

M A Y 2 0 1 7

EAA Chapter 25

# ON FINAL

MINNEAPOLIS/ ST PAUL, MN

## “Flight Lines”

- from Mike York  
EAA Chapter 25 President

The April meeting presentation by Stefan Hokuf with 3D Aeroscan was very interesting. Thank you Steve for coming to our chapter meeting and presenting the capabilities and applications of this new tool. EAA in partnership with AOPA and the FAA have rolled out BasicMed. As of May 1<sup>st</sup> the new BasicMed regulation went into effect as an alternate to a 3<sup>rd</sup> class medical. This is one of the most comprehensive changes to FAA medical requirements for private pilots. Although it is more cumbersome than originally conceived, it is much better than a third class if you have any medical issues. You cannot be denied a medical by the FAA with BasicMed. If your physician is unwilling to sign you can work with your physician to address the issue or find another physician for another opinion. Physicals are required every four years no matter your age. New pilots still need to get a 3<sup>rd</sup> class medical once and then can transition to BasicMed if they desire. Existing pilots must have had a medical after July 15, 2006. If you have not, one more medical will be required



before transitioning to BasicMed. AOPA has the online checklist and form to fill out prior to going to a “state licensed physician”. The online course and quiz needs to be completed every 2 years. If you fail the quiz you take it again until you pass. Taking the online course, passing the quiz, and filling out the form is simple. The next step of finding a physician can be a little more of a challenge as this is new to many doctors. A call ahead to your physician will likely save some time and maybe frustration. If your physician is unwillingly, many pilots have found success with physicians that perform DOT medical exams throughout the country. Below are a few helpful links to BasicMed resources. The first one is intended to help your physician understand BasicMed. The second one is to the online course required under BasicMed.

[https://basicmedicalcourse.aopa.org/pub/bundles/course\\_61001/downloads/AOPA\\_BasicMed\\_Pilot\\_and\\_Physicians\\_Guide.pdf](https://basicmedicalcourse.aopa.org/pub/bundles/course_61001/downloads/AOPA_BasicMed_Pilot_and_Physicians_Guide.pdf) Put this link into a web browser to view.

<https://basicmedicalcourse.aopa.org/client/app.html#/courses/61001>

This month the presentation will be by Randy Schoepfoerster with AirTrekNorth. Randy will do a presentation on what is required, how to prepare, and what to expect at your BFR. Enjoy the nice weather and I hope to see you at the BSAEC on May 17th.

Mike York P1

Patrick Hoyt P3

S. Steve Adkins P2

April Meeting Minutes P2

Kris Olson P4

For Sale/ Wanted P7

## EAA Ch. 25 Minutes of the April 19, 2017 Chapter Meeting

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: 37k cash, about 1/3rd is earmarked for scholarships.

Gordon Duke: Rans is now insured.

Young Eagles: Kris Olson. YE was rained out last Saturday. Next YE event is Saturday May 20th at BSAEC. September 23rd is international Girls in Aviation Day. Chapter 25 will probably provide YE rides at the event. Details are forthcoming.

Tool Crib: Pat Halligan. Jim Ladwig, Dan Carroll, and others have offered tools. The Chapter is looking for someone to design and build the crib. Tools donations are tax deductible and Gordon will provide a letter if requested. Pass any tool requests to the board for consideration.

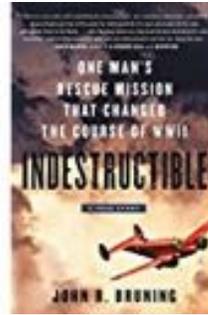
Banquet: Pat Halligan is looking for suggestions for a speaker.

CH701 Project: Jeff Coffey. A CH701 kit was graciously donated to the chapter by Dick Reinke. A group of about seven members have a solid interest in purchasing the project, constructing the kit, and forming a flying organization. They are looking for some more members. Estimating \$1000 per member to start. Contact Jeff Coffey for more information. Reference the article in April SA magazine about an RV12 group near St. Louis. They have been in contact with us. Meet at BSAEC Tuesday 5/25 at 6:30pm to chat about the 701.

Booth at GMAG: Need members to man the EAA booth the weekend of April 29th.

Presenter: Stefan Hokuf with Aeroscan, a subsidiary of AirCorps Aviation, presented on and demonstrated the aviation applications of 3D scanners. [Stefan@aircorpsaviation.com](mailto:Stefan@aircorpsaviation.com)

Respectfully submitted,  
Ned Lebens - Secretary



***Indestructible: One Man's Rescue Mission That Changed the Course of WWII***

***Shared by: S. Steve Adkins***

... by John R. Bruning

### ***Indestructible: One Man's Rescue Mission That Changed the Course of WWII***

"When Pappy's modified planes were finally unleashed during the Battle of the Bismarck Sea, the United States scored one of the most decisive victories of World War II."

[P.I. Gunn, a home-builder on the war front! Rebuilding ranged from a Beech Staggerwing to B-17's.] ssa

This WWII book will appeal to EAA homebuilders. Author, John Bruning, describes how naval aviator, Paul Irving "P.I." Gunn redesigned, rebuilt and flew a number of different aircraft to survive and fight the Japanese while they overran the Philippines and islands to the southeast. This is **not** your usual WWII aviator book (training, assignment, fly missions and get drunk). While attempting to rescue his family imprisoned by the Japanese, Gunn had to fight reassignments, use shot-up, unreliable aircraft, and face bad weather while fighting the Japanese; but, worst of all fighting the Army bureaucracy. In the face of losing the Pacific war, the supply depots were successfully hoarding their parts and ammunition. "The parts, equipment, and supplies sat on shelves, guarded by layers of red tape and truculent rear-area types."

P.I., later "Pappy", became famous for a raid on a supply depot with a Tommy gun and his two Colt .45 automatics drawn from his twin holsters!

One exciting event occurred when Pappy was attacked while flying an unarmed teal red Beech 18 on a mission. Gunn flew at ocean wave tops and tree levels to reduce the chance of being spotted. Overhead, a trio of Mitsubishi's spotted him and dove for the attack. His first inkling of the attack was tracer bullets filling the surrounding air with bullet impacts soon after. Instinctively, P.I. turned and broke into the onrushing fighters. The move surprised the Japanese

*(Continued on page 5)*

## The Saga of an Airpark Home (Part 7)

by: Patrick Hoyt

Move-In!



The big day finally arrived. We moved into our new home on Wednesday, April 19th. Most of our household belongings were still in the same boxes that they had been packed into when we moved out of our Minnesota house. We'd been living in a rental house and had never unpacked most of our stuff - we had boxes stacked everywhere. So the job of packing and preparing for this final move was fairly easy.

We hired a well-known moving company which supplied two trucks and five men. We staged one truck in the alley behind the rental

house, and the other truck in the street in front of the house. It took them about 4 hours to load everything, and they filled both trucks. The convoy then departed North Dallas, enroute to the airfield southwest of Fort Worth.



Unloading was made a little smoother by virtue of us having labelled most boxes ahead of time. We knew which room each box was to go into, and the movers generally put them into the correct rooms. We had arranged for our dog to stay with a relative during the entire week. I took a day of vacation on the actual move date. Mary went to work on that day, and enjoyed the unique

*(Continued on page 5)*

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**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](http://www.airacademy.org)  
 or 1-888-322-3229.

Contact Kris Olson if you are interested in one of these summer camps and are interested in applying for a scholarship from Chapter 25.

**Upcoming Aviation Events**

**Saturday, May 13th:** EAA Chapter 237 Super Saturday, Blaine Airport, Pancake Breakfast 7:30 am to 11 am, Young Eagles 9 am to 12 pm (weather permitting) at the EAA Ch. 237 building [www.237.eaachapter.org](http://www.237.eaachapter.org)

**Wednesday, May 17th:** EAA Chapter 25 meeting, Airlake Airport

**Saturday, May 20th:** EAA Chapter 25 Young Eagles, Airlake Airport

**Saturday and Sunday, June 3rd and 4th:** Duluth Airshow 2017 Duluth International Airport [duluthairshow.com](http://duluthairshow.com)

**Saturday, June 3rd:** Amery Fly in pancake breakfast Amery Muni. Airport, WI 7 am to 11 am

**Saturday, June 10th:** EAA Chapter 237 Super Saturday, Blaine Airport, Pancake Breakfast 7:30 am to 11 am, Young Eagles 9 am to 12 pm (weather permitting) at the EAA Ch. 237 building [www.237.eaachapter.org](http://www.237.eaachapter.org)

**Saturday, June 10th:** Commemorative Air Force Minn. Wing Spring Swing Big Band Hangar Dance at the Comm. Air Force museum, South St Paul Airport Doors open 6 pm, dance lessons 7 pm, Dance 8 pm [cafmn.org](http://cafmn.org)

**Sunday, June 11th:** Buffalo Fly in Pancake breakfast, Buffalo Airport KCFE at Metro Aviation hangar 7:30 am to 12 pm

**Sunday, June 11th:** Princeton Fly in pancake breakfast PNM 7:30 am to 12:30 pm

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

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\* also flight advisor



(Continued from page 5)

***Indestructible: One Man's Rescue Mission That Changed the Course of WWII***

*Shared by: S. Steve Adkins*

pilots who were used to seeing easy quarry turn away. That first move was just the start endless dodges into tree tops, valleys, etc.

To rescue his family, Pappy needs an airplane. Each time Pappy manages to rebuild an aircraft for the rescue, he is sent on a mission. Many of the missions were to fly "Important" officers away from the Japanese and front lines ... often to Australia. Sacrificing his family for cowards angered Gunn to near breakdown while he works without sleep for days on end.

Eventually, Pappy is assigned to Australia for his expertise as a pilot and mechanic. Immediately, he begins to redesign and rebuild experimental fighters and bombers. The effort requires night missions to steal parts from the supply depots. Also, they robbed parts and guns from aircraft dumps. His strategy was to build fighters and bombers that flew in at wave-top level with massive forward firepower. His changes made the aircraft nose heavy. While he was partially able to solve the balance problem, pilots just had to become better flyers. His success was rejected by high officers and aircraft designers ... "that just won't work!" Eventually a new general, George Kenney was assigned to Australia. Kenney spoke the language of engineers. Kenney, stateside, had invented a parachute-drag fragmentation bomb which was ignored by the top brass. Kindred spirits! The combination of Kenney's parafrags and Gunn's redesigned aircraft provided the kind of force required to repel the Japanese. Finally Pappy

was able to execute a low-level strafing attack which was a total success with minimal losses as compared to the high loss-rate of the standard high-altitude bombing missions. Much of the success of this mission was based on analysis by Gunn of the Wake Island casualties.

Ultimately, Gunn was sent to the U.S. to meet with Generals and the aircraft manufactures. After initial resistance, they quickly bought into his redesigns. They modified production lines; plus, setup retrofit lines to produce the kind of aircraft needed in the Pacific islands.

S. Steve Adkins EAA 9221

Ref:

[Indestructible: One Man's Rescue Mission That Changed the Course of WWII](#)

Mitchell Bomber ... sure looks different. Note the side guns set back to help reduce the forward CG.



(Continued on page 6)

**Final Approach Trivia Quiz**  
**By: John Schmidt**

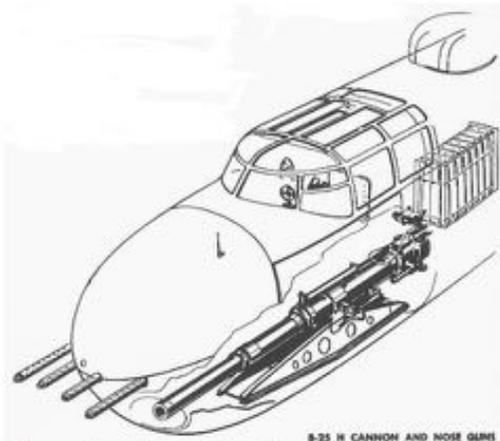
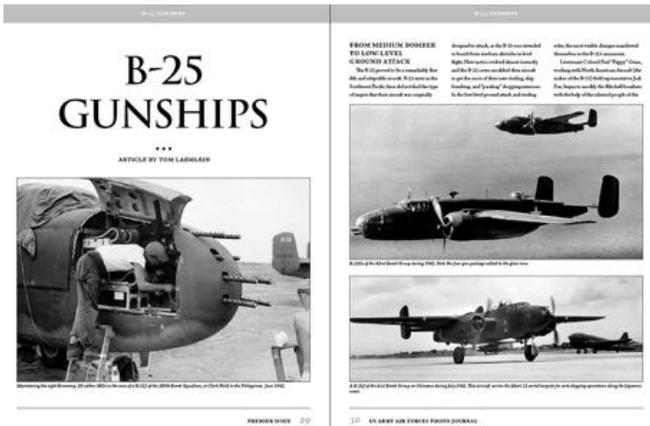


Diagram from the B-25 pilot's handbook that shows the basic layout for the cannon in the nose of the B-25H. The

**What's the difference between 'VFR on top' and 'VFR over the top?'**

*(Answer on page 7)*

**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 952-8884380 or [rhoyt@ieee.org](mailto:rhoyt@ieee.org)." Ron

[Photo Tribute to the B-25H Series](#)  
[pappy gunn b-25 - Google Search](#)

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 Maple Grove, MN 55369

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 22100 Hamburg Ave Lakeville MN 55044

(Trivia Answer from page 6)  
 By: John Schmidt

Flying VFR over a cloud layer is what is known as VFR-over-the-top. VFR-over-the-top is very different from VFR-on-top, many people incorrectly use the two terms interchangeably. VFR-on-top is conducted by an instrument rated pilot on an IFR flight plan. It allows the pilot to change altitudes, provided VFR cloud clearances are maintained.

VFR-over-the-top, on the other hand, does not require an instrument rating or any kind of clearance or flight plan. The only regulatory restriction is that student pilots are not allowed to fly above a cloud layer without ground reference.

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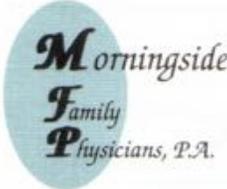
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# Pietenpol Builders Group



*Patrick Halligan and Richard Hedeem  
At Rushford Mn, for the chili feed.*



*Booth at GMAG*

(Continued from page 5)

## The Saga of an Airpark Home (Part 7)

experience of commuting from an old home in the morning, and then commuting to a new home that evening. I'm keeping the new hangar and workshop empty for a short time, so we put all my tools and equipment into a couple stalls of the garage, and am keeping the airplanes in a T-hangar on the other side of the airfield. I am finishing the hangar and workshop floors with epoxy (similar to what I did at the house in Eagan, but this time I'm using white epoxy). Combined with the LED lights and windows, these areas will be nice and bright. In terms of raw square footage, the living space of this house is actually smaller than our old house in Eagan. But the new house in its entirety presents itself as being much larger due to it all being on one level, instead of on 3 levels. The slab is over 5 times larger, but half of that is hangar space. Also adding efficiency is dedicated areas for specific usage.



For example, we now have a dedicated 3 car garage, a dedicated office, and a dedicated workshop (and a dedicated

hangar). That's very different than having "a garage that doubles as a workshop" and "a bedroom that doubles as an office", and "a hangar that's 30 miles away". The space utilization of this house is light-years ahead of our old house.

To be continued... Patrick Hoyt

