

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JULY 2013

N63PZ: 1st Flight Together

by Pat and Mary Hoyt



From Pat:

N63PZ Phase 1 highlights and recent fun flights.

Phase 1 testing of N63PZ began on October 27th, 2012, and was completed on June 15th, 2013. It took 2 months longer than I predicted, mainly due to the short daylight hours in winter, poor weather during the spring, and other commitments that were in competition for the same limited time.

The Phase 1 test area consisted of a 2 mile wide corridor from home base at KLVN (Airlake), straight

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Mary's View:

So when Pat started his airplane project, I was actually very excited to be a part of his journey. It all started 7+ years ago when Pat stated he wanted Lasik eye surgery which morphed into flying lessons (of which I did go on his first flight lesson and others) and then later into "Honey, I want to build an airplane!"

Prior to selecting the airplane to build, I had one stipulation - I needed to fly in the airplane that we were to build to ensure I felt comfortable. Little did I know that attending the Zenith

Aircraft rudder workshop in Mexico, Missouri would change our lives forever. Watching our first flight on October 27, 2012 and knowing that Pat had realized his dream of building and flying his own airplane was one of the most awe-inspiring moments of my life.

Then came the waiting period for our Phase 1 testing and waiting we did because of the long, long winter and rainy spring. However, on June 16th, Pat and I flew together in our airplane for the first time. I remember thinking the night before, what if I don't like

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"Say Intentions"



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

July is perhaps the biggest month for aviation activities so get your equipment and supply list up to date and start packing. We have the Chapter Meeting on 7/17 where 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. She now travels around the world to raise awareness and money for ALS research. If you have ever known anyone with this debilitating disease, for which there is currently no known cure, this will be a good opportunity to support this cause. Click on this link to find out more about CarolAnn: <http://alsworldflight.als.net>.

Our monthly Young Eagles event will be on Sat. 7/20. Some members are organizing a weekend camping trip to see Bernard Pietenpol built airplanes at the Filmore County museum in Fountain, MN on Sat. 7/20, coupled with the Filmore County Fly-in Omelet Breakfast on Sunday, 7/21. The following Wed. 7/24, a number of members are flying their Pietenpol's and other airplanes to the Brodhead Pietenpol Convention 7/25 - 28. Then, of course, there is the EAA AirVenture in Oshkosh, WI 7/28 - 8/4. In August, we have the Young Eagles event on 8/17 followed by the Chapter Meeting on Wed. 8/21.

Bring along your Ch. 25 raffle tickets during your summer travels. These are good places to sell your tickets. This is our major (and only) fundraising activity to support Chapter activities including scholarships to students pursuing a post-high school education in aviation and financial assistance to high school students to attend EAA Air Academy camps. Each member is asked to sell at least 30 - \$2.00 tickets. The Ch. 25 Banquet is on Sunday, October 6, 2013 at the Eagan Community Center. Please put it on your calendars.

Don't forget to bring a 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. A special thanks goes to Marlys Petersen for baking the wonderful rhubarb pie for our meeting last month.

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.

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This Month: Wed Evening July 17th—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.

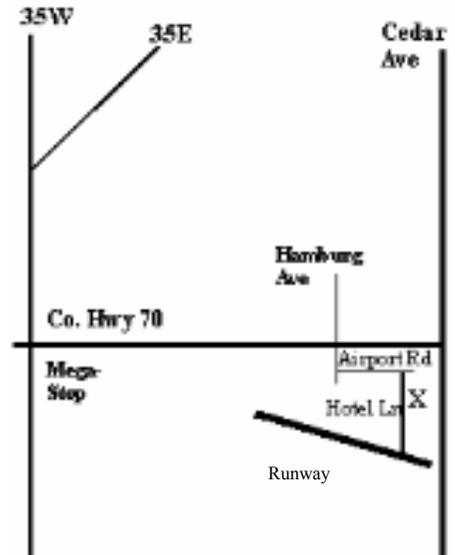
Program: CarolAnn Garratt, an EAA member and builder of a RANS S-7S will speak about her 3 trips around the world in her Mooney.

Also, Connor Senkyr will do a short presentation on his EAA summer camp that we sponsored. He has some pictures on his flash drive and a few show and tell items that he made at the "13 year old" Oshkosh camp.

Saturday July 20th Young Eagles at Airlake, 9 am. To volunteer to help with young eagles, contact **Bill Brown: 952-432-4231**

Saturday Aug 17th Young Eagles at Airlake, 9 am.

Saturday Oct 6th Ch 25 Annual Banquet at Eagan Community Center



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 June 19, 2013

Presiding Officer: Kim Johnson

Location: Bert Sisler Aviation Education Center at Airlake Airport

Chapter Meeting Minutes

Duane Steuart led the pledge of allegiance.

Kim Johnson asked for a moment of silence for all who serve and have served.

Kim Johnson recognized tonight's food coordinator Matt Born.

The treasurer's report shows cash balance of \$11,463 as of 6/18/2013.

Guests were the Minnesota RV builders/flyers group (a 25 year old group):

Doug Weiler President RV4 and RV7

Bernie Weiss RV9

Peter Freuhling RV4 and RV7

Pete Howell RV9A

Mike Hilger RV6

John Lee RV6A

Harry Haivr RV12

Stein Bruch of Stein Aviation

Robert Awe announced a Fly-In at Siren, WI on 7/27/2013

Kerry Steiner announced a Fly-In at Airlake Lakeville, MN on 7/7/2013 from 0800-1300

Paul Randall announced a Fly-In at Menomonie, WI on 6/22 and 6/23/2013

Bill Brown advised that the last Young Eagles had 11 kids. The next Young Eagles event will be Saturday 7/20/2013, and he anticipates 60 kids.

Pat Halligan spoke briefly about scholarships.

Program

RV builders/flyers club (see guests above) spoke about building and flying their airplanes.

Submitted by: Paul Brown

Final Approach Trivia Quiz from John Schmidt

You've heard of the Cessna Skyhawk. What was the Cessna Skyhook?

Answer on page 5

1st Flight Together

(From Page 1)

over KSYN (Stanton), and then onward until clear of the Mode C veil, and into a region bounded by the airspaces of KFBL (Faribault), KOWA (Owatonna), KTOB (Dodge Center), and KRGK (Red Wing). It was plenty of space.

Early testing was mainly done close to Airlake, as I gained familiarity with the airframe (which is the first airplane I've ever built) and confidence in the engine (which is the first engine that I've ever built).

I quickly discovered that the limiting factor in how long I could stay aloft was the winter temperatures, as there is effectively no heat in the aircraft. From a practical perspective, the best way to heat this aircraft (so far) is to seal off any drafts, dress warm, and just let the sun shine down through the canopy. The existing cabin heater is fine for summer mornings, but for next winter I'm already thinking about re-routing the cabin heat intake to pull air from under the cylinder heads...

There were some moments when I was scared, and other times when I discovered that I'd made mistakes. An early mistake was when I had my aileron trim wired backwards. After experiencing a heavy left wing, and while looking over the airplane on the ground I noticed the aileron trim tab was deflected "all the way, but in the wrong direction". I immediately knew what was going on, and was glad to know that I didn't have a major rigging issue to contend with.

A scary moment during Phase 1 testing occurred when the canopy opened in flight. I was on a test flight when I noticed that I could see my breath, and that the airplane felt "unusually drafty". That was strange. Then I saw that the canopy side rails were starting to "ride up", and that I could see daylight under them, which definitely wasn't right. I turned back towards Airlake and flew as smoothly as I could. I radioed that I had a problem and was coming in, and the other guys in the pattern gave me some room.

While I was on final the canopy latches disengaged, and the canopy came open. The airplane was still controllable and I landed it just fine. It was the coldest day that I had flown up until that time, and the wind chill was brutal. I'm glad that I wasn't further away from the airport when it happened, as the cold would have hampered my ability to fly an otherwise controllable aircraft. It was only 24 seconds between the time the canopy fully opened until I had it on the ground.

I always ran 2 video cameras during my test flights, and so I was able to go back and

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Phase 1 Flight Test Area



Load Testing



Mary and Pat over Cub Acres

1st Flight Together

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piece together exactly what the chain of events were. I fixed it so that couldn't happen again.

As I neared the end of my Phase 1 testing, I did flights while simulating a passenger's weight. I used bags of water softener salt, which weigh 40 lbs apiece. I would fly a test flight with 1 bag tightly strapped into the passenger seat, taking notes and video. Then I'd repeat with a 2nd bag. Then a 3rd, and finally with a 4th bag. Since my wife weighs between 3 bags and 4 bags, I was confident that there wouldn't be any weight issues when I took her up for her first ride.

On June 16th I gave Mary her first ride in our airplane. I was worried if she would enjoy it or not, and I wanted to make this experience the best that I could for her. We drove down to Airlake early in the morning, and we went over basic things like how to climb into the airplane, where to step, how the seat belts and canopy latches work, etc. We sat in the airplane, put on the headsets, and talked about what we were going to do. Then I started the engine and taxied over to the run-up area. At each step I would ask her if she was OK, and then I would tell her what was going to happen next. As we lined up on 12, I asked one more time, "Are you doing OK...?".

We took off gently, flew a normal pattern, and then landed. She was comfortable with how it had gone, so we took off again and headed towards Stanton for the Father's Day fly-in. The air was smooth as glass on that morning. There was a fair amount of traffic coming into Stanton at the time, so I climbed to about 3,600 feet and circled Lake Byllesby while some of the pattern traffic thinned out. Then we came down and then landed on 27. Had a great time meeting new people, as well as talking to old friends who had never seen my airplane fly.

Since then we've visited Stanton again, as well as Menomonie and Cub Acres, having a great time at each one. I plan on flying N63PZ to Brodhead and Oshkosh later this month, as well as visiting some other local airports where I know fellow builders. There's an aviation event in Missouri later this year that we plan on attending as well.

I'm very happy with how the airplane and engine are performing. But the best thing of all is the wonderful people that we've met along the way. I think I'd like to build another airplane...

—Patrick Hoyt N63PZ



On the ground at Stanton



Answer to Final Approach Quiz (See page 3)

The Cessna Skyhook was a helicopter.

The **Cessna CH-1** is the only [helicopter](#) ever built by the [Cessna Aircraft Company](#). It was the first helicopter to land on the summit of [Pike's Peak](#) and the last piston-engined helicopter to set the helicopter altitude record. The CH-1 had a single, two-bladed main rotor, and a front-mounted reciprocating engine which gave the aircraft a stable [center-of-gravity](#). Its [semi-monocoque](#) airframe greatly resembles its light airplane siblings built by Cessna. The CH-1 was named **Skyhook** for the civil market, similar to the marketing names used in the Cessna single engine airplane line, such as Skyhawk, Skylane and Skywagon.

The [United States Army](#) designated the CH-1C as the **YH-41 Seneca**. While the CH-1 achieved several helicopter "firsts" and set a world record, it never became a commercial or military success.

1st Flight Together

(Continued from Page 1)

the plane after all this waiting; what if I panic during flight? Fortunately none of those thoughts passed through my mind as Pat instructed me on how to physically climb into the airplane and learn how to navigate the seatbelt and all the safety features.

Then it was the moment of truth for me, it was time to lower the canopy. My heart was ever so slightly racing however once it came down over us and we both ensured it was latched, I was ready to go! I can't quite put into the words the emotions running through my mind when we took off in the pattern for the first time. Pat did a very good job of ensuring I was comfortable and to confirm I wanted to continue with the flight.

I was ready; I've been patiently waiting for this day for such a long time. We took off and it was like going home; I was where I wanted to be and the wait was so worth it. Then after a couple of landings we decided to take off to Stanton. We knew there was a fly in that morning and we have been dreaming about the day that we would be able to fly into one together. Well, this day finally came! Pat looked at me and said Stanton looks busy but fun; shall we join them? I said "let's do it!". Knowing Pat had experienced landing at this grass airstrip during his tail dragger training gave me a sense of comfort even though I knew he hadn't landed our airplane on a grass strip to date. Yes, I'm that comfortable with his flying!

Once we landed and started taxiing to the parking area with the help of the ground crew, we saw the familiar faces of our EAA Chapter 25 family anxiously awaiting our arrival. What an exhilarating moment to be able to share with many who have helped us with our journey! Many thanks to Dave Olson for capturing our first air journey together in pictures. It is moments like this that really do take your breath away!

I am so looking forward to many more firsts with Pat and our airplane. We not only have a great marriage; we now have a flying partnership that will lead us to many great journeys in our lifetime! The next journey will be Pat flying his airplane to Brodhead and Oshkosh whilst the wife has the trailer in tow behind the jeep! This will be another great first for us to share with many people we have come to call our aviation family throughout the USA. Always something new and exciting for the Hoyts!

—Mary Hoyt



Mary Stands Triumphant!



Mary and Pat — first flight together — at Stanton Airport

Judie Ohm's New Book

Judie Ohm's book "Turret Tales From a WWII Ball Turret Gunner Staff Sgt Doug Ward" is available to purchase on www.amazon.com The book was available in May 2013. Doug Ward and Judie Ohm live at the Log Cabin Airport in Mondovi, WI. The paperback book has 164 pages and about 400 photos. The book is \$19.42 plus \$3 standard shipping.

P.S. Several Chapter 25 members have purchased the book.

Kris Olson

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

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?](http://cgi.ebay.com/ebaymotors/1975-Piper-Cherokee-PA-28-140-w-150-hp-engine-/300790995248?pt=Motors_Aircraft&hash=item46088a5930)
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“Say Intentions” *Continued from page 2*

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.

“An expert is a man who has made all the mistakes which can be made in a very narrow field.”

—Niels Bohr, Danish physicist

Looking forward to seeing you at the meeting!



For Immediate Release

Signalman Publishing Announces Release of

The Miracle Landing

True Story of How the Minneapolis Lakers Almost Perished

Orlando, FL / May 22, 2013 – Signalman Publishing is pleased to announce the release in paperback and as an ebook for the Amazon Kindle, the Barnes & Noble nook, and the Apple iBookstore of ***The Miracle Landing: The true story of how the NBA’s Minneapolis Lakers almost perished in an Iowa cornfield during a January blizzard*** by Harold Gifford of Woodbury, Minnesota.

The Miracle Landing is about *(Continued on page 8)*

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Chapter Events

July 17th Chapter Mtg at BSAEC, 6 pm
(see page 3 for map & directions)

July 20th Young Eagles at Airlake

Aug 21st Young Eagles at Airlake

Oct 6th Ch 25 Annual Banquet at Eagan Community Center

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

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The Miracle Landing (Continued from page 7)

an incident that happened over fifty years ago – an incident that could have changed U.S. sports history. On the evening of January 17, 1960 after a game in St. Louis, the Minneapolis Lakers boarded their DC-3 for the flight home. Perhaps the memory of Buddy Holly, Ritchie Valens and the Big Bopper perishing in an Iowa cornfield only 11 months earlier had faded. In any case, this flight would be like no other. For the first time in print, the co-pilot of that flight, Harold Gifford, tells the real, full story of what happened that almost wiped out the Lakers before that NBA dynasty even had a chance to really get started.

Jeanie Buss, Executive Vice President of the Los Angeles Lakers said, “This incredible story is a turning point of Lakers history and the more the fans know about their team the more they love us. Because of this miracle landing, the players and other passengers on this flight would be able to continue their lives with their families and loved ones for the next half-century.”

Pat Moran, past president of the Minnesota Business Aviation Association remarked, “Every aviator should read this book. A fascinating account of what went wrong and what went right in the cockpit.”

John McClure, president of Signalman Publishing, stated, “Not only will this story keep you on the edge of your seat, but Harold Gifford’s own personal story is compelling as well, spanning nine decades. Harold is a living testament to aviation history.”

The Miracle Landing (ISBN: 978-1-935991-97-7, Trade Paper, 174 pages, \$13.99, Non-fiction/Sports History) from indie book publisher Signalman, is available on Amazon, Barnes & Noble.com and wherever fine books are sold.

About the Author

Harold Gifford has had a very diverse career in military and commercial aviation. He is a WWII veteran of the U.S. Army Air Corps and after a 29-year career, he retired as a Lieutenant Colonel in the United States Air Force Reserve. Harold and his wife, Carol, currently live in suburban St. Paul, Minnesota.

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