

S E P T E M B E R 2 0 1 6

EAA Chapter 25

ON FINAL

MINNEAPOLIS/ ST PAUL, MN



“Flight Lines”

- from Craig Nelson
EAA Chapter 25 President

I'm sitting on my screen porch on Labor Day as I begin writing this month's Flight Lines column. I guess that means summer is over. It is always bitter/sweet to see the long days and warm weather of summer slowly drift away and change into the cool, colorful days of autumn. It's great flying weather. I hope you will take advantage of the cool, quiet air and fly out to a breakfast fly-in sometime this month. Get that last batch of pancakes before the winter season closes this activity down.

I'm sure you have noticed that On Final has a new, fresh look. As reported last month, David Olson has taken the reins on publishing our newsletter and this month is his debut publication. Looks great! Thanks David for taking on this important activity. If you have newsletter content that you would like to send to David, please use one of the following email addresses: oly63@hotmail.com, oly1963@gmail.com

Our Chapter 25 Scholarship Fund Campaign is officially underway. You might remember that we replaced the annual raffle with this campaign last year and it proved to be very successful raising just over \$3000. This money was then used to fund scholarships at UND and Mankato State this year. You should have received a donation request in the mail. Please consider supporting this effort by making a donation so that we can continue our tradition of giving back to our community.

Our annual banquet is just over a month away. It will be held on Sunday, October 9 at the Eagan Community Center. Our speaker will be EAA's Chris Henry who will give a presentation on the history of EAA's B-17 and the personal stories of the men who flew it during WWII. Social hour begins at 5:30 pm with dinner at 7 pm. Tickets are \$25. You should have received a signup form to buy tickets in the mail late last month. Please return the form with payment to Pat Halligan. Please thank Pat who is once again organizing the banquet. It should be an entertaining evening with good companionship.

Time is running out. We need to identify the Chapter 25 leadership team for next year in order to have a smooth transition into 2017. A strong leadership team is the foundation for maintaining a vibrant, active chapter. If you would like to step up and play a significant role in assuring the future success of Chapter 25 please consider serving as a chapter officer. Please contact myself, Terry Carmine, or Pat Halligan to express your interest in

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Young Eagles Update

By Kris Olson

Youth Aviation Education

2017 EAA Air Academy at Oshkosh, WI

Young Eagles Camp (ages 12-13) \$870

Session 1: July 5-9

Session 2: July 11-15

Basic Air Academy

(ages 14-15) \$1,160

Session 1: June 19-24

Session 2: June 26-July

1

Advanced Air Academy (ages 16-18) \$1,455

Session 1: July 18 -

26

Session 2: July 28 -

August 5

For more information visit www.airacademy.org

or 1-888-322-3229.



Letter From: Aaron Kasic



Dear EAA Chapter 25,

I want to thank you very much for providing the funds necessary to attend the Basic Air Academy camp in Oshkosh, Wisconsin. While I was there, I made friends from all over the country that were also interested in aviation. I also had once in a life-time experiences.

Some of the amazing things I got to do included, but were not limited to, flying in a Bell-47 Helicopter and get into the EAA Aviation History museum for free. I also got to fly in a Cessna-162 Skycatcher with an experienced pilot that did not freak out about me flying it when we went through some turbulence.

I also got to try some new, less nerve-racking, more down to earth (pun intended), flight simulators. I also built a glider out of plywood, a wing rib out of spruce and an airfoil out of foam, fiber glass and a whole lot of epoxy.

Thanks so much,

Aaron Kasic

Love, Aaron

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9/11 ... Fifteenth Anniversary

by: S. Steve Adkins

EAA Chapter 25 provided member access to the NWA Boeing 747 Full Motion Simulator ... below some little known true facts surround this horrific 2001 event

Her orders were simple: Bring down United Airline Flight 93. Lt. Heather "Lucky" Penney, one of two combat pilots blasting off Andrew Air Force Base, launched without any live armament! Ramming was the only option and she was assigned the tail ... the other pilot the nose. (Unlike the Pearl Harbor attack where "all defense workers, with the exception of women" were ordered to duty at Pearl Harbor.) On September 11, 2001, a woman combat pilot was launched on a Kamikaze attack mission. Another man, a non-pilot was at the controls of a Boeing 747 heading for the White House. Rapidly losing altitude as he approached Washington D.C., he zeroed in on the White House ... his concentration total on the attack.

Blam! Success! The screen went blank.

OK the first flight was real; the second was simulated ... before 9/11! Penney did not have time to arm for the immediate mission to protect Washington D.C. Later in the mission, Penney provided cover for the President. Today, the NWA Full Motion Simulator is no longer allowed to crash into the White House. My son, Doug Adkins, was at the controls. His company, Hunt-Adkins, had the business-to-business advertising account for Northwest Airlines. While working with NWA executives on the new campaign, my son was allowed to fly the 747 simulator. This same simulator provided training for the 20th hijacker, Moussaoui. While the FBI had fair warning that the hijacker may

have had suspicious intentions, they blocked a request to inspect his computer which would have given them a chance to "connect the dots" before 9/11. Coleen

Rowley, FBI Minneapolis Chief Division Counsel, expressed the opinion, "... even well before Sept. 11, reasonable suspicions quickly ripened into probable cause within days of Moussaoui's arrest ...". But the FBI thwarted Minneapolis agents in their efforts to search Moussaoui's computer. While Lt. "Lucky" Penney was prepared to sacrifice her life, Coleen Rowley sacrificed her career to bring this knowledge to the public.

I too have flown the 747 Full Motion Simulator, courtesy of EAA Chapter 25. It was a delightful experience with Bill Atkins at the throttles. I had earlier met Bill Atkins at the Annual Air Show in Minneapolis. As we approached each other, he saw my badge, S. Steve Adkins. He laughed and said that he thought at some point his ancestors in England were "Adkins" with a "d". Bill, a Minnesota Aviation Hall of Fame inductee, is the inventor of the ubiquitous strobe light. In the simulator, I flew right seat and was allowed to make a night landing at LAX with Bill at the throttle. With plenty of altitude, I decided to see if a 747 could do a forward slip. As I pitched into a left-wing-low-and-forward position, members standing in the simulator were grabbing for something to hold as the whole cabin pitched. Normally, if there are standing spectators, the full motion is turned off. Anyway, all went well with a very nice landing mainly due to Bill handling the throttles. The best part was when Bill said, "You're on the ground, lower the

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Flight Lines

(from page 1)

being President or serving in another officer role.

Our meeting this month will be at the BSAEC (chapter hangar) at Airlake Airport. Our speaker will be Jim Aarestad. Jim is a local airline pilot and aerial photographer from Buffalo, MN. He has built a gyroscopically stabilized camera system for his Cessna so he can shoot perfectly smooth air to air cinematography of other aircraft in flight. He will talk about development of this system and the business he owns called Birds Eye Photos. A field trip is being planned for our October Meeting. We will tour the control tower at Flying Cloud Airport and view some of the maintenance equipment used on the field by the MAC. The current thinking is to have a burger at the Lion's Tap Restaurant prior to the meeting for those that are interested.

I hope to see you at the BSAEC on September 21.

Final Approach Trivia Quiz By John Schmidt

You may have heard of the 'Mercury 7', who piloted the manned spaceflights of the Mercury program from May 1961 to May 1963. [Scott Carpenter](#), [Gordon Cooper](#), [John Glenn](#), [Gus Grissom](#), [Wally Schirra](#), [Alan Shepard](#), and [Deke Slayton](#) are household names. Who were the 'Mercury 13'?

Mercury 13 refers to thirteen American women who, as part of a privately funded program, underwent some of the same physiological screening tests as the astronauts selected by NASA on April 9, 1959 for Project Mercury. The term was coined in 1995 by Hollywood producer James Cross as a comparison to the Mercury Seven name given to the selected male astronauts; however, the Mercury 13 were not part of NASA's astronaut program, never flew in space and never met as a group.

Independent researcher William Randolph Lovelace II helped develop the tests for NASA's male astronauts and became curious to know how women would do taking the same tests. In 1960, Lovelace invited Geraldyn "Jerrie"

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On Final

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9/11 ... Fifteenth Anniversary (from page 3)

nose." As I did so, the full motion simulator lowered with a nice clunk as the nose wheel touched down. One of my better landings ... and somebody was watching. In real life, the only time anyone is watching is when you botch a landing.

While excusers have tried to paper-over their failure to prevent this horrendous attack with the comment, "... no one imagined that such an attack would be possible." Not true! Rick Rescorla, V.P. of security for Morgan Stanley Dean Witter, predicted after the 1993 truck attack in the basement that the next attack would be by airplane. As a result, through many drills for such an event, Rick was able to clear all 346 Twin Tower workers from the Morgan Stanley Dean Witter offices and is credited for saving 2,678 lives. Rick cleared the building while the Port Authority was announcing that people should remain calm and stay at their desks. Sadly, Rick returned to the building losing his life in the collapse.

The newspapers considered Penny's orders a suicidal attack ... and it was. But on November 23, 1993, a skydiver took out a Cherokee Piper Warrior II in a mid-air collision. The skydiver broke an ankle while damage to the rudder resulted in a fatal tailspin killing all four souls aboard. So ramming the tail may not have been fatal to Lt. Penney ... but we must recognize and honor her resolute courage.

Ref:

Honolulu State Bulletin 1st EXTRA, Sunday, Dec 7, 1941, cover page

Wall Street Journal, Market place, Sept. 14, 2001, Page B1
F-16 pilot was ready to give her life on Sept. 11 - The Washington Post

NewsMax.com ... FBI Lawyer: Bureau Official
'Deliberately' Thwarted Investigation

<http://www.newsmax.com/Pre-2008/FBI-LawyerBureau-Official/2002/05/27/id/666862/>

The New York Times ... Published: November 23, 1993, NORTHAMPTON, Mass., Nov. 2

<http://www.nytimes.com/1993/11/23/us/4-die-after-their-plane-collides-with-a-sky-diver.html>

Awesome Stories ... AwesomeStories.com. Aug 29, 2013.
Jul 25, 2016. Rick Rescorla - Saved 2,687 Lives on September 11

Upcoming Ch. 25 Events –Put these dates on your calendars!

8/20 –Young Eagles Event

9/10 –Young Eagles Event

9/21` - Chapter Meeting –James Aarestad will present on air to air cinematography

9/24 –Girls Aviation Day and Young Eagles Event –pilots and ground crew are needed

10/9 –Ch. 25 Banquet –Chris Henry has been engaged to talk about B-17's

10/15 –Young Eagles Event

10/19 –Chapter Meeting Miscellaneous – Food

Final Approach Trivia Quiz (from page 4)

Cobb to undergo the same rigorous challenges as the men.

Cobb, already an accomplished pilot, became the first American woman (and the only one of the Mercury 13) to undergo and pass all three phases of testing. Lovelace and Cobb recruited 19 more women to take the tests, financed by the world-renowned aviator Jacqueline Cochran. Thirteen of the women passed the same tests as the Mercury 7.

All of the candidates were accomplished pilots; Lovelace and Cobb reviewed the records of over 700 women pilots in order to select candidates, and did not invite anyone with less than 1,000 hours of flight experience. Some of them may have been recruited through the Ninety-Nines, a women pilot's organization of which Cobb was also a member. Some women responded after hearing about the opportunity through friends

<http://www.bbc.com/news/science-environment-36824898>

https://en.wikipedia.org/wiki/Mercury_13

Minutes of the August 17th, 2016 Chapter 25 Meeting

The meeting was called to order by President Craig Nelson at 7:00 pm at the BSAEC. Duane Steuart led us in the Pledge of Allegiance and asked us to observe a moment of silence for all those in harm's way tonight and for all who have paid the ultimate price for America since its inception. Guests: Richard Weithal (Cub Club); Brooks Letourneau; Kyle Ward (ATP –flight instructor); Mel Joule (aircraft tools and parts); Brian McKinney (building a Sonex); Michael and Shondra Johnson Financial Rept.: Treasurer, Gordon Duke, reported that we have \$14,291 in checking and \$10,249 in savings, \$10,000 in the Scholarship Fund for a total of \$34,540. All the accounts are current and bills have been paid. Young Eagles: The August Young Eagle Event will be on August 20. The September Young Eagle event will be held on 9/10 (2nd Saturday) instead of 9/17 because Kris has an out of town obligation on the 3rd Saturday in Sept. We could use 10–15 pilots and ground crew for Girls Aviation Day on 9/24. Volunteers can serve from 9 am–noon and/or 1–4 pm. Donations to the Chapter: Chapter 1273 Faribault has gone defunct and contacted Craig about giving Chapter 25 their assets of \$3,400. They want to ensure that their money goes to an active EAA Chapter. The money will be added to the Scholarship Fund. On Final Newsletter Editor Change: After 13 years of serving as the award-winning Ch. 25 newsletter Editor, Peter Gavin is stepping down from this role. David Olson has agreed to be the new On Final Editor starting with the September issue. Many thanks, Pete for providing us with a first-rate newsletter! Thank you, David for stepping up to the plate. We look forward to seeing an On Final with your own personal touch. Scholarship Fund: Craig announced that we will be initiating our Scholarship Fund Donation Campaign soon. Member feedback favored the donation approach rather than a raffle. A letter will be coming in the mail soon. Please return your donation by October 1 so the status of our fund drive can be announced at our Banquet. Our goal in 2016 will be to match last year's achievement of \$3K. IMC Club Affiliation: Some Instrument Meteorological Condition rated pilots have organized clubs in which they develop scenarios of IMC conditions for training and learning. The IMC organization merged with EAA last November. EAA

has suggested that Clubs associate with Chapters. A local IMC Club has expressed interest in affiliating with Ch. 25 and the Board has agreed to affiliate with this Club. The IMC Club members will become Ch. 25 members and a subset group in Ch. 25. Banquet – The annual Ch. 25 Banquet will be on Sunday, October 9, 2016 at the Eagan Community Center. Social hour begins at 5:30 pm, dinner at 7:00 pm with a presentation at 8:00 pm. Tickets are \$25. Look for a sign up letter in your mail. EAA's Chris Henry will talk about EAA's B-17 and the stories of those who flew in her. 2017 Officer Planning–Gordon Duke, Treasurer, is the only officer continuing office in 2017, so vacancies for the offices of President, Vice President and Secretary need to be filled. Craig, Pat Halligan and Terry Carmine have formed a task force to identify and recruit members to fill these vacancies. If you are interested or have a member suggestion for these offices, please contact one of the members on the task force.

- Craig asked members to show their appreciation to Gary Stinar for doing the arranging and cooking for this meeting. Gary and Ron Oehler did the cooking. Project Updates –Bob Ueek is finishing rigging the wings on his Hatz and Gordon Duke struck a runway light with the prop of his Rans S-10. Presentation –Chris Meyer and Cassandra Isaacson from MnDOT Aeronautics gave talks on returning your aircraft to flight status after maintenance and funding sources for Minnesota airports. Chris showed us the PAVE model (Pilot, Aircraft, enVironment, External pressures) as a means of analyzing flight readiness before every flight. He mentioned that according to the AOPA Joseph T. Nall Report of General Aviation Accidents in 2013 (available on-line), private pilots statistically have the highest number of accidents, 74% of which were due to pilot error. Of the mechanically related accidents, 45% were due to powerplant failures, 23% due to gear and brake issues, 16% to fuel system problems, 12% due to airframe breakdowns and 4% were due to electrical system problems. Chris encouraged pilots to use all senses while the engine is running and avoid taking off unless 100% comfortable with personal, weather or mechanical conditions. Chris

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also discussed the FAA Advanced Preflight M Pamphlet for conducting a maintenance-related preflight inspection that goes beyond the normal preflight checklist. The M-Pamphlet states that maintenance-related problems are one of the most deadly causes of accidents in general aviation. Contributing to this is a pilot's failure to identify maintenance discrepancies because of a lack of knowledge and improper techniques used during the preflight of the aircraft. The Advance Preflight stresses attention to detail, neatness and thoroughness in documentation. It encourages pilots to develop an Additional Items Checklist beyond the manufacturer's recommended checklist. Cassandra reminded us that Minnesota invests in airports to give communities access to aviation. There are 135 airports in Minnesota. \$56 million is available from Federal and State aviation taxes, and of course, there are more improvement projects than resources. MnDOT is encouraging airports to think long term and to break up improvements into smaller projects. She encouraged us as pilots to become activists in the management of the airports we use.

Respectfully submitted,
Kim V. Johnson, Secretary
and Membership Coordinator

Aviation is for the common man. My goal is to enable everyone to fly. It shouldn't be only for the rich.

Tony Fernandes

Stuff for Sale/Wanted

Free to Chapter 25 Homebuilder: Welding equipment including acetylene and oxygen tanks due for renewal at end of August, stand and piping, numerous welding tips and torch, plus oxygen-only cutting torch. Contact Bert Sisler, phone listed on chapter roster.

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

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.

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