

A P R I L 2 0 1 7

EAA Chapter 25

ON FINAL

MINNEAPOLIS/ ST PAUL, MN

“Flight Lines”

- from Mike York
EAA Chapter 25 President

We've been fortunate lately to have good weather reminding us that fly-in season has begun. When I think of spring flying season, I think of Pietenpol's, Acrosports, Stardusters, Baby Aces,open cockpit flying. I'm looking forward to a great flying season.

The Minnesota Pilot's Association's Great Minnesota Aviation Gathering (GMAG) at the Anoka/Blaine Airport is less than two weeks away (April 29-30). Once again, there is a fabulous schedule of presentations which can be viewed at

<http://www.mnpilots.org/gmag/index.php>. Chapter 25 will share a booth with Chapter 237 again this year. Jeff Coffey's Sonex will be on display. We need several members to volunteer to man the booth and tell visitors about EAA and Chapter 25. If you do volunteer and have built or are in the process of building, please bring photos to share with the public. We will have a signup sheet at our upcoming meeting so that you can volunteer to help for an hour or two. This is a great way to get involved and have some fun at a wonderful local aviation event. Step up and sign up at the meeting or contact



Pat Haligan directly!

The CH701 build group under the leadership of Jeff Coffey is working on recruiting additional members to make this project financially feasible for the group members. This is a great opportunity to develop some hands on building experience and become part owner of a really cool airplane. Please contact Jeff ASAP if you are interested. If the group cannot get enough traction/interest, the chapter will list this project for sale on Barnstormers. Preferably, I would like to see this project “grow wings” in the chapter.

Our meeting this month will be at the BSAEC at Airlake Airport. Our speaker will be Stefan Hokuf with 3D Aeroscan. Stefan will do a live demonstration scanning parts in 3D and how this information can be utilized to reverse engineer parts and the work flow necessary to accomplish this task. He will also highlight other possible benefits of this technology. If you have a part that is no longer available, bring it to the meeting to have it scanned. Maybe we can figure out how to reproduce it with this relatively new tool. Looking ahead to May, Randy Schoephoerster with AirTrekNorth will do a presentation on what is required and what to expect at your BFR. Enjoy the nice weather and I hope to see you at the BSAEC on April 19th.

<http://www.3daeroscan.com/>

<http://www.airtreknorth.com/>

<http://www.zenithair.com/stolch701/index1.html>

Mike York P1

Patrick Hoyt P2

John Schmidt P4

Kris Olson P4

For Sale/ Wanted P5

The Saga of an Airpark Home – Part 6: **By Pat Hoyt**

The Interior

The outside of the house was finished quickly. The interior however, took considerably longer. In this respect, building a house is similar to building an airplane - when it starts to look like a house, you're at the "90% done, and 90% to go" stage. There is a lot of small stuff in the interior, and there are a lot of things that must be done in proper sequence, and if one link in that chain is delayed, everything that comes later is also delayed. There were months-long stretches of time where little progress was apparent, or when things were discovered that required re-work, setting everything back even further.



We visited the construction site every weekend. It was tough to visit the house in daylight hours during the week, as Mary and I both work, and the house is about a 2 hour drive away, depending on traffic. Although we are building our house "out in the country", there is an awful lot of city between there and where we live right now (for a MN analogy, the distances would be like living in Forest Lake, working in St Paul, and building a house in Le Sueur, with a whole lot of big city traffic in between). There were a few times where we had to be there during the workday, and on those occasions we'd have to take a day of vacation.

It was fun seeing the rooms begin to take shape. As the interior studs were installed, we began to see how

the rooms were laid out. Up until this point we'd only had our imaginations, supplemented by paper drawings (actually, pdf documents). Based on what we could now see as we walked around "inside" the rooms, we decided to change the interior of one of the bedrooms - what we call the "turret room". Visualize a room with a round wall, kind of like a farm silo. We decided to open up the flat 10' roof into a shape more like the interior of a cone. We also added storage space above the garage, more above the office, and another area above the workshop.



An exciting phase was the installation of the drywall. That takes the visualization of the overall layout to a whole new level, and we were able to get a true feel for what the room sizes would be. I'd gotten accustomed to "taking the shortcut" between the 2x4 studs to get from one room to another. No more of that!



(Continued on page 3)

The Saga of an Airpark Home



A big challenge encountered at this time pertained to the type of insulation we had selected. We chose the spray foam insulation (similar to what you'd get in a can from Home Depot), which is a fairly expensive upgrade. The problem was that the supplier had just switched formulations of foam, and there was some sort of problem that only became evident after application, which resulted in extremely large voids - big enough to put your arm into. Essentially, there were large areas that were uninsulated. In the end, they had to rip it all out, and re-insulate the entire house. After re-doing the entire house, they also insulated my workshop for my trouble. I'll take that!

There was a LOT of work done during this time, and these few words don't do it justice. It seems like it takes forever. I took hundreds of photographs during this time. I wanted to know what was behind every wall, from every angle. That may come in handy someday.



As I type these words, we're close to moving in - the date has been scheduled and we're less than 2 weeks out.

To be continued...

Patrick Hoyt



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Young Eagles Update By Kris Olson

By Kris Olson

EAA Chapter 25 flew 8 kids on March 18th at Airlake Airport. The weather was cloudy and changed to scattered clouds midmorning. We had 4 pilots fly the kids, Frank Ahlman, Mark Kolesar, Paul Pankratz, and John Schmidt. We had Ron Hoyt, Ron Oehler, Ralph Goracke, and Kris Olson help with ground crew.

We have some groups of kids signed up for the April Young Eagles rides. A group has contacted us about bringing kids out for some of our summer Young Eagles events, information to follow when plans are confirmed for these dates.



Final Approach Trivia Quiz By: John Schmidt

What fighter pilot started an Air Force tradition known as "Mustache March"?

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Final Approach Trivia Quiz
By: John Schmidt

Answer:

Famed for his flying skills as well as friction with some superiors and command personnel, Robin Olds sported his famous waxed handlebar in defiance of the Air Force. It was a common superstition among airmen to grow a "bulletproof mustache", but Olds also used his as, according to him, "a gesture of defiance. The kids on base loved it. Most everybody grew a mustache." Olds started the mustache in the wake of the success of [Operation Bolo](#) and let it grow beyond regulation length because "It became the middle finger I couldn't raise in the PR photographs. The mustache became my silent last word in the verbal battles...with higher headquarters on rules, targets, and fighting the war."

The incident with the mustache is given credit as the impetus for a new Air Force tradition, "[Mustache March](#)", in which aircrew, aircraft maintainers, and other airmen worldwide show solidarity by a symbolic, albeit good-natured "protest" for one month against Air Force facial hair regulations.

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

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

**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 rhoyt@ieee.org."
 Ron

FOR SALE - Icom IC-A6 VHF Hand-held with accessories; \$150. Included are three battery packs, three chargers, rubber ducky antenna, instruction manual. Telex ARB 1400 headset also included.

Contact Jim Ladwig at [612-920-1245](tel:612-920-1245).

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I'd manufactured more gearboxes probably in the aviation industry than anybody else.
 Louis R. Chenevert, Past Officer at Pratt & Whitney and UTC



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