

EAA Chapter 25

# ON FINAL

MINNEAPOLIS/ ST PAUL, MN

## “Flight Lines”

- from Mike York  
EAA Chapter 25 President



At last months’ meeting we watched the assembly of an inexpensive ADSB Stratus-in receiver. There is still controversy about the 2020 deadline to equip aircraft with ADSB-out equipment but I think it will come to fruition regardless. EAA has petitioned the FAA to provide continuous position data to all ADSB-in equipped aircraft (Stratux, etc) to enhance safety beyond the “hockey puck” around ADSB-out equipped aircraft. Seems like a good idea to me. There is also misunderstanding amongst manufacturers of ADSB-out equipment with regard to an FAA compliant solution. Companies such as Navworx and others in the experimental aircraft world have developed more affordable solutions and have been struggling with FAA compliance. I have some time before I will be forced to make the ADSB-out decision. Hopefully the cost of compliance continues to come down. It’s been a few weeks since I drove the 569.3 miles each way to pick up my RV6-A project. I borrowed a 30 foot 4 place snowmobile trailer and brought

along a pile of 2x4’s, screws, moving blankets, drill, driver, circular saw, and tape. Carol and I with the help of the owner and his wife spent 8 hours boxing and moving everything into my truck and the trailer. The most time consuming portion of the day was positioning and securing the wings and fuselage for the trip home. The fuselage was already on a cart with wheels and I thought I would like to have that in my shop to keep the fuselage mobile. I added some addition bracing on the sides and bottom to hold the fuselage in position on the cart. Plastic was taped to the fuselage and then I spray foamed (Home Depot trip) between the 2x4’s and the plastic on the fuselage. The fuselage cart was secured to the trailer. I made a frame to support the tail and again used the plastic and spray foam method to secure the tail. I did this early in the day to allow time for the foam to cure. This turned out well and the fuselage survived the trip without damage. The wings were also on a roll around cradle and positioned with the leading edge up. The configuration was not suitable for travel so I used a method I’ve seen before which involves using a loop of carpet to supporting the leading edge pointed down. I was able to rework the wing stand and it also worked well. The trip was a little stressful, especially the roads in Iowa. Interstate 80 and north from Iowa City to Clear Lake were terrible for the airplane hauling white knuckled driver. Everything survived the trip, including the driver.

I’m excited to get going on finishing this project but I need to finish the house

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## EAA Chapter 25 Meeting Minutes 18 January 2017

The meeting was called to order by Chapter President Mike York at 7pm at BSAEC, KLVN. Chapter Treasurer Gordon Duke led the Pledge of Allegiance.

Treasurer's report: Gordon Duke

Scholarship fund \$13570

Rainy day fund \$10260

General fund \$13746

Property insurance premium for hangar has been increasing. Using New Richmond Insurance Agency. Insured for \$93100.

Put any payments due to treasurer in coffee can.

Young Eagles: Kris Olson. Flew 11 kids December 27th. Young Eagles this Saturday but weather not looking good. Chapter 54 is holding ground school for sport pilot or private pilot for \$100. Starts Thursday, February 2nd. Stars of the North is providing airline interview prep February 10th at Sun Country Hangar B. Contact Kris Olson for more information.

Donations: Mike York. Trevor Norman of Shakopee wants to donate unfinished KR2 and Fisher Super Koala projects to the chapter. He would like to see the KR2 finished and flown locally.

Membership renewal: Kim Johnson. 71% of the membership has paid for 2017. Please send in your dues. Questions call Kim Johnson.

Guests:

Peter Aldahl - joined

Ralph Goracke

Kenneth Tump

Jim Ladwig reported that Chapter 25 founding President Bert Sisler had hip surgery last week, and is doing well.

Mike York has purchased a partially completed RV6A from the Edwardsville, IL area and will be hauling it home soon.

Website: Pass any suggestions for improving the website on to Kim Johnson or Jeff Coffey. Most important information to include from survey at meeting: old newsletters, events, map to BSAEC, mobile friendly site.

Presentation: Doug Beck presented on ADS-B as it pertains to small GA and demonstrated how to build a Stratux ADS-B receiver for about \$100. Jeff Coffey provided the hardware. For more info see <http://stratux.me/>

### The Saga of an Airpark Home

Guest Columnist - Patrick Hoyt

The Saga of an Airpark Home - **Part 4:**  
Framing the Dream

After the concrete slab was poured, things started happening fast. Bundles of wood soon arrived, and the first walls quickly started going up. Within a couple of weeks, all the walls were framed.

The big roof trusses arrived on an 18-wheeler. This house is being built in a gated airpark community, and the truck hauling the roof trusses was too big to fit through the main gate. Fortunately, there was another gate near the end of the runway, and the 18-wheeler was able to fit through there. It then drove down the runway, turning off on a taxiway which it then followed to our house.

As work on the roof commenced, we encountered an interesting, and very unexpected situation: the dimensions of the roof didn't match the dimensions of the perimeter of the walls. If you recall from a couple months ago, the size of the house had to be trimmed down due to the initial cost estimates being WAY off. As it turned out, the CAD program upon which the plans were drawn had for some unknown reason not accounted for those changes in wall dimensions during the design process. This wasn't discovered until the walls were already up, and the final roof

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## “Flight Lines” (continued from page 1 )

I'm building before putting a lot of time in on the project. The house construction is down to some tile work, finish trim install, paint doors, and finish coats of paint in several rooms. The airplane project has given me additional motivation to get the house done. I take breaks from home work to look for some sheet metal tools. A 3x rivet gun, dimple tools, etc. I have also been researching electrical systems, avionics, engine instruments, and looking for an engine. With regard to avionics, my thinking right now is VFR day/night to get the project flying and upgrade later if I desire.

This month's meeting will be held at the Chapter hanger. The presentation is actually an invitation to all that are working on a project. I would like those that have a project in any stage (plans bought, parts under fab, etc.) of completion to give a brief update on their project. If you have photos, can take some photos, please e-mail them to me at [mcyork5@yahoo.com](mailto:mcyork5@yahoo.com) and I will have them ready in a PowerPoint to present at the meeting. I am looking forward to seeing you all at the meeting!!

## Final Approach Trivia Quiz By John Schmidt

**What group's job was described as: “You have to look like a girl, act like a lady, think like a man, and work like a dog.”**

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## The Saga of an Airpark Home

trusses were being hoisted into place. All of the sudden, it became apparent that some pretty big pieces of the puzzle were simply not there. One neighbor, not realizing there was a problem, mentioned "I wonder how they're going to make that roof work out...".

Eventually things did work out, and the framing was completed. Initial progress was fast, but then came Thanksgiving, then Christmas, then New Years, along with rain and cold, which dragged progress to a crawl. We also encountered other minor issues during this phase (things like windows where there should be doors, etc), but nothing that wasn't easily corrected.

After framing was completed there was about a 2-month lull in progress, after which things started getting busy again.

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## Young Eagles Update By Kris Olson

EAA Chapter 25 cancelled our Young Eagles rides for January 21st due to the forecast rain and low clouds for that morning.

We have some groups of kids signed up for the February 18th and April 15th rides dates already. EAA is celebrating the 25th Anniversary of the Young Eagles program in 2017. 1992 – 2017 Thanks to EAA volunteer pilots and ground volunteers, over 2 million kids have received Young Eagles rides. EAA is challenging pilots to fly 25 Young Eagles in 2017 for the 25th Anniversary. Thank you Chapter 25 pilots for flying kids over the years. I encourage pilots to come out to our rides dates, the 3rd Saturday of each month and share your information about flying with the kids. Let me know if you have questions or suggestions.

## Final Approach Trivia Quiz Answer By John Schmidt (continued from page 3 )

The Rocket Girls were women, hired by NASA, to not RUN computers, but to BE computers. Before all of the digital devices we have today, you actually needed humans to do calculations. They were called 'computers' because they were responsible for all the mathematics in the lab. They went from being these early computers to becoming the lab's first computer programmers and engineers and, as a result, have had an incredible influence on NASA.

Barbara Paulson arrived at JPL in 1948. In those days, JPL designed rockets for the U.S. Army. Paulson calculated rocket paths, or trajectories. "One rocket trajectory took all day," she says. "The early Friden mechanical calculators we used couldn't do logarithms, so we used these big books of atmospheric densities as a function of altitude that had been calculated by Work Projects Administration people during the Great Depression."

Names such as Eleanor Francis Helin, Bonnie Dunbar, Joan Higginbotham, Macie Roberts, and Sue Finley (NASA's longest-serving woman, 50+ years) are responsible for accurately calculating trajectories for projects up to and including Voyager.

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Visit our website at [eaa25.org](http://eaa25.org)

### President

Mike York 563-299-0773  
[meyork5@yahoo.com](mailto:meyork5@yahoo.com)

### Vice President

James Fischer 612-799-4820  
[fischermailstop@yahoo.com](mailto:fischermailstop@yahoo.com)

### Secretary

Ned Lebens 952-567-3329  
[nlebens@gmail.com](mailto:nlebens@gmail.com)

### Treasurer

Gordon Duke 651-227-9026  
[gduke@hotmail.com](mailto:gduke@hotmail.com)

### Web Editor

Jeff Coffey [jeffcoffey@gmail.com](mailto:jeffcoffey@gmail.com)

### Newsletter Editor

David Olson 612-919-3182  
[oly63@hotmail.com](mailto:oly63@hotmail.com)

### Young Eagle Coordinator

Kris Olson 651-675-6826  
[ksimpson2@yahoo.com](mailto:ksimpson2@yahoo.com)

### Technical Counselors

Bob Eckstein\* 763-494-6993 [rwxstein@comcast.net](mailto:rwxstein@comcast.net)

Peter Denny 763-529-5325  
[mailto:peterthepilot99@gmail.com](mailto:mailto:peterthepilot99@gmail.com)

Ami Sela\* 612-860-3734 [selaami@comcast.net](mailto:selaami@comcast.net)

\* also flight advisor



# The Saga of an Airpark Home

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Hope people are enjoying these, or finding them interesting. Currently the roof is shingled, and the brick and stone exterior is done, and sheet rocking is underway. Hoping to move in maybe during May. We'll see.....

Thanks,  
Pat Hoyt  
(to be continued....)



## Dropping 120 British paratroopers through the clouds

By: Lou Martin

In 1954, I was an Air Force captain stationed at Neubiberg Air Base, Munich, Germany and flying the Fairchild C-119 Packet. This was my second tour in Germany and my flying throughout Europe was more expansive and interesting than during my first three years flying the older C-82 Boxcar. This was because the C-119 was a more versatile aircraft than the C-82, and that the required airlift support for NATO countries was more demanding. One support mission I really enjoyed was dropping English paratroopers from Royal Air Force bases in England.

In April 1954, I was mission commander for three C-119s to a northern RAF base near New Castle. We arrived on a Monday and were scheduled to drop British paratroopers from a reserve Army unit on Tuesday, Wednesday and Thursday, returning to Germany on Friday. However, on Tuesday, the air base and drop zone were fogged in, making flying impossible. The same weather conditions existed on Wednesday and the forecast for Thursday was no better. We had not turned a prop since arriving but did drink a fair amount of scotch at the Officers' Mess and improved our 301 dart throwing skills.

On Wednesday evening the British Army colonel in charge of the reserve paratroopers, bought me a drink and inquired about the chances of flying the next day. When I told him that it did not look good, he was obviously disappointed, stating, "I have 120 reserve paratroopers who must make at least one jump or they won't be paid, is there anything you can do?" I told him, "All we can do, colonel, is to hope for better weather, but you can rest assured that if there is anyway we can fly your troops we will do it, as we don't enjoy sitting on the ground." He thanked me for my concern, so we dropped the subject and played a game of darts for a drink, which I naturally lost. (It was almost impossible to beat the Brits at darts.)

The weather conditions the next morning were 500-foot overcast, 2 miles visibility in fog and forecasted to remain so for the remainder of the day. As expected, the British Army colonel, with a group of junior officers backing him up, was soon breathing down my neck wanting to know if we could fly. I reluctantly told him no, because with a 500 foot overcast we would be in the clouds when I climbed up to the minimum drop altitude of 1,000 feet. The colonel responded with, "Captain, my men and I are willing to try anything, we just need one jump." I mentioned that I had operated out of his base several times in the past and was very familiar with the large flat area just a few miles south of the airport that was used as their drop zone. (Confident that there were no hidden radio towers or obstacles in the vicinity, and that a light wind was blowing toward the shore, I concluded that I could probably drop his paratroopers safely if they would agree to jump when I was in the clouds.)

I told the British Army colonel of my plan. His response, "Jolly good show, Yank. Let's give-it-a-bit-of-a-go." I loaded the colonel and 40 paratroopers in my aircraft and went skimming down the

coast just below the overcast at 400 feet. When I located the drop zone, I slowed to 130 knots (standard air speed for dropping paratroopers). I then flew inland for three minutes to ensure I was over the center of the drop zone, reversed course and flew back toward the coast. Upon reaching the coast, I flew out to sea for three minutes and executed a climbing 180-degree turn, leveling off at 1,000 feet and 130 knots. After flying this reverse course for six minutes, I instructed my copilot to turn on the green jump light, which was the signal for the colonel (only) to exit the aircraft.

In accordance with a prearranged plan, the colonel was to jump by himself first, and if he landed successfully on the drop zone, he would advise me by radio. Based on his satisfactory report, I would then drop the remainder of his troops.

About three minutes after the colonel had jumped through the clouds, he called me on the radio, stating, "Bloody good show, yank. I landed smack-dab in the middle of the drop zone," adding, "This was my first jump in the through clouds and it was a smashing good experience. You can start kicking the rest of my chaps out in the same manner." Before the day was over, I flew three flights and dropped all 120 English paratroopers. They all landed in the middle of the drop zone, in spite of the fact that they exited the aircraft when in the clouds. By the time I finished my last flight, the first group was already back at the base and waiting for my return. When I emerged from my aircraft, they carried me on their shoulders like a "conquering hero" to the Officers' Mess where I was celebrated with rousing cheers and free drinks. If I had the stomach for it, I could have drowned myself in free drinks.

The next day we flew back to Germany and I forgot all about my stimulating experience with the British paratroopers. About three weeks later, I was told that our Wing Commander, Colonel Joseph Cunningham, wanted to see me in his office. After reporting, he handed me a letter from the British Army and wanted to know if it was true.

The letter was a commendation from a British Army general complimenting me by name for exemplary service above and beyond the call of duty. The letter continued by explaining how I had dropped 120 English paratroopers, through the clouds, thereby increasing their combat readiness, and ensuring that they all received their well deserved jump pay. He expressed his personal appreciation to the United States Air Force.

I sensed that Colonel Cunningham was somewhat confused and distressed over the letter, so before he could launch into an "ass-chewing session," I thought I would beat him to the punch. Returning the letter to his desk, I said, "That's a nice

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Lou Martin  
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letter, colonel, but I don't think a commendation was warranted. I did not do anything that you would not have done, faced with the same set of circumstances. My concern was to assist our British Allies in accomplishing their wartime mission, and do it safely. My intent was to carry out the goal of our wing by overcoming all obstacles in getting the job done." Colonel Cunningham dismissed me, with a weak compliment, while stating that he did not wish to make the commendation public, as it might give other pilots the wrong idea. He added that if I promised not to pull such a stunt in the future, the subject was closed. (I agreed to his request and as I presented a smart departure salute, I thought I saw him wink, but I could not be sure. Perhaps it was just something in his eye.)

The above is an extract from Lou Martin's book Close Encounters with the pilots Grim Reaper.



A group of British paratroopers like the ones I dropped through the clouds.

**Stuff for Sale/Wanted**

**"Wanted:** a partner in the building of a Murphy Rebel. This is a High wing, all metal plane with a gross weight capacity of 1650 lb. I can be contacted at 952-888-4380 or [rrhoyt@ieee.org](mailto:rrhoyt@ieee.org)."

Ron

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



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Trivia Quiz Answer

links:

<http://news.nationalgeographic.com/2016/05/160508-rocket-girls-women-moon-mars-nathalia-holt-space-ngbooktalk/>

<https://www.brainpickings.org/2016/04/15/the-rise-of-rocket-girls/>

[http://www.jpl.nasa.gov/news/new\\_s.php?feature=1327](http://www.jpl.nasa.gov/news/new_s.php?feature=1327)

<http://thinkprogress.org/culture/2016/05/19/3779620/the-forgotten-rocket-girls-of-nasa/>

Aviation is proof that given, the will, we have the capacity to achieve the impossible.

Eddie Rickenbacker

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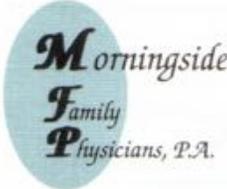
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**Philip A. Sidell MD**

Family Physician  
 Aviation Medical Examiner

(952) 926-3002  
 Fax (952) 926-7744

3920 Sunnyside Road  
 Edina, Minnesota 55424