This year’s Chapter banquet on will be on Sunday, October 7, 2012. Dr. Robin Crandall owns the P-51 racer, Sawbones.

(Continued on page 8)

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# Chapter Events

**Aug 15th Chapter Mtg at BSAEC, 6 pm**  
(see page 3 for map & directions)

**Aug 18th Young Eagles at BSAEC**

**Oct 7th Annual Banquet at Eagan Community Center**

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



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## “Say Intentions” *(From page 7)*

The Sawbones team will be fresh off the Reno Air Races in Sept. with some exciting stories to tell. Put the date on your calendar and keep selling raffle tickets. Raffle tickets are 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.

Have you visited Chapter 25’s Facebook page? Check it out by searching EAA Chapter 25 in Facebook. Dave Olson has loaded Chapter 25’s page 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 subscribe from the Chapter 25 website: [www.eaa25.org](http://www.eaa25.org).

Four 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.
- Perpetuate the Chapter 25 Mission

Want a way to get involved in Chapter 25 activities? I am looking for a food committee chairperson, 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.

“Knowledge is the only instrument of production that is not subject to the law of diminishing returns.”

**--John Maurice Clark, American economist**

Looking forward to seeing you at the meeting!





**Stein Bruch**  
President

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