

WINTERFALL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

AUGUST 2014

Brodhead, Baraboo, and Oshkosh 2014

By Pat Hoyt



Chapter 25 has a history of being well represented at Brodhead and Oshkosh, and 2014 was no exception. Everyone who makes the annual pilgrimage to these wonderful destinations enjoys a different adventure.

For Mary & I, our adventure began on Thursday morning, July 24th. Mary and the jeep de-

The Crowds at Oshkosh (Cont'd on page 4)

Paul, meet Sean D. Tucker

by Mark Kolesar

The Chapter 25 board long ago had the foresight to recognize the need to get young people involved in aviation and over the years has made flying Young Eagles one of its top priorities. To date the national EAA Young Eagle program has flown more than 1.8 million young people. And more than 20,000 of these have gone on to obtain their pilot certificate.

It takes countless hours and dedication by chapter members to host this program. Just one (Continued on page 5)



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"Say Intentions"



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

For our Chapter meeting on August 20th, we are going to share debriefings from AirVenture and other fly-outs and aviation experiences members have participated in this summer. Greg Cardinal and Bob Poore have offered to start us off with their AirVenture stories. Then we will ask any other's present to relate fun summer avia-

tion-related adventures on an ad hoc basis. In addition, our Air Academy sponsee's will be on hand to share their experiences.

Our Young Eagles event on 8/16 had to be cancelled due to weather, however, 8 kids from Peter Denny's MCTC Introduction to Aviation class received rides from Ch. 25 pilots on August 8. The September Young Eagles Event will be on 9/20/2014.

Our **Ch. 25 Banquet** will be on **Sunday, October 5, 2014** at the Eagan Community Center from 5:00 – 9:00. Please put that on your calendar. Start planning your silent auction item and remember to take your raffle tickets along with you and sell your 60 tickets to people you meet during your travels.

Then on **Saturday, 11/1/2014**, we are going to have a **BSAEC Clean-up and Chili Lunch** from Sat., 9:00 am – 1:00 pm. We need to haul away an old refrigerator and grille and other contraband that has been lying around and cleanup the hangar for winter. Bring gloves, leaf blowers, heavy garbage bags, eye and ear protection and a crock pot of chili to share when the work is done.

The **Chapter 25 Holiday Party** will be on **Sunday, December 7, 2014** from 1:00 – 5:00 pm. Put this on your calendars, too. Contact me if you are willing to host this event.

Don't forget to pick up a package of: pre-cooked brats, hot dishes, hot dogs, hamburgers, buns, condiments, deli salads, beans, chili, chips, cookies, plastic utensils, paper plates, cups and paper towels, soft drinks and bottled water and bring them to the Chapter meeting.

Chapter 25 Pietenpol build sessions are conducted every Wednesday evening (except Chapter meeting night) at Dale Johnson's backyard shop from 6:00 – 9:00 pm followed by wing-leveling refreshments at a local restaurant. Come and learn how to build an airplane. Contact me if you need directions.

There is no lack of opportunities for involvement in Chapter 25 activities. We will work it out so that you can participate at your own level of availability. We are looking for a Food Coordinator, a BSAEC hangar maintenance task force, newsletter writers (write a story about an aviation experience or an interview someone about their aviation interest) and a librarian. See me *(Continued on page 8)*

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This Month: Wed Evening Aug 20th—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, soft drinks and water. We also need a couple volunteers to cook!

Program: We are going to share debriefings from AirVenture and other fly-outs and aviation experiences members have participated in this summer. Greg Cardinal and Bob Poore have offered to start us off with their AirVenture stories.

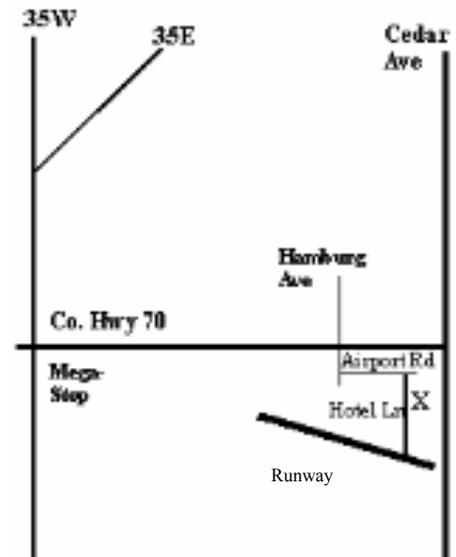
Saturday Sept 20th Young Eagles To volunteer to help with young eagles, contact **Kris Olson:** 651-675-6826 ksimpson2@yahoo.com

Sunday Oct 5th—Annual Banquet, Eagan Community Center

Saturday Nov 1st—BSAEC Cleanup and Chili Lunch—9am-1pm

Sunday Dec 7—Annual Holiday Party, 1-5pm

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 for Wednesday 16 July 2014

Presiding Officer, Kim Johnson, President

Bert Sisler Aviation Education Center at Airlake

Airport, Minnesota

The meeting was called to order by Kim Johnson, President. Member Lou Martin led the pledge of allegiance. A moment of silence was observed for those who have made the ultimate sacrifice for our country. Member Lou Martin played a song in memory of those he had served with.

President Johnson asked that members remember Norm Tesmar who is improving after illness and Dick Bylund who is recovering from illness.

Member Mary Hoyt was thanked for cooking and arranging the food. Members who contributed to the chapter newsletter were recognized. Special thanks were given to Pete Gavin for organizing the newsletter.

Guests were welcomed. Betty Funk and Patty Funk were visitors who offered for sale some aircraft parts that had belonged to Betty's late husband, Phil Funk. Two other visitors, Steve Klucas and Michael Davis were recognized. The Secretary has their email addresses and will send them some EAA and Chapter information.

Member Ross Azevedo gave a short presentation on his meeting Harold Brown of the Tuskegee Airmen and his efforts to get Airmen signatures on a hat. He now has six signatures.

Treasurer Pat Hoyt presented a short report on the Chapter finances.

Member Kris Olson reported on the Young Eagles program. The "I Can Fly" event for children with special needs was scheduled for Saturday, June 28, 2014, but was cancelled due to weather. There is great interest in this program, so attempts will be made to reschedule. Member Olson also reported that Young Eagles flew on June 21, 2014, with four airplanes and 59 Young Eagles. To volunteer to help with young eagles, contact Kris Olson: 651-675-6826, ksimpson2@yahoo.com.

(Continued on page 7)

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

Name the 1930s Air Corps demonstration aerobatics team that predated today's Air Force Thunderbirds.

Answer on page 7

Brodhead, Baraboo & Oshkosh (From Page 1)

parted from the house at first light, camper in tow, on the way to Brodhead. After seeing her safely off, I made my way to Airlake, where I'd already prepared N63PZ. Soon after double-checking the airplane, I was off the ground and headed south, chart in lap.

As part of the pre-trip planning, I'd drawn out my course on paper sectionals, and had some additional flight notes on a card which I secured on my instrument panel (when I built N63PZ I installed a simple metal clip on the panel for this purpose, and it's been extremely handy). Although I often fly with a GPS-enabled iPad clipped to my leg, I've found that following an old fashioned paper chart to be worthwhile, and a lot of fun.

The flight down to Brodhead was smooth and uneventful, and I arrived later that morning. I'd flown into Brodhead once before, so I knew to look for a big blue building which is a good landmark. Didn't need the GPS. Mary arrived around lunchtime, and we set up camp. Immediately we began renewing acquaintances and friendships with people we've known for years, but who we only see once or twice a year. Brodhead is like a family reunion in that respect.

On Saturday Mary & I flew to the Wittman fly-in at Baraboo, WI, flying over the New Glarus brewery on the way. The weather wasn't as nice as the previous day, so we only spent about half a day at Baraboo before flying back to Brodhead. The Wittman people warmly welcomed us, and we made another set of new friends there.

Arriving back at Brodhead, we still had half fuel, but I topped off just to be on the safe side ahead of the trip to Oshkosh. That way I wouldn't have to worry about it again (other than visually verifying the quantities with a fuel stick) until I was a good way closer to home the following



High-Speed Pass

week.

Taking part in Sunday morning's Great Brodhead Departure is always a hoot. After taking off and waving goodbye, I flew a bit to the west and then went around Madison on that side, before turning northeast towards Oshkosh. That put me just about straight in line with the Ripon approach. Flying into Oshkosh isn't bad if you "stay ahead of things". What works for me is having my own notes made ahead of time, and being tuned into the frequencies specified in the NOTAM. By listening to what's going on up ahead, you can hear how other planes are being routed, and you start to figure out the most probable scenarios given the current conditions. After that, it's just a matter of listening, and keeping your eyes open. I was routed to Runway 36, which I was ready for, and given the "yellow dot". It's always a great feeling to finally arrive at your parking spot, shut down, and hear the famous words "Welcome to Oshkosh!".

Oshkosh of course is a lot different than Brodhead and Baraboo. And even Oshkosh seems (to me, anyways) to take on a different feel when comparing "early in the week" with "later in the week". They're all fun, but they're different. I try to have a different "personal mission" every year for Oshkosh. A couple of years ago my mission was to "learn all about doing a first flight". Last year's mis- (Continued on page 5)



A Pietenpol Roars Into the Sky



A Stinson L-5 Sentinel Visits Brodhead

Brodhead, Baraboo & Oshkosh (Continued from page 4)



A Pietenpol Flies Off Into the Sunset

sion was to "become a better pilot". This year the mission was to "learn more about Wittman Tailwinds".

Mary & I like to attend a different evening event each night at Oshkosh. This year included the annual EAA Lifetime Members dinner, which is always interesting; the Zenith Builder's dinner, which gets bigger every year; and the Homebuilder's Dinner, which was the first one we'd attended. There is also an informal evening gathering of Corvair enthusiasts which is always a great time. We also went out into town one night for a dinner with friends.

While at Oshkosh, I opened up the upper and lower cowl's on N63PZ pretty much every day, so people could look at the entire engine. Also saw a number of other Corvair powered airplanes as well (some Pietenpols at Brodhead, two other CH601's in the next row at Oshkosh, and one of the Wittman Tailwinds had a Corvair engine). The Corvair community is also like another family, and it's always fun to see what people are up to.

Towards the end of the week one of the guys at Oshkosh EAA left a note on my airplane saying they wanted to photograph it. They sent a guy over who took a bunch of pictures. They said they wanted aerial photo's as well, so we did a briefing together, and then early on Sunday morning I met them over a lake a short distance north of Oshkosh. Flew formation with a Cessna 210 while they took pictures from lots of different angles. That was a lot of fun, and I really hope I get to see those pictures...

After the photo shoot, I turned towards the west and headed for home. Weather wasn't as nice on the way home as it was on the way down. I stopped for gas in Black River Falls, as well as to pause and double-check the weather, and then

Paul, meet Sean (from page 1)

of the many volunteers is long time Chapter 25 member Paul Pankratz. Paul feels fortunate to have had many wonderful opportunities in life. With that said he believes strongly in giving back his time and talents. Paul, like many other Chapter 25 members would agree that we all get more satisfaction out of these Young Eagle events than the young people and their parents.

Wednesday during EAA AirVenture turned out to be a very special time for Paul. As many of you know Paul is very modest so many of our members would not know that he recently had flown his 500th Young Eagle... and counting. So it came as quite a surprise during a Young Eagle update at AirVenture when Paul was asked by Young Eagle Chairman Sean D. Tucker to come forward and accept his plaque for reaching the 500 milestone. To say Paul was surprised would be an understatement! In true Paul fashion he graciously accepted the award and then spoke about all the Chapter 25 members, past and present that work tirelessly to make our Young Eagle events a success.

A friend of mine, Butch Bejna from Addison Illinois was in the audience and took photos of this special occasion and arranged for Paul to receive an autographed 8x10 photo for his wall. As a side note, Butch has flown more than 1900 Young Eagles in his Cessna 150.

Hopefully many of our Chapter 25 members that have been thinking about participating in our local Young Eagle program will come out for one of our events and see what it is all about. My guess is you will be pleasantly surprised. Working together we can make a difference. If you are interested please contact Kris Olson.



flew the rest of the way back to Airlake.

Was fun. —Patrick & Mary Hoyt N63PZ



Visiting the Wittman Fly-in at Baraboo

My 4-legged Stowaway at Midway Island

by Lou Martin

My recent combat cargo support mission to Vietnam was routine until preparing for the route segment from Midway Island to Travis AFB, California. When at Midway, a Navy sailor reported seeing a rat run across the cargo compartment of my C-133. Discovering a rat onboard an aircraft always generates considerable concern, as rats not only carry numerous diseases, but also can chew on aircraft wiring and cause serious if not catastrophic damage. Whenever a rat (the four-legged kind) is observed on an aircraft it is automatically grounded while pest control personnel don gas masks, set off canisters of poison gas inside the aircraft, close and seal all openings, and place it off limits for 24 hours. When my aircraft was released for flight, I wondered if they had killed all the little hitchhikers, as we did not see pest control personnel leave the aircraft carrying small “rat-size” body bags. I was also concerned that before being sent to rat heaven, they might have crawled into hidden areas to die in peace and their decomposing bodies would cause a terrible stink. However, I thought that by the time they started putrefying, some other unlucky crew would be flying the aircraft, so why should I worry!

We departed Midway on a night flight and when four hours into a ten-hour segment we were level at 23,000 feet when the load master came to the cockpit and reported that he saw a rat running across the cargo compartment floor. I ordered everyone to don oxygen masks and directed that the flight engineer depressurize the aircraft. With a cabin altitude of 23,000 feet, I thought that any rat that survived the poison gas treatment at Midway Island would surely succumb to a lack of oxygen and join his colleagues already in “rat Valhalla.” My flight engineer wanted to know how long we should maintain a cabin altitude of 23,000 feet, I said, “30 minutes, if we find any rats still alive I will take them home as pets.” Thirty minutes later, we were starting to feel the extreme cold, so I told the flight engineer to pressurize the aircraft.

To test my theory on how to rid an aircraft of rats, I told my load master to spread out some breadcrumbs on the cargo compartment floor. I figured that if any of the rats had survived the poison, and lack of oxygen, they would be hungry as hell and need a snack. About an hour later, the load master told me that he saw a rat nibbling on the breadcrumbs and he tried to catch him, as he knew I would want to take him home as a pet, but he was too fast and escaped. (I do not know how rats can endure 24 hours of poison gas and 30 minutes at 23,000 feet without oxygen! but, apparently, they had rat-size oxygen masks and small oxygen bottles hidden somewhere in one of the many concealed crevices in a C-133.)

Later in the flight without seeing any more rats my copilot had gone back to the crew lounge for a short rest, I had my seat tilted back like a lounge chair, my flight engineer was fighting to stay

awake while staring at 101 heat emitting gages and my navigator’s head would occasionally plummet into a “Japanese-style bow,” before



he would catch himself and jerk it upright. I was singularly enjoying the solitude as all four engines were purring like kittens and I could confirm, at a glance, that we were on course by seeing the Big Dipper and North Star (Polaris) off the left wing tip, exactly where they should be when flying east. Everything seemed to be humming along perfectly, so I tuned in the KBAL radio station in San Francisco and enjoyed listening to the latest hits being played by my favorite disc jockey.

Sometime later, a shooting star appeared off the left side of the aircraft, which caught my eye, and I observed it disappear in the distant horizon. However, in watching it something else caught my attention! When I looked out over my left wing tip, I could no longer see the Big Dipper or North Star! Something was wrong with this picture! I woke up my navigator and called his attention to this unexplained sighting. I then turned up the cockpit overhead lights, noted that the remote magnetic indicator (RMI) was indicating 090 degrees, but the standby compass was indicating 180 degrees. I disconnected the autopilot, started a turn to the left, but the RMI did not move. Apparently the Flux Gate Compass had failed and the aircraft, being on autopilot, had slowly drifted to a southern heading. The question was how long had we been flying 90 degrees from our planned course? The navigator took some star shots and he discovered that we were 200 miles south of course. I contacted the San Francisco radio center, told them of our problem and requested to proceed from our present position direct to SFO, which they approved. I do not think the pissed-off rats had anything to do with the compass failure, but it was certainly coincidental!

After landing at Travis, AFB, I reported live rats had been observed on our aircraft at Midway Island and again in-flight. Based on this we were told that they would release highly poisonous vapors in the aircraft and this time leave it sealed for 48 hours. After this procedure, which was guaranteed to kill the rats, they would repair our flux-gate compass. Three days later we departed for our home station of Dover AFB, Delaware free of four-legged stowaways. I reported the rat incident to maintenance personnel in Dover AFB and I never heard of a future problem.

The above excerpt article is from Lou Martin’s book “Close Encounters with the Pilot’s Grim Reaper Lou can be contacted on pilotlou@aol.com



Stuff for Sale/Wanted

For Sale: iFLY 700 with most of a year's subscription (\$66), RAM mounting system and panel mount with ball adapter. \$400. John Koser (612/240-0776)

For Sale: Flightcom Model 403mc Voice Activated Monaural Aviation Intercom.

Four place, panel mount. New in box. Email roehler533@gmail.com

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

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.



Meeting Minutes from July (Cont'd from P 3)

Member Pat Halligan reported on the Banquet scheduled Sunday October 5, 2014. He also passed out raffle tickets for members to sell.

The program for the evening was presented by member Gordon Duke who told of his experiences rebuilding his Rans S-10 over a six year period. Member Duke is very close to a first flight.

There being no further old or new business, President Johnson adjourned the business meeting.

Submitted by Gordon Duke, Secretary

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Answer to Final Approach Quiz (See page 3)

“Three Men on a Flying Trapeze,” the Air Corps first aerial demonstration team, consisted of sergeant pilots William C. McDonald, John H. Williamson, plus Lt Haywood S. Hansell, and Captain Claire Chennault. Captain Chennault had used a simple method to choose the team. Anyone who could fly with him in his P-12 for 30 minutes of head-spinning aerobatics would be selected.

Chennault formed the team at Maxwell Field (Ala.) to work out and demonstrate pursuit tactics. They put on their first show in Sept., 1934. Flying P-12D biplanes, they started their airshow routine with 3 consecutive loops in close vee formation, followed by Immelmann turns, slow rolls, snap rolls, and other maneuvers. They would end their 13-minute performance by flying in review the length of the field in a vee banked up about 60 degrees.

See Photo on Page 8

| | | |
|--|--|---|
| <p>Flight Training Flight Reviews Finish Ups</p> | <p>Plane Rental - Piper - Cessna</p> | <p>Air Trek North 22100 Hamburg Ave Lakeville, MN 55044</p> <p>Located inside the Airlake FBO</p>  <p>Randy Schoephoerster Phone: 952-594-1184 E-mail: randy@airtreknorth.com</p> |
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Chapter Events

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

Sept 20th Young Eagles at Airlake
contact Kris Olson (see p2) if you can volunteer

Oct 5th Annual Banquet in Eagan CC.

Nov 1 BSAEC Cleanup & Chili Lunch

Dec 7 Chap 25 Holiday Party 1-5 pm

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

“Say Intentions” from page 2

if you are interested in serving in any of these capacities.

Four of my goals for Chapter 25 continue to be:

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.

“Cooperation is the thorough conviction that nobody can get there unless everybody gets there.”

--Virginia Burden Tower, American writer

Looking forward to seeing you at the meeting on 8/20/2014!



Three Men on a Flying Trapeze (See Trivia Quiz on page 7)

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