

J U L Y 2 0 1 7

EAA Chapter 25

ON FINAL

MINNEAPOLIS/ ST PAUL, MN

“Flight Lines”

- from Mike York
EAA Chapter 25 President

There seems to always be a new threat to general aviation. The latest is the potential privatization of air traffic control (ATC). EAA headquarters sent out an urgent message on 7/12/2017. Please contact govt.eaa.org/congress and enter your zip code to identify your senator’s representative. Call the local office of your senator and encourage them to vote no on ATC privatization HR2997.

A number of Chapter 25 members flew to Isle MN airport on the southeast side of Lake Mille Lacs. The airport has a very nice grass runway. There is a courtesy car and courtesy bicycles. Membership to the airport is \$20/year. The runway is plowed in the winter. No fuel, but if you want non-oxy and have a jug, it’s across the street.

The group made plans to fly out to Isle on July 8th, as this was the best weather day in the forecast. Greg Cardinal flew his Pietenpol up from



Stanton to Jordan’s Stocker Field and met me on the ground. Greg called ahead, so I could get the Champ started and warmed up. My daughter Lindsay was home for the weekend and decided to go with to enjoy the day with her dad. I called Norm Tesmar to alert him and Dick to get the J-3 in the air for rendezvous in the air with us, northeast of the Buffalo airport. Greg and I departed at 7:40 am and made the 30 minute flight to Buffalo, enjoying the scenery on this beautiful day. I was throttled back to 1950 rpms in the Champ and Greg was firewalled to keep pace. Once we arrived to southeast of Buffalo, we started looking for Norm, not knowing if he had taken off yet. We saw what my daughter described as “that’s a really fast airplane” take off and head east. Not a cub that we were looking for this morning. No sign of Norm and Dick in the Cub on the ground or in the pattern. Looking to the Northwest, we soon saw two high wing aircraft circling. My first thought was “Steve showed up”. This was a surprise to me as we had been e-mailing plans for a week, with no response from Steve when discussing where we would meet, what altitude, who would lead our formation as we headed north, our formation pattern (diamond with Norm in the lead), pattern as we got closer to Isle (right echelon) tight in order to “darken the sky” as we fly of the town of Isle. Everything worked out great, in spite of Steve’s e-mail address being wrong as we made plans, I found out later. We landed in Isle at 9:40 am. Airport staff were setting

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EAA Ch. 25 Minutes of the June 21st, 2017 Chapter Meeting

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

Guests: Mark Aitchison, Jim Henry, Chris Brandt, Paul Bute.

Treasurer's Report: Gordon Duke. All accounts are current, bills are paid.

Project Update on Rans: Gordon Duke. Insurance is on board, FAA signed off, Dale Johnson will help repair propeller. Once that is signed off he will fly.

*Young Eagles: Kris Olson. Flew 33 kids Saturday. Pilots were Mark Kolesar and Alan Knutson. Bob Dunst helped with setup. YE this Saturday at BSAEC. Banquet: Pat Halligan. Date is set for **Sunday, October 1st**. The Eagan Community Center has a wedding, so we are changing venues to **Royal Cliff**. Good food and cheaper drinks. The speaker this year is Will Martin, author of *So I Bought an Air Force*. Pat Halligan: Dale Johnson informed the chapter of a location in Arden Hills that has a bunch of government surplus equipment available for donation. We are going to put in an application with the help of John Schmidt.*

Tool Crib: Pat Halligan. Looking for someone to help design and build a tool crib for the chapter.

CH701 project: Reggie Roorda. Two build sessions so far. Last week worked on horizontal stabilizer. All are welcome to the build sessions, which have been Thursday evenings. Contact Reggie for more information.

Pat Halligan: Pat and Mary Hoyt say hi from TX.

Gary Stinar: Lakeville Lions Club Fly-In Pancake Breakfast, July 9th, 8am-12pm.

**Kim Johnson: Liz Wall Strohfus
Field dedication, Faribault, June
24th, 2pm.**

Presenter: Darryl LeMire from Benson Airport. Flying tips.

Respectfully submitted,
Ned Lebens - Secretary

The Saga of an Airpark Home – Part 8

By: Patrick Hoyt

Installing an Epoxy Floor

The "standard house" from the company that built our house includes an epoxy floor in the garage. Unfortunately, their standard brand is "Home Depot" epoxy, and colors are limited to either Grey or Tan. Having already had a Tan floor, I knew how easy it was to lose AN hardware on it. I wasn't going to do that again. And if I wanted a grey floor, I'd just be lazy and stick with bare concrete.

As part of the build contract, I'd specified a specific brand and color of epoxy that I wanted: Sherwin Williams ArmorSeal 1000HS, in White.

Flash forward a year, as the house was nearing completion, the builder reneged on that part of the contract. They offered to (a) do the hangar in their grey/tan Home Depot epoxy, or (b) charge me an extra \$12,900 for the job, or (c) give me the cash that it would have taken them to do their "standard epoxy" - which amounted to \$3,000.

No way was I going to pay them nearly \$13k. Especially for something that I knew I could do myself. And I was NOT going to let them put down their Home Depot crap on my nice new hangar floor, either. Granted that I probably could have successfully fought them on this, since we did have a signed contract - but that would have taken forever and I'd still have been dependent upon the workmanship of their sub-contractors, AND I wouldn't have use of my hangar or workshop until it was resolved and completed. So I took their "refund", and did the job myself.

First step was renting a concrete grinder, and going over the entire floor with it. In hindsight I didn't need to do this, and I could have skipped this since the concrete was new and in good shape. Had the concrete been old, or if there had been any previous paints or sealers applied then a grinder would be needed to get down to the clean, bare concrete.

Next was blowing out debris with a leaf blower, followed by Power Washing. I used a circular

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“Flight Lines”

by Mike York

up for the weekend pilots flying in to camp overnight or show up in the morning for the pancake breakfast. Norm had family show up to tour our little air force. We also fueled the plane by shuttling fuel from across the street. It wasn't long and we were off to lunch at “Da Boathouse” bar and restaurant. Lunch was good and hit the spot.

Departing Isle we took off and gathered over the town of Isle. All four aircraft circled the city for a bit, before heading south. Norm at the lead again. The morning flight was very smooth. The afternoon was bumpy with clouds forming. My daughter gets motion sickness and conditions were ripe for motion sickness. She was asking for the nearest airport and Milaca was coming up. We did not have a radio and as we dove for the field Norm and Greg followed. Steve continued on to Crystal. We landed on Milaca's very nice grass strip. A glider was off to the side about midfield. We taxied and parked next to the airport building. My daughter had taken Dramamine in the air and need some stable terra firma to settle her stomach. While on the ground we met the glider pilot (Doug) and several other airport fans. Doug gave us a detailed overview of his self-launching glider. With Lindsay back with the living, we all saddled up and launched. Doug launched in his SE-5 and joined the flight for some time as we headed

south. Norm and Dick peeled off at Buffalo and Greg and I continued toward Stocker Field. Greg departed north of Jordan for Stanton. Lindsay and I landed at Stocker around 4pm. It was a great day to fly and a good group of Chapter 25 friends to gather for an outing. Photos of our experience see pages 6 and 7.

This month the presentation will be by Andrew Erickson. Andrew and his father Kurt are relatively new members to our chapter and have been very active with the CH701 build and the Pietenpol build sessions. Andrew will present on his experience with drones and RC aircraft.

- History of the hobby
- Recent advances in the hobby
- Fundamentals for RC planes
- Fundamentals for multirotors
- How to get started with planes/ multirotors

I hope you plan to attend the meeting on July 19th.



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*July Young Eagles Update
By Kris Olson*

EAA Chapter 25 flew 33 kids on Saturday, June 17th. Our pilots were Alan Knutson and Mark Kolesar. Our ground crew were Ron Hoyt, Mamie Singleton, Bob Dunst, David Olson, and Kris Olson. The weather was nice during the event. We had to cancel the April and May events, due to weather. Some of the kids that came out had been planning to come in April or May. We have some kids signed up for the July 15th rides.

Upcoming Aviation Events

Some web sites to find local aviation events:

<http://www.dot.state.mn.us/aero/events/flyins-and-events.html>

<http://wisconsin.gov/Pages/doing-bus/aeronautics/trng-evnts/flyins.aspx> ,click on a month to download the Wisconsin events calendar.

<http://www.socialflight.com/event-planner.php?id=cqlymi>

Mark your calendar for Sunday October 01. That's the date of our 2017 annual chapter banquet. We are changing venues this year, as we will enjoy an evening together at the Royal Cliff in Eagan, MN.

*Final Approach Trivia Quiz
By: John Schmidt*

Former Air Force Academy and Dallas Cowboys defensive tackle Chad Hennings (6'6", 291 lbs) played 9 NFL seasons, winning 3 Super Bowl rings. Name the airplane he flew for 45 missions from Oct 91 to Jan 92 over Iraq during the Gulf War.

(Answer on page 7)

On Final

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The Saga of an Airpark Home

"scrubbing attachment" on my power sprayer to scrub the freshly etched concrete. The attachment looks kind of flimsy, but it did the job well. I power washed several times until I got to the point where no dust or residue would come up when I ran my finger across the concrete. A squeegee worked well for pushing water out, and mother nature quickly evaporated what remained.

Acid Etching came next. I used "Muriatic acid", which is actually a 34% solution of Hydrochloric Acid as it comes out of the jug. Experimenting with the ratio of Acid to Water, I found that the ideal ratio for my concrete was 2 parts acid to 3 parts water. Any weaker would not do the job before the solution dried on the floor. You may be able to use a weaker solution if you live in a more humid region - you'd have to experiment. I found that an indication of it being "strong enough" was the emergence of a foul green foam upon application. This was followed by another round of Power Washing. By this time the concrete was feeling like sandpaper. I gave extra attention to areas that will see heavier use, such as the path to my office, and the path to the workshop.

Next was filling of holes & cracks with an epoxy putty. This was hard because I spent a lot of time crawling around on the concrete. A set of knee pads helped tremendously. I spent more time on this than on everything else combined. Even with new concrete, there are so many imperfections that you'll never get them all. It's kind of like polishing an aluminum airplane: you eventually reach a point where you have to conclude that "it's good enough"...

Next was application of epoxy to all the corners and edges with a large brush. Everywhere that it would be tough to do with a roller. I frequently went over the floor with a leaf blower between steps, which works great to get the dust and debris out.

Then came the first coat of epoxy. There is a "Part A" and a "Part B", and I would mix a combined 4 gallons at a time, in a 5-gallon bucket, using a mixing attachment that fits into a power drill. The epoxy was applied with a roller, and a respirator was worn, along with vinyl gloves and goggles. The first coat was allowed to cure several days, and was fairly

thin. Additional imperfections in the concrete were easily observed at this time, which were filled in. A 2nd coat of epoxy was applied a couple days later, which resulted in a consistently white floor. Since I have doors on both sides of this hangar, I was able to open them and work in a direction that took advantage of the wind to blow the fumes away from me. Also, although there are very few bugs where I live, those that are around seem to be attracted to white epoxy. To minimize this, I only opened the doors enough to allow a very slight breeze.

Final step (yet to be done) will be to paint the baseboards with ordinary (less expensive) paint which is color matched to the white epoxy.

For a 50x50 hangar, plus a 15x35 workshop, the following materials were used:

Muriatic Acid: 9 gallons.

Epoxy Patching Compound: about 3/4 of a package. Call it 2 lbs.

Epoxy: 20 gallons (10 gallons of Part A, and 10 gallons of Part B).

The retail price of the epoxy would have been over \$4,000 had I bought it "over the shelf". But in anticipation of doing this I had earlier opened a "contractor account" with Sherwin Williams, and got it for about a third of what it would otherwise have cost. The total cost of all of my materials was around \$1,800, which leaves me plenty of that \$3,000 refund left over, with which I can do other things...

So now I've got a beautiful, bright hangar and workshop. It changes the character of the whole house for the better. I am happy to say I did it myself, but it was a lot of work. I'm certain that I paid more attention to detail than a contractor would have. And it cost me MUCH less than it would have, had I paid them to do it.

To be continued...

Patrick Hoyt



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 rrhoyt@ieee.org."
Ron

MUST SELL strong-running aero conversion of 2180 cc VW engine. Built up from new parts. Less than 100 hours flight time. Complete, Including magneto and carburetor.
\$3000 or best offer. Contact Jim at [612.920.1245](tel:6129201245).
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(Trivia Answer from page 4)
By John Schmidt

Hennings not only won 3 Super Bowl rings, but also flew 45 missions in an A-10 Warthog in Iraq.

Defensive tackle Hennings, an Air Force Academy graduate, was deployed to the Persian Gulf from June 91 to Jan 92. Because of his size (6'6", 291 lbs), he was eligible for flight in only in the F-111, F-15 Eagle, or A-10 Thunderbolt II. Because of post-Gulf War

personal reductions, his final 4 years (out of 8) of military commitment were waived, and he played 9 seasons for the Cowboys (1992-2000).

<https://theaviationist.com/2016/02/07/three-time-superbowl-winner-flew-a-10/>

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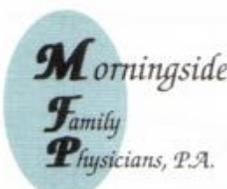
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The Commemorative Air Force Minnesota Wing June Hanger Dance, Chapter 25 members attended.



The B-25 "Miss Mitchell" was at the Lakeville Pancake Breakfast in July.