

M A R C H 2 0 1 7

EAA Chapter 25

ON FINAL

MINNEAPOLIS/ ST PAUL, MN

“Flight Lines”

- from Mike York
EAA Chapter 25 President



I would like to start out with some general comments about EAA. EAA Headquarters has proven to provide excellent value to members like you and me in the recent past with the support of such initiatives as 3rd class medical reform in partnership with organizations such as AOPA. One of the many reasons I continue to be a member of this great organization. Other areas that will benefit members are the partnerships that have and continue to develop with the FAA and experimental avionics suppliers such as Dynon Avionics. The freedom and speed of development in the experimental world of avionics is transitioning into the certified world through efforts of EAA. Finally, the leadership changes that we have seen at EAA has been extremely positive with respect to leading the organization back to its core values, support of chapters and members like you and me. Thank you EAA for all you do!

Last months' meeting we saw a number of project updates from chapter members. I was extremely impressed with the quality and detail of the projects that were presented. This chapter is very active building tube and fabric, wood and fabric, aluminum, and glass aircraft of various designs. Many thanks to all who stepped up to present their project updates in front

of the group. After the meeting I heard many positive comments.

The chapter has been very fortunate to have people willing to donate projects to the chapter. The most recent donation is a CH-701 project that includes all kits firewall aft. The vertical fin and a few other parts are completed or partially completed. Members expressed interest in a group project open to anyone interested in forming a group to share finances and fabrication efforts. At the most recent chapter 25 board of directors meeting, the board voted to offer this project to chapter members if a group of members would be willing to purchase the project. Shortly after the meeting I sent an email to all members asking for interest in this project. Four members have expressed interest in forming a group to purchase the project from the chapter. I encourage any members interested to contact me and I will help coordinate the initial formation of this group. We would like to see a group formed by April 1st with the goal of completing the transaction by May 1st. If a group cannot be formed, we will market and sell the project to anyone.

I would like to personally thank all those that support the Young Eagles Program. Volunteering to support this effort in any way is commendable. The board voted at the most recent meeting to help recognize these efforts by pilots, in particular, by waiving 2018 dues to any pilot who meets the goal of flying 25 kids in 2017. It's a small token of our appreciation to the pilots that contribute to this extremely valuable effort.

This months' meeting will be held at the Chapter hanger. The presentation will be by Stein Bruch from SteinAir, Inc. Stein will give an update on ADSB hardware to comply with the 2020 adsb out requirement. In addition he will bring some of the new EFIS products on the market that were developed in the experimental world and some that have been approved for certified aircraft. I am looking forward to seeing you all at the meeting!

Mike York P1

Patrick Hoyt P2

Lou Martin P6

February Meeting Minutes P2

Kris Olson P4

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EAA Chapter 25 Meeting Minutes 15 February 2017

The Saga of an Airpark Home – Part 5: **By Pat Hoyt**

The meeting was called to order by Chapter President Mike York at 7pm at BSAEC, KLVN. Chapter Member Dick Bylund led the Pledge of Allegiance.

Treasurer's report: None

Young Eagles: Kris Olson. January YE event was canceled. Have YE this Saturday. 30-50 kids are signed up for April. Looking for more pilots and ground crew. Donations: Mike York. Dick Reinke has donated a CH701 kit to the Chapter. It includes everything aft of the firewall. The Chapter Board will discuss what to do with the recent donations at the board meeting next week. March Meeting: Mike York. Looking for a presenter. Have a lead on a Minnesotan putting together a proposal for an A-10 replacement.

Membership: Kim Johnson is taking membership renewals.

Guest: Sharon Sandberg from Flight Expo / All Star Warbirds.

Presentation: Several chapter members talked about their active build projects.

Respectfully submitted,
Ned Lebens - Secretary



Brick and Stone



We selected some nice-looking brick, along with some stone that we thought looked good. It was beautiful, and we brought some samples home.

One pleasant December day, while sitting around the pool grilling steaks with some friends, Mary said, "go get the brick and stone samples for our guests". I brought the samples outside into the sunshine - and we were surprised at the color of the brick. It looked horrible! We double-checked the numbers, and it was indeed the colors we had selected. On a hunch, I took the samples back inside, and under the fluorescent lights - and they looked great. Back out into the sunshine - and they looked like crap. Interesting....



(Continued on page 3)

The Saga of an Airpark Home

So, we went back to the place where we had selected the brick, and I hauled their samples outside to view in the sunshine. We then chose a different color of brick, which looked much better in sunlight. It was amazing how different the color of a plain old brick looks when viewed under fluorescent light versus sunlight. Big lesson there: look at your color samples under the type of light that they'll be living in, which is not necessarily the type of light that's in the showroom where the samples are sitting...



Choosing the color of the brick and stone is rather daunting, as you simply can't know what an entire house will look like, based on a sample of material small enough to hold in your hands. But we ended up with colors that we liked, and that fits in well with the other homes in the neighborhood.

The brick and stone was installed on the house (and hangar!) without issue, and it looks nice. Honestly, it kind of strikes me as rather surreal to have a brick hangar. Never thought I'd have something like that. Not in a million years. But it's common where we live now.



To be continued...

Patrick Hoyt



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Young Eagles Update By Kris Olson

March Young Eagles Update

By Kris Olson

EAA Chapter 25 flew 29 kids on Saturday, February 18th. The pilots that flew the kids were Frank Ahlman, Mark Kolesar, Paul Pankratz, and Steve Olson. Our ground crew consisted of Bob Dunst, John Koser, Jim Fischer, Ralph Goracke, Kathleen Carlson, Ron Hoyt, Ron Oehler, and David Olson. Two groups of kids and a few individual kids got rides. The weather was nice and the temperature was around the 30s and 40s during the morning.

We have a new incentive program that we are working on, for pilots and ground crew that help with our Young Eagles program. Details to follow, soon. Let me know if you are interested in helping with our program.

We have openings for kids to come out for Young Eagles airplane rides on March 18th. You can have the parents contact me. We have some groups of kids signed up for our April 15th Young Eagles event, which is the day before Easter.



Final Approach Trivia Quiz By: John Schmidt

What is a 'magic hand,' installed on some Beechcraft airplanes?

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On Final

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Excellent Flying Technique by Foreign Pilot By Lt. Col. Lou Martin USAF (ret.)

After 22 years in the Air Force, I accepted a position as Chief Pilot and line captain with Toa Domestic Airlines in Tokyo, Japan. The aircraft I was to fly was a YS-11, a Japanese twin-engine turboprop transport powered by two Rolls-Royce Dart Engines of 3,000 HP each. Its maximum T.O. weight was 54,000 lbs, carried 64 passengers and cruised at 250 kts. It was also operated by many operators throughout the free world and of the 182 built Piedmont Airlines operated ten. I and 14 other American pilots completed PIC training with Piedmont Airlines in December 1970. This in itself was unique in that they did not have a YS-11 simulator and our six hours of flight training and an FAA check ride was conducted in five successive nights between the hours of 2 A.M. to 5 A.M. After my stateside training, I started flying line trips in Japan in January 1971.

In the summer of 1972 as I was turning in my post flight report to a Japanese dispatcher he greeted me with an unusual big smile while stating, "Congratulations Captain Martin you are very yumei-na-hito (famous)." When I told him that I did not know what he was talking about he produced a copy of a Japanese Aviation Sport Magazine. He opened it to a section containing a picture of me in a YS-11 cockpit, a picture of a Douglas C-133 Cargomaster and a three page article that he said pertained to my flying the YS-11. Since it was written in Japanese I did not understand its contents, but the dispatcher said it was complimentary and that the company was proud of me. With him still smiling, I asked him if it would be possible to have a copy of the article translated into English. He said that he would have the Public Relations Department provide an English copy and when completed it would be placed in my company mailbox. Three days later the following letter, exactly as written by the Japanese translator, was placed in my mail box.

Dear Captain Martin,

10 July 1972

I enclose the translation of the article which appeared in the July issue of the Japanese Sports Aviation Magazine. It was translated by Mr. K. Nakayama of the Crew Training Department. We are very proud of you and this article will appear in the August issue of our company news bulletin.

Sincerely, E. Nakajima, Public Relations Dept.

Excellent Flying Technique: Captain Martin, by
Matsuoka Takeo, Sports Aviation Magazine

There is a Gaijin [foreign] pilot named Martin with Toa Domestic Airlines. I fly TDA only between Haneda and Hanamaki and that is when I have business there, generally once a month. Probably only one out of five times of my trips, I find him as the pilot of my plane. Big as he is, I always get an impression that the center of gravity moved up forward on his YS-11 aircraft.

My business requires me to fly literally throughout Japan all round the year, by Japan Airlines today and maybe All Nippon Airways tomorrow. Quite naturally, I come to remember the name of the pilot of my airplane when his flying is good. It may be said that controllability of the aircraft depends on the type of aircraft. Whatever it may be, I would say that nobody can land as good as Captain Martin. His landing is so smooth that you rarely realize when the wheels touch down the ground. It is even a surprise to me that an airplane can be operated with a sense of such delicacy.

Take a DC-8 of Japan Airlines for example: It always land with a thump and a big shock to passengers. Sometimes, the shock is so awful to cause the oxygen masks to fall out. I had been thinking the shock is inevitable with the landing of a giant aircraft like the DC-8 until when I noticed its landing at Chitose Airport during winter was deliberate and smooth. I assume that the pilot was cautious because the runway was slippery due to snow.

I also say that the Boeing 727s or 737s of JAL or ANA generally make a smooth landing. And yet, nobody can match Captain Martin's skill in landing. Then, what about the other YS-11 aircraft flown by different pilots? Again, they are no match for Captain Martin. Most of their landings give a big shock. Sometimes, the wheel rebounds after touchdown, then the aircraft finally lands with a thump, or else, the aircraft swings left and right in a roll a moment after landing.

A majority of passengers of airliners do not use airplane for their pleasure. Their purpose of riding airplane is to get to destination as quickly as possible. Most of time, they feel a comfort when their airplane finally made a touchdown at destination. Like driving a car, you do not get scared of riding a vehicle as long as you sit behind the steering wheel, but once in somebody else's car, you are grabbed by the sense of uneasiness, how much ever you trust in his driving. Speaking of myself, my fist hands generally sweat at takeoff or landing, depending on how I feel that day.

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Excellent Flying Technique by Foreign Pilot (continued from page 5)

Nevertheless, I feel no worries whatsoever when I am on board Capt. Martin's plane. I can be pretty much confident that if a man uses such a care in making a landing, he must be much discreet and deliberate during takeoff or cruise. You can afford no better passenger services than presented by this.

Things about Captain Martin and his landings have become the topic of my recent conversation whenever I talk to people. One of those days, my American colleague, who just happened to be one of Captain Martin's passenger, came to me and said, 'I was right about him.'

I am taking another trip to Hanamaki next week. I am looking forward to the day when I probably can enjoy the ride with his excellent flying technique again."

The above article is an edited excerpt from my book "Close Encounters with the Pilot's Grim Reaper." Contact Lou at: pilotlou@aol.com. EAA Member 514678.



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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A 'magic hand' was installed on some Beech Bonanzas and Debonairs to automatically lower the gear at certain airspeeds, thereby attempting to prevent pilots from landing with the gear up. The system automatically lowers the landing gear if the airspeed is less than 110 mph or 120 mph, and the manifold pressure is less than 18" Hg. During take-off, the system will keep the landing gear extended until an airspeed of at least 80 mph or 90 mph is attained with a manifold pressure exceeding 18" Hg. Piper had a similar auto gear extension system on some retractables, too.

<http://www.bonanza.org/MagazinePDF/1967/11/111967.pdf>

<http://csobeech.com/gear-rod.html>

http://www.aviastar.org/air/usa/beech_35.php

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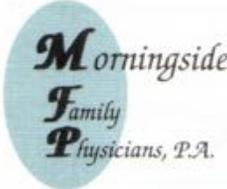
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