

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

FEBRUARY 2016



Young Eagles Update



By Kris Olson

EAA Chapter 25 flew 16 kids on October 17th, 2015 at Airlake Airport. Frank Ahlman, Mark Kolesar, and Paul Pankratz helped fly the kids and Bob Dunst, Ron Oehler, and Kris Olson helped with ground crew.

Chapter 25 flew 17 kids on November 21st. Our pilots that flew kids that day were Frank Ahlman, Kirk Mahlen, Steve Olson, and Paul Pankratz. Mark Kolesar was on hand to fly kids if needed. Our ground crew was Bob Dunst, Ron Hoyt, John Koser,

(Continued on page 4)

Esprit de Corps of Chapter 25

by Patrick & Mary Hoyt

Some thoughts come to mind as the date of our permanent departure from Minnesota arrives, and as Mary and I look towards building our new home in another part of the country.

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Flight Lines



—from Craig Nelson,
EAA Chapter 25 President

Boy it has been a tough winter for VFR flying. It seems we either have soupy skies or bone chilling cold which has kept me on the ground for many weeks. I did take the Kitfox up yesterday under a high, dense overcast. As usual, performance was great in the cold winter air. I'm off the ground in a blink of an eye climbing like a homesick angel. I stayed

reasonably warm as I shot crosswind landings down at LeSueur Airport. It felt good to be back in the saddle after a long break from flying.

Planning is underway for the Minnesota Pilot's Association's Great Minnesota Aviation Gathering which will be held April 29-30. Chapter 25 will again participate this year by sharing a booth with other local EAA chapters. Pat Halligan is spearheading this effort and is looking for ideas on what to display in the booth. I will again host a summit meeting of Minnesota EAA Chapter Leaders on Friday evening of the "Gathering". It is good fun to meet these folks and share ideas on how to have active and vibrant chapters.

I want to remind everyone that we will be auctioning off a donated disassembled Continental 65 engine at this month's meeting. The engine will be sold to the highest bidder. Some components are missing so you might want to come early and look it over if you have an interest in bidding on it.

We are still looking for volunteers to be on a small team that will spearhead the effort to sell a nearly completed QuadCity Challenger II aircraft that chapter member Steve Wozniak owns. Once sold, Steve will donate the proceeds to the Chapter 25 Scholarship Fund. What a deal! Please see me or Terry Carmine if you would like to help with this project.

Speaking of scholarships, we are currently developing our plan for this year's scholarship funding. We are in a good position to support this initiative after our successful campaign last year. Stay tuned for additional information once we finalize the details and get Board of Directors approval of the plan.

Anoka Chapter 237 is organizing another EAA Oshkosh Work Party for the weekend of March 4-6. A number of Chapter 25 members have participated in these events in the past and had a great time. Please see the email that was sent with additional information and who to contact to participate. Pat Halligan will be going and requests you also contact him if you plan to participate.

Our annual membership renewal process is underway. You should have received a renewal packet in the mail with a form to return along with your dues payment. If you haven't already done so, please complete this task so we can get accurate information for our records and publish our roster.

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ON FINAL



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This Month: Wed Evening Feb 17th—BSAEC at Airlake

Grill on at 6:00 pm, Meeting at 7:00 pm

Please bring something to share (meat and buns provided): deli salads, chips, cookies, utensils, soft drinks and water.

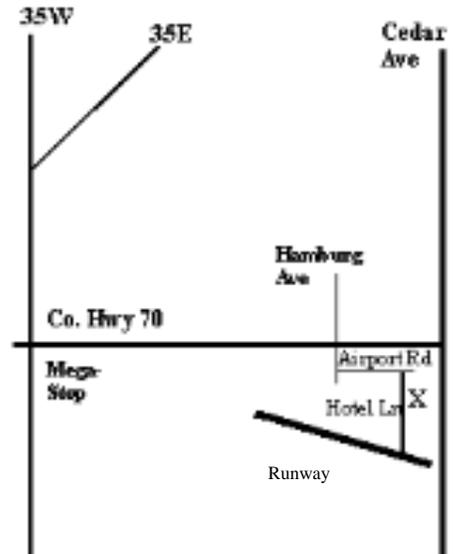
Program: Our speaker will be Ryan Mohr. Ryan has a business called Flight Flix which sells aviation video cameras and mounts. He will discuss the ins and outs of mounting cameras to shoot flying videos.

Saturday, February 20th: Young Eagles Contact Kris Olson, pilots/ground crew needed: 651-675-6826, ksimpson2@yahoo.com

Wednesday, March 16th: February Chapter Meeting

April 29th, 30th: Greater MN Aviation Gathering

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

The January 20th Chapter Meeting was called to order by President Craig Nelson at 7pm.

Lou Martin led the Pledge of Allegiance.

Treasury Report: Our cash balance totals \$26,670

Young Eagles Report, Kris Olsen

17 Kids flown in November

4 kids flown in December

The January event was canceled due to weather.

Chapter 25 flew approximately 454 Young Eagles in 2015.

New YE Youth Protection Program. All Chapter members participating in YE must complete online training, that takes about 20 minutes, and background check before participating in a Young Eagles event. Training must be completed by May 1st 2016. The Boy Scouts has a similar program.

2015 Fundraiser Report: Our goal was \$2750, and \$3126 raised. Our donation effort proved more popular and successful than the lottery we have used in the past.

Oshkosh Work Party: EAA Chapter 237 (KANE) arranged an OSH work party on the weekend of Jan 9th. Several Ch. 25 Members participated. Bruce Anthony recounted his experience working on B-17 engine #4. Chapter 237 is planning future work parties (March 4th-6th). Ch. 237 also has a B-25 nose section at KANE and holds work sessions Tuesdays and Wednesdays.

A-65 Engine Donation: A disassembled Continental A-65 was donated to the Chapter. The Chapter Board has decided

to auction the engine off to chapter members at the February chapter meeting.

Steve Wozniac Challenger Donation: Chapter member Steve Wozniac is donating an almost complete Quad City Challenger to Ch. 25. The Chapter will sell the aircraft for Steve under the stipulation that the proceeds be donated to the Chapter Scholarship Fund. Contact Terry Carmine if you can assist.

February Chapter meeting topic: Capturing in flight video.

Calendars: The Chapter has 2016 EAA picture calendars for sale at the discounted price of \$10.00 each.

Tree of Hope Donation Effort: Craig offered thanks to those who donated a toy or helped with this effort to bring a toy and joy to hospitalized children during the Christmas season.

Board of Directors: There is an open position on the Chapter Board of Directors. See a Chapter officer if you would like to be considered for Board membership.

Flight Simulator: Peter Denny described the flight simulator that he purchased on the Chapter's behalf from Craigslist for \$350.

(Continued on page 7)

Final Approach Trivia Quiz

By John Schmidt

What are US Air Force and US Army "Buzz Numbers"?

Answer on page 7

YE Update

(From page 1)

Ron Oehler, Bruce Anthony, Dave Olson, Allen Ross, Roger Southwick, Bob Styer, and Kris Olson.

Chapter 25 flew 4 kids on December 19th. Frank Ahlman flew the kids and one other pilot was available if needed. Our ground crew was Ron Hoyt, Ron Oehler, Dave Olson, Steve Olson, Allen Ross, and Kris Olson.

We cancelled our January 16th, 2016 Young Eagles rides due to the cold temperature forecast of around 0 to 5 degrees.

We are looking for registration help and ground school help at our monthly 3rd Saturday morning Young Eagles events at Airlake Airport. Contact Kris Olson if you have questions or if you are interested.

EAA Air Academy summer camp dates are now available.

EAA Air Academy 2016 at Oshkosh, WI
EAA Young Eagles Camp Ages 12 and 13
\$830

Session 1: July 6-10 Session 2: July 12-16

EAA Basic Camp Ages 14 and 15
\$1,108

Session 1: June 20-25 Session 2: June 27-
July 2

EAA Advanced Camp Ages 16, 17 and
18 \$1,385

Session 1: July 19-27 Session 2: July 29-
August 6

EAA Advanced Air Academy/SportAir
Ages 16- 19 \$1,240

Session: August 8-14

For more information go to

www.airacademy.org or 1-888-322-3229.



Esprit de Corps of Ch. 25

(From page 1)

When I moved to Minnesota I wasn't a pilot, even though I'd been interested in building my own airplane since early childhood, and had attended nearly every EAA convention at Oshkosh (I still can't get used to calling it "AirVenture") since 1971. As the years passed I began to wonder if attaining The Dream was in the cards for me. Although my interest in aviation never waned, all of those things in life that must come together at once in order to learn how to fly were not yet there.

During this time I began attending the meetings of several EAA Chapters in the area. Each of them had a different culture, and a different focus. And then there was Chapter 25...

Chapter 25 was full of people who were hard-core homebuilders. People who had proven themselves by building an airplane and taking it into the sky. True Craftsmen - the kind of people I admired and who I wanted to be like someday. Chapter 25 was always friendly, and they asked visitors to stand up and introduce themselves. They always welcomed new people like me.

Suddenly, things in life started to align in a manner that would allow me to learn how to fly, and even build my own airplane. I attacked that goal totally, and exactly 6 years, 11 months and 16 days after my first introductory flight lesson, I took an airplane that I built with my own two hands into the sky on its first flight.

As the years passed, I got to know the people of Chapter 25. It wasn't long before "I" became "We" as my wife Mary started getting involved. There were all the fun Chapter meetings, with their interesting presentations. The pre-meeting social time, with burgers & brats, and intensely interesting conversations. And the post-meeting gatherings over beer, where ideas are generated, and tales are told.

Then the Chapter decided to start a Pietenpol project. What a wonderful opportunity! I'd just finished my first homebuilt, and had it flying, and was thinking about what to build next. A Pietenpol was near the top of my list. It was a perfect fit, and Mary and I jumped right in.

The Pietenpol Group had the same great traits as did the greater Chapter 25. Welcoming. Experience. Craftsmanship. Top-notch people, with a willingness to teach. The experience has been indescribable and I learned a ton.

Those of you who have been in the service know what Esprit de Corps is. Chapter 25 has that. This Chapter embodies the tightest group of people and has forged friendships of the caliber that I have not experienced since my days in the Marine Corps. That's what Paul Poberezney would have wanted an EAA chapter to be like. I always remember him saying, "the best part of aviation is the people", and Chapter 25 lives up to that.

—Patrick & Mary Hoyt



C170 Repair at OK93

by Paul Brown

In the October 2015 issue, I wrote about the Fly-In at Airman Acres in Oklahoma, OK93. A group of us repaired a 1948 Cessna 170 that had been damaged in ground loop. We performed these repairs



under the close supervision of Don Siemens, a retired American Airlines mechanic holding an A & P, who also specializes in non-destructive testing such as magna fluxing and zyglol for non-ferrous, as well as quality assurance inspection.

9/14/15 Monday: Don, Dan and I removed the left elevator. Next we removed the rudder. Then we disconnected the trim tab linkage on both ends before removing the right elevator. Next we removed the vertical stabilizer. Then we made two sets of blocks to clamp the trim cables at pulley points. Next we removed the horizontal stabilizer. Then we started to drill rivets.

9/15/15 Tuesday: Dan drilled the rest of the skin including rear bulkhead and the overlapping part of the skin.

9/16/15 Wednesday: We had much difficulty getting the rest of the damaged tail skin off. The factory had riveted through an under layer of skin with a flathead rivet without penetrating three layers. But, with much head scratching we persevered.

9/17/15 Thursday: We located and purchased zinc phosphate and corrosion-x.

9/18/15 Friday: Today we locally sourced and bartered for the aluminum skin. We used the old one as a template. We cut the elevator push rod slot and rudder cable slots. We drilled most of the 1/8 inch rivet holes.

9/19/15 Saturday: Today we used the band saw to rough cut the aluminum to shape, and then used a bench top belt sander to creep closer to the final size. For final work we used hand files and fine sand paper. We used a Whitney punch around the perimeter to make perfect wholes for rivets. We deburred all holes and straight edges. We made small consecutive bends in the skin and test fit repeatedly.

9/20/15 Sunday: Today we cleaned the new skin and primed with zinc phosphate.

9/21/15 Monday: Today we shot the first rivets! We got 2/3 of the rivets installed. We also sprayed corrosion-x

(Continued on page 8)

A Simulator Affair

Part II by Noel Allard

As mentioned in Part I of this story, there is nothing more fun than logging simulator time, except, obviously flying the real airplane. I have had some wonderful opportunities to see and fly a few airline simulators in the past. Back in the 1980s, a tour of Northwest Airlines first simulator's mechanical operation was an eye opener for a model airplane and model railroad builder like myself. Inside a hangar-sized room, a camera mounted on a moving gantry swept across a miniature landscape, complete with a big city and an airport at one end and zillions of little trees and houses representing a countryside, all mounted vertically against one huge wall. The video from the camera was projected on a screen in front of the simulator's cockpit windows. The training pilot "flew" the camera as if it were an airplane flying over this diorama! The site of this contraption was in a building behind the old North Central Airlines maintenance hangars along Highway 494.

Equally as exciting was watching an experienced airline flight crew take their six-month checkride. My old friend, NWA pilot Jim Borden, invited me to ride along while he and fellow NWA pilot, Bill Halvorson took their checkrides in this simulator. We boarded the simulator after climbing a few steps up to a cockpit cabin door. A check pilot met us at the door and Jim and Bill took their positions in the Captain and First Officer's seats. A third crewman seated himself at the Second Officer's position as flight engineer. The check pilot and I sat behind this crew. I had full view of all of them, including the check pilot who, from his computer controls, could punch in any anomaly or emergency to the flight. The system had motion to match pilot control input, and it was hot inside! Five of us in a little box!

The flight began with an aborted takeoff due to some reason I wasn't sure of. As we taxied back to the head of the runway, the crew were busy with new checklists, calling to one-another for this or that, reaching over one-another to throw a switch, move a lever, change a radio channel. The second takeoff was fine, except that because of the hard braking of the previous aborted takeoff, the brakes had overheated and there was a fire warning in a wheel well. More choreographed activity. We were headed for Chicago, but along the way, a fuel flow problem was followed by some red lights on the panel, resulting in the flight engineer flashing through his flight manual for the proper procedure and fix. By now, I had been fully convinced by the action and movement that I was indeed in an actual cockpit and when, at the height of tension, a stewardess burst through the cabin door to announce,



"There's a woman back here having a baby!" I felt a panicky feeling in my stomach. It was, never-the-less, a moment of levity to break the tension.

All the while I was riding behind the Captain, staring out the cockpit window at the "town and airport" projected ahead, watching the precision and professional drill of the flight crew, I was aware of a card in the Captain's seatback pocket which read simply, "Think, Fly the Airplane." That made such an impression on me that I made a similar card and carried it with me on every flight I made afterward in my little Aeronca Chief.

Another of my Northwest friends was Bill Atkins. A description of Bill would take a whole chapter of this story, so let me just say that following retirement at age 60, he needed something to do and convinced Northwest to let him instruct in their new simulators in Eagan. The Northwest training department had simulators for the 747, 757, MD-80 and Airbus A320. Bill called me twice at 7:00 in the morning and invited me to come over and fly one of the simulators, to fill in the time for a NWA pilot who couldn't make it for some reason. I spent an hour each time in the 747 sim, taking off, doing maneuvers, and landing. It was a big deal and I have to admit that while I was flying, Bill did most of the throttle work. I crashed and burned many times, taxied right through the MSP terminal, and flew between the IDS building and the Foshay Tower. The fun I had was overshadowed a few months later when a terrorist named Massoui was taken by the FBI, just weeks before the 911 event. Massoui was apparently one of the terrorist group that was to steal airliners and crash them into US landmarks. Thankfully, he had been caught before he could do whatever he was assigned to do. I have often wondered if I could have been picked up too – after all, he and I had been doing the same thing in the same simulators.

Noel Allard





Stuff for Sale/Wanted

For Sale: Garmin 396 portable color GPS Aviation/Auto, XM weather, multiple antennas. New battery 2015. Mark Kolesar, 763.656.8374; Kolesar.mark@gmail.com

Meeting Minutes *(Continued from page 3)*

Pat and Mary Hoyt: The Hoyts are moving to Texas and are building a home and a hangar at an Airpark. Craig thanked them for their service to the Chapter and wished them well. At the December 2, 2016 Board Meeting, a motion was passed to offer our sincere and heartfelt thanks on behalf of the entire membership of EAA Chapter 25 to Pat and Mary Hoyt, in recognition of their outstanding contributions to and enthusiasm for Chapter 25.

Program: Brian Utley gave a presentation on Red Bull Stratos regarding Felix Baumgartner's free fall parachute jump as an official observer with FAI.

Respectfully submitted, Kim V. Johnson, Ch. 25 Secretary, with help from Ned Lebens

Answer to Final Approach Quiz *(see page 3)*

The Buzz Number system was the name given to the famous identification system for U.S. Army and U.S. Air Force aircraft from late 1945 into the mid-1960s. It was developed as a deterrent to 8th Air Force pilots engaged in unauthorized low-level flying over post-war Europe. This practice, called 'buzzing', prompted the need for ground observers to be able to identify and report a particular offending aircraft. In response to this need, a system of letters and numbers was developed to uniquely identify each aircraft in inventory.

Initially used by the Army Air Corps, after WW2, "buzz numbers" were introduced to identify USAF aircraft. This number was a combination of a two-letter code indicating the aircraft type and the last three digits of the aircraft serial number. Double-type designations were removed in 1948 from all trainers, except B and P retained to distinguish between BT-13 and PT-13 models still in service.

Next Chapter Meeting: Wed, Mar 16th

Young Eagle Events: Sat, 2/20 & 3/19
contact Kris Olson (see p2) if you can volunteer

Aircraft Insurance and Hangar Insurance



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Flight Lines

(from page 2)

Our meeting this month will be at the BSAEC at Airlake Airport. Our speaker will be Ryan Mohr. Ryan has a business called Flight Flix which sells aviation video cameras and mounts. He will discuss the ins and outs of mounting cameras to shoot flying videos. Looking ahead to March, Erich Bobka, who is a student at Mankato State University, will talk to us about mid-air collision avoidance.

Finally, 2016 will be our 60th anniversary as an EAA Chapter. Wow...what a run! I want to thank all of you for your contributions and for being a part of this aviation family. We are developing plans to celebrate. Please feel free to offer your ideas on the best way to recognize this milestone.

I hope to see you at the BSAEC on February 18.



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C170 Repair at OK93 (from page 5)

inside all the tail feathers.

9/22/15 Tuesday: Today Don crawled inside the very tight fuselage to buck rivets. Dan and Paul took turns on the outside driving the rivets.

9/23/15 Wednesday: Today we temporarily installed the horizontal stabilizer to get the geometry correct of the aft bulkhead. Then we riveted on the horizontal stabilizer support to the aft bulkhead. We drilled most of the holes and double checked the geometry.

9/24/25 Thursday: Today we started finished the remainder of the aluminum skin by driving several flush rivets in the morning. And then we started in on the tail wheel support by making small incremental bends, checking each time before riveting. Jeff Kasdorf showed up to help from Minnesota.

9/25/15 Friday: Today we set up the tables for the fly in tomorrow. Expected attendance over 75 fly in for lunch, that's another article. Using a fan steel bucking bar, Virgil (a neighbor) helped buck 3/16 rivets we installed all the rivets tail wheel support bracket. Well, two weeks has literally flown by (pun intended) and we didn't get to test fly this 1941 Cessna 170, we came close.

Total Rivet Count:

1/8"= 155, 5/32"= 17,
3/16= 30, Grand Total of
202 (labor free)



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