

WINTERFALL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JUNE 2013

Chapter 25 Pietenpol

—Project Progress by Kim V. Johnson



“Make one big row down the middle.” It was the familiar voice of Dale Johnson coming from over my shoulder. The two plastic pints of T-88 wood epoxy liquid must be mixed as close to 50% - 50% as possible or the strength of the bond weakens considerably.

I was separating my rows on the plastic food container lid like a sin wave. “That way you get one big blob to mix in the center instead of thin beads spread across the

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Chapter 25 Scholarship Recipients for 2013

Kristina Becker

My name is Kristina Becker and I wanted to start out thanking everyone who helped make the EAA/Dahlberg scholarship possible. I was lucky enough to receive this award not once but twice in a row! I also got to have coffee with Mrs. Dahlberg and tell her all about my flight experiences. It really proves that there are many *(Continued on page 6)*

David Janney

Hello, My name is David Janney and I just currently finished up my freshman year at the University of North Dakota. On completing this school year I also just recently completed my Private Pilot course and am very excited to go flying this summer as well. I have always been interested in aviation ever since I was very young with *(Continued on page 6)*

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"Say Intentions"



-an update from Kim V. (Gudgeon Pin) Johnson, EAA Chapter 25 President

This June is Van's Aircraft month at Chapter 25. We have invited the Twin City RV Builders to fly-in to the BSAEC hangar, join us for our BBQ and pot luck supper, show us their airplanes and share their building and flying experiences.

We are all going to be ordering a perfect summer evening for flying. If the weather is good, we can expect a number of airplanes, pilots and visitors. We are going to need everybody to pitch in a little more pot luck food this month. Please pick up an extra package of: pre-cooked brats, hot dogs, hamburgers, buns, condiments, deli salads, beans, chili, chips, cookies, plastic utensils, paper plates, cups and paper towels, soft drinks and water and bring them to the Chapter meeting. I am looking forward to an exciting time.

At our July Chapter meeting, CarolAnn Garratt, an EAA member and builder of a RANS S-7S will speak about her 3 trips around the world in her Mooney. She has given presentations at Sun 'N Fun and AirVenture as well as to EAA Chapters and flying clubs around the country.

Every Wednesday evening that there is not a Chapter meeting, there is a Chapter 25 Pietenpol building project in which you can participate. We start at 6:00 pm at Dale Johnson's workshop in Burnsville. Come ready to work and we'll give you a task to do (no standing around) in the building of a Pietenpol. Find a Piet builder to talk to if you have questions about this.

There is no lack of opportunities for involvement in Chapter 25 activities. You get out of your Chapter participation what you put into it and then some. Participation is fulfilling, the more you participate, the more enjoyment and fulfillment you get back. We will work it out so that you can participate at your own level of availability.

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 of furthering interest in building custom aircraft and supporting all with an interest in aviation by sharing our knowledge and experience.

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

Grill on at 6pm, Meeting starts at 7pm

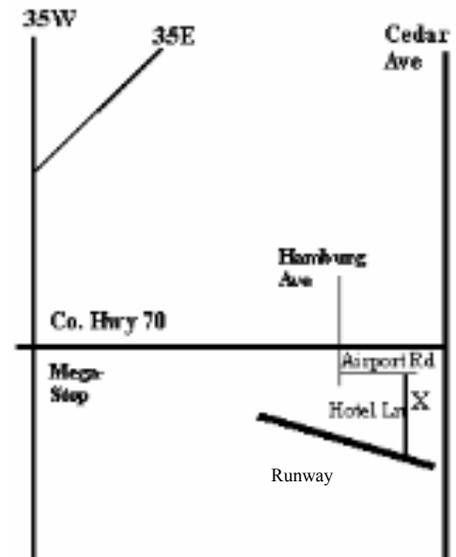
Please bring something to share: pre-cooked brats, hot dogs, hamburgers, condiments, deli salads, beans, chili, chips, cookies, plastic utensils, paper plates, cups and napkins.

Program: This June is Van's Aircraft month at Chapter 25. We have invited the Twin City RV Builders to fly-in to the BSAEC hangar, join us for our BBQ and pot luck supper, show us their airplanes and share their building and flying experiences.

Saturday June 15th Young Eagles at Airlake, 9 am. To volunteer to help with young eagles, contact **Bill Brown: 952-432-4231**

Saturday July 20th Young Eagles at Airlake, 9 am.

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 15, 2013

Presiding Officer: Kim Johnson

Location: Bert Sisler Aviation Education Center at Airlake Airport

Chapter Meeting Minutes

Lou Martin led the pledge of allegiance. Next he asked for a moment of silence for all who serve and have served.

Kim Johnson recognized Lou Martin for his award for 50 years of dedicated service in aviation safety. He received the Wright Brothers "Master Pilot" Award. Lou then read an excerpt from his book regarding his first airplane ride when he was a kid. Kim also recognized Dale Johnson for his being inducted into the Minnesota Hall of Fame.

Guests: Jim Wentzlaff and son Adam, they have been involved in aviation since 1989.

Kim Johnson recognized tonight's food coordinators Don Johnson and Matt Born.

Kris Olson said that name tag info is available; size large hats are still for sale and cost \$13.

The treasurer's report shows cash balance of \$11,752 as of 5-13-2013.

Bill Brown advised that the next Young Eagles event will be Saturday 5-18-2013. It should be a large event as the 99's, Girls Aviation Day, and the Vintage Motorcycle, are all going to be at Airlake on the same day.

Ned Lebens spoke briefly about Eagles Flights, see Mike Tompos if you need more info.

Ned Lebens said raffle tickets are available now, he asked each member to sell \$60 of tickets. The prizes this year are \$500, \$250, Osceola Glider Ride, and Introductory Ride at Air Teck North. The raffle pays for student scholarships. Two of the past scholarship winners were present and spoke briefly, Hemchan Ramnarine and Juan Villalobos.

Ami Sela spoke about the Annual Fleming Field Home-builder's Fly-in, it will be held on 6-8-2013.

Kim Johnson reminded us that the Grant Falls Fly Out will be held on 5-25-2013, the Menomonie Fly In on 6-22-2103, and the Anoka will be on 6-1&2-2013.

Kim Johnson told us that Julie Ward finished writing her book about Doug Ward who served as a Belly Gunner WWII as part of the crew on B-17. Members can save the shipping by ordering through Kris Olson, the books cost \$20.

Program

Chris Bobka and Peter Denny presented pictures of a recent trip to several abandoned WWII airfields and museums.

Submitted by: Paul Brown

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

In Alaska's unpredictable climate, what was known among bush pilots as "Pan Am weather" and what was "Gillam weather?"

Answer on page 7

Pietenpol Project

(From Page 1)

entire surface of the lid,” he added.

“How do I know how many rows I have?”, I asked.

“You count them”, he said, “And don’t forget to wipe off the tip of the bottles before putting the caps back on”, said Dale.

“The black cap goes on the bottle with the black lettering and the white cap goes on the bottle with white lettering,” added Greg Cardinal.

“How do I know when the two substances are properly mixed?”, I asked.

“Mix until you can see no streaks”, Greg clarified.

This is just an example of the detailed coaching you get working on the Chapter 25 Pietenpol building project. Our experienced mentors are quick to help us novices learn quality craftsman techniques that do not come with any set of plans. I personally have learned a great deal. Like how to configure and use a sacrificial fence when a strip of wood needed to be cut at an angle where the saw blade would hit the metal fence of a table saw. When a doubler should be used for added strength when bolting a pedal support a thin piece of Okume plywood.

Then, of course, there is the gudgeon pin puller for removing the gudgeon pin from the piston connecting rod. What one can learn working alongside experienced craftsmen like Dale Johnson, Greg Cardinal, Dick Navratil, Chris Bobka, Steve Schmidt and Peter Denny is priceless.

So, just what have we accomplished, so far? The wooden wing, horizontal and vertical stabilizer frames have been completed. The fuselage and turtle deck frame is currently under construction. The seats and seat backs have been installed, with built-in storage space. We are working on mounting the rudder pedals along with the cabling. We have begun working on mounting the vertical and horizontal stabilizers to the fuselage. The Continental A-65 engine has been taken apart and we are researching engine parts and rebuilders. The wooden prop is under construction by a popular prop builder.

Work that remains is: axel, landing gear and tail wheel fabrication and assembly, cockpit instrument acquisition and dashboard installation and wiring, engine rebuilding and installation, final wing and fuselage sanding, sealing and assembly, fabric application and painting, as well as inspection and testing.

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Pietenpol Project

(Continued from Page 4)

Many Chapter 25 members have made extraordinary contributions toward this project. We worked in Dick Navratil's hangar, using his utilities and tools for almost two years. Now we are in the shop in Dale Johnson's backyard.

Nick Cochran welded aileron horns and Steve Schmidt welded the rudder pedals. Dale painted the pedals in his powder box and oven (15 min. at 400 degrees). Dale also crafted a pair of beautiful laminated joysticks out of black walnut and spruce.

Besides his labor, John Schmidt has provided valuable construction advice. Norm Tesmar has had nearly perfect attendance and has provided oodles of pictures and design advice. Hemchan Ramnarine has provided a ton of elbow grease and Mary Hoyt has been a consistent morale supporter. Project financing has been provided by the Piet Pilots, Inc.: Pat Halligan, Pat Hoyt, Jim Fischer and Kim V. Johnson.

I think all Chapter 25 members who have participated in the project will agree that we have enjoyed a time of learning, skill building, teambuilding, camaraderie and fun.



Kristina Becker

(Continued from page 1)



people around me that want to help me succeed in any way possible. So once again, thank you!

Now for a little bit about me. This fall will mark my third year at UND. Recently, I changed my major to Airport Management. Management has always been an interest of mine and it dawned on me that it was a good backup plan to flying. I am a manager at an Arby's in Blaine, Minnesota so I also have some experience in the management field.

I am in a student organization on campus called AESOP (Aviation Education Student Outreach Program). We are a non-profit organization with the goal to teach children about all aspects of aviation. I recently traveled to the Discover Aviation Days at the Anoka County Airport to represent AESOP and UND. I did activities with the children there and informed people of the aviation program at UND. I was the treasurer and board member of the organization last year and am currently the secretary and a board member. Although I like the UND campus and the aerospace classes I am taking, I am anxious to graduate and see where my life takes me, whether it is management or continuing to train in helicopters.

I am also going for my private pilot's license in helicopters!! I started the course in the fall of 2012 and it has been quite an adventure getting to where I am now. When I started flying helicopters at UND, I expected to be done with the course in the middle of winter. It is now June and I am close to finishing but still not done. In the late fall, Sikorsky helicopters, manufacturer of the H300 which I fly at school, came out with an airworthiness directive for a tail rotor

(Continued on page 8)

David Janney

(Continued from page 1)



numerous plane identification books and I think I probably had more hot-wheel planes than cars in my childhood collection. It did not occur to me as a career, however, until a recent UND graduate named Kyle Sletten came in and talked to my high school career investigation class. The wheels started turning after Mr. Sletten's talk and I quickly enrolled in an aviation camp run through the Minnesota Department of Transportation. This along with a visit up to UND and I was sold and have never looked back.

My future aspirations at this point are still up in the air, (no pun intended). I can very easily see myself going into the airline business later down the road but am still open to other avenues at this point. My outdoorsman in me also gives me the urge to go to northern Minnesota or possibly Alaska and somehow operate as a bush pilot and hunting guide business. Whatever I do as long as I am flying I will live a happy and content life. It is because of scholarships like these that I am able to continue to pursue my dreams of flying and greatly hope to display my gratitude to what this means to me and furthering my education at UND. Again, thank you for all of your contributions and I hope you are having an enjoyable summer.

David Janney

david.janney@my.und.edu

763-244-9010



Stuff for Sale/Wanted

Wanted: Your dusty old VFR instruments for my Pietenpol project. Please contact Ned Lebens 952-567-3329 or nlebens@gmail.com

Hangar Space: Heated hangar space available at Crystal, good lighting, and bathroom. Home builders welcome. Have lots of tools available for use. "Free welding if needed". Call 763-494-6993, leave message if no answer.

For Sale: Ellison EFS-2 Throttle Body Injector
don schlais <d.schlais@hotmail.com> 763-479-8228

From Peter Denny: A friend of mine in Atlanta is very ill and he has to sell his Cherokee 140. Please draw this to the attention of the membership.

http://cgi.ebay.com/ebaymotors/1975-Piper-Cherokee-PA-28-140-w-150-hp-engine-/300790995248?pt=Motors_Aircraft&hash=item46088a5930

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.

Answer to Final Approach Quiz (See page 3)

Answer:

Considered one of Alaska's most notorious and fearless pilots, Harold Gillam's daring and skill, especially flying into extreme weather, earned him a legendary reputation. Gillam would fly a trip when no one else would, often taking off in zero-visibility conditions. "The weather's never as bad as it looks," Gillam would always joke before roaring off into the mist. The other pilots stayed on the ground, their rationale being that "God's plenty busy taking care of Harold."

Thus, "Pam American Weather", meant absolutely clear skies. (Pan Am had a policy to only fly in perfect weather); "Gillam Weather", was flying conditions were so bad that only "Thrill 'Em, Chill 'Em, Spill 'Em but Never Kill 'Em" Gillam would fly.

He died of exposure in Alaska in January, 1943 while hiking for help after crashing a Lockheed Electra 10-B in bad weather. 4 of his 5 passengers survived.

"Say Intentions" *Continued from page 2*

"The best people possess a feeling for beauty, the courage to take risks, the discipline to tell the truth, the capacity for sacrifice."

--Ernest Hemingway, American author

Looking forward to seeing you at the meeting!

—Kim

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Chapter Events

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

June 15th Young Eagles at Airlake

July 20th Young Eagles at Airlake

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



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Kristina Becker (Continued from page 6)

drive spline. UND was to measure the spline and make sure it was within Sikorsky safety standards. More than 6 of our 10 H300's did not meet the standards along with many other H300's in the country. Since this issue affected a majority of countries H300's, Sikorsky did not have enough parts in stock to fix all of them. It seemed to be a game with Sikorsky, trying to figure out when the parts we needed would actually arrive. We were told at least 5 new dates for the arrival of the parts and we were always disappointed to find that the parts still were not finished on those dates. This issue made scheduling flights very hard since there were 30-50 students in need of helicopter training at the time. Because of this issue, our working helicopters were flown way more than usual and ended up going in for routine maintenance checks more often. Right before winter break we were down to one helicopter and many of us had to stop our training for the remainder of winter break. Now factor in all of this with the horrible weather Grand Forks has been having over the last 6 months and you can see why I am behind.

As of a couple of months ago, I am happy to report that all of our helicopters are up and running and my flight training is back on track. The weather is still not very cooperative but that's life! I have soloed twice and am going to complete my first solo cross country in the next couple of weeks. Hopefully by the beginning of July I can say I am officially a private pilot of helicopters. It is an exciting time for me because flying helicopters has always been a dream/goal of mine and to say that I am a female helicopter pilot makes me very proud. I am one of only a few who can say that and I am realizing that I will be happy with any job I get as long as I can be around the aircraft I love so much.

I hope you have learned a little more about me and my experiences at school. Again, I would just like to thank everyone at EAA and the Dahlberg family for believing in me enough to grant me this scholarship and for having an interest in how I am progressing in college. This scholarship is going to go towards textbooks and flight costs. I look forward to meeting some of you in person and I hope you have a great summer!



Stein Air

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