

EAA Chapter 25

ON FINAL

MINNEAPOLIS/ ST PAUL, MN

“Flight Lines”

- from Mike York
EAA Chapter 25 President



ATC Privatization
The battle is not over with regard to ATC Privatization. The airline industry wants it. It will be harmful to general aviation and smaller airports and smaller airport community economies.

With a nearly unified airline assault for control of the nation’s airspace and so much at stake, EAA and AOPA is urging members to **contact** their representatives in Congress to oppose the 21st Century AIRR Act, H.R.2997. Link to EAA plea below <https://www.youtube.com/watch?v=MloffhR052E&feature=youtu.be>

Oshkosh
You never know who you may run into when you’re out to eat in Oshkosh. A group of us ran into world famous pilot and aircraft collector Kermit Weeks eating alone at a local establishment in July 2016. We joined him for a drink and discovered he had a unique relationship with Howard Hughes and Walt Disney. A very unique and interesting person indeed. (See photo)

Some upcoming chapter presentations I’ve been working on scheduling presenters for our monthly chapter meetings. The October meeting presenter will be AOPA regional director Andy Miller. He is capable

of speaking on many aviation topics as well as general aviation update on efforts to maintain and improve our aviation freedoms. AOPA is an important EAA partner in efforts to keep our politicians from screwing up our flying world.

The November meeting presentation will be by Maxwell Aircraft Services. Davey and the “old man” are planning to come down to the chapter meeting. Anything and everything you want to know about propellers can and probably will be discussed. This should be a good practical and technical propeller discussion.

December is the Christmas party and no meeting is scheduled.

January will bring Don Leedham to the chapter meeting. Don and his son built an Avid Magnum with the purpose of flying to the arctic on fishing and hunting adventures on strait floats no less. He has done this a few times and will share his experiences.

I have a few other leads on presenters in the works but not confirmed. If any of you have an idea for an interesting or educational presenter, please send me an e-mail.

Our September meeting will host Dan Bass. Dan is extremely lucky to be alive to come to our chapter and present on CO in the cockpit. When you hear his story and the photos you’ll understand. God was looking out for Dan that day. Please come if you can. This will be interesting and I look forward to seeing each and every one of you!



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EAA Chapter 25 Banquet

Hi folks,

Well, the State fair is over and Labor Day has passed, so the next great event is the Chapter banquet !! The Chapter Banquet will be held on Sunday, October 1st at the Royal Cliff Banquet Hall, 2280 Cliff Rd in Eagan. The social hour will begin at 5:30 pm with dinner at 6:30 pm. Tickets are \$25 per person. Here is a link to our events page to get the ticket sign up form

<http://www.eaa25.org/upcoming-events/>

Our guest speaker will be Will Martin, author of "So I Bought an Air Force". It's a true story about the exciting adventure of how Mr. Martin bought the Nicaraguan Air Force airplanes after seeing an ad in Trade-a-Plane.

I have received about forty requests for tickets so far, but I need the rest of you to sign up, if you plan to go. Please include your name and a check written to EAA Chapter 25 for your tickets and mail it to me ASAP, see information on the sign up form on the events page in the web link above. I need to send in a head count in about two weeks, so I need your request soon. Also, if you have plans to bring a silent auction item, let me know.

Directions to the banquet: The Royal Cliff Banquet Hall at 2280 Cliff Rd. is located just west of Cedar Ave. (MN 77) and just south of Cliff Rd. from Cedar Ave., take the Cliff Rd. exit and go west. Take the first left at the stoplight to go south on Slater Rd. Take a right onto Wildwood Rd. just south of the Super America store. The Hall will be on your left opposite NTB and Penn Cycle.

Thanks to those of you who have responded and I look forward to hearing from the rest of you, shortly.

Pat "hooligan" Halligan
Banquet Chairman for Life (BC4L)

Captain America Meet Sir Baron by Pat Halligan

August 14 dawned a little cloudy and foggy, but the forecast was for clear skies and light winds, so the four of us took our time eating breakfast and then leisurely headed to the airport. Sandy and I had our best friends in town and today we were going to fly them to Madeline Island. Dave and I met in college, at UND, forty-four years ago and were roommates our final two years. Sandy and Patti knew each other even longer, as they went to grade school through high school together in Grand Forks.

By the time we arrived at Fleming Field most of the clouds and fog had dissipated. I spent the next few minutes pre-flighting the Baron and then the four of us pulled it out into the sunlight. Barons are a good-looking airplane to begin with, but 76CB has a decent red, white and blue paint job and you expect Captain America to step out and welcome you aboard. The four of us climb in and get comfortable. Then I run a before start checklist, crack the throttles about one half inch, make sure the prop is full forward, push the mixture to full rich and hit the boost pump switch for a couple of seconds, until I get a bump and a jump on the fuel flow gauge. Then I turn the mag switch and the IO-470 comes to life with a roar and settles into a deep-throated rumble. After doing the same for the right engine and setting the Garmin 530, we taxi to runway 16. While taxiing, everyone adjusts their headset and microphone, so they can be heard while talking and listen to the others talk.

Dave is excited to go flying, his wife is not so sure. My wife will tell you she is not crazy about "light airplanes", but does me a favor by re-assuring Patti the flight will be fine. After a few more checks and engine run ups, we are ready to slip the surly bonds of earth.

I announce, on 122.7, we are departing 16 with a left turn to the NE. I slowly advance the throttles to the firewall and check all engine instruments, to make sure they are in the green range. Sixty knots, seventy knots, eighty knots and now I'm pulling back on the yoke. Once airborne I relax some backpressure, as I want to accelerate to blue line as quickly as possible. No need to hang around Vmc in a light twin. The electric gear retracts fast and now I'm high enough to make a left turn to a heading of 060 and avoid the St. Paul Downtown

Continue on pg. 3

Continue from pg. 2

Airports airspace. I step climb below the MSP class B airspace and level off at 3500 feet, so we can do some sight seeing. I set the throttles and props at 23 squared and adjust the fuel flow to approximately sixteen gallons per side.

The first point of interest is the beautiful new St. Croix Bridge, by Stillwater. I continue to point out lakes and towns as I show Dave how the autopilot works, including the heading, attitude, altitude hold and Nav mode. Indicating 158 kts ground speed we are making good time and we see Balsam Lake, Hayward and pretty soon Ashland and Lake Superior are coming into view. After listening to the Madeline Island AWOS, I decide to land on runway 04, with a light wind from 090. I fly an upwind leg at 1500 feet to look over the airport and as I fly crosswind and downwind everyone gets a good view of the Apostle Islands and Bayfield. The landing was actually pretty smooth, considering I was doing my best to get the airplane on the ground quickly, as the runway is only 3000 feet long.

After parking, we were met by a friends daughter who is the airport manager and lives on the island. She gave us a ride into town and dropped us off at the marina. We walked "main street" stopping in a few stores and before long found ourselves standing on the ferry dock. We took the boat ride to Bayfield and had lunch on a rooftop deck at one of the towns' restaurants. The girls did some shopping after lunch as the boys tagged along. At 3:30 we caught the ferry back to Madeline Is. We sat down and enjoyed an ice cream cone and during this time I sent Miss Mack a text telling her we were getting ready to walk back to the airport. She said I'll be there in 7 minutes to give you a ride to the airport. She was and she did.

Another pre-flight, taxi and run-up and we were airborne. With a left turnout from runway 04 we flew right by Bayfield and saw many beautiful sailboats and fishing

boats enjoying a gorgeous day on the big lake. The flight home was also smooth and with an even better ground speed, we were zipping along at 200 mph. A few left and right-banked turns over Stillwater and the bridge, for pictures, and we were looking at downtown St. Paul. I could see some build-ups to the south and my storm scope painted lightning strikes 100 miles out, but we were in the clear. The next thing you know, I was setting up for a landing on runway 16 at SGS. Even though the runway is longer than at Madeline Island, the touchdown wasn't as smooth. After shutting down the engines, I opened the hangar door, attached the tow bar and I steered as the others helped push the Baron back into its spot after a fantastic day of flying. Everyone was smiling and commenting about how nice the ride was, and how much fun we had during the day.

It seems like every time I get ready to turn the hangar lights out and close the service door, I look back at the Baron and think how fun it is to fly and how lucky I am to have my health, so I can fly the Baron and share rides with my friends.



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*September Young Eagles Update
By Kris Olson*

EAA Chapter 25 flew 7 kids on August 19th at Airlake Airport. Ron Sekenski flew the kids and our ground crew were Ron Hoyt, Ron Oehler, Aaron Kasic, Garrett Riedesel, Dave Olson, and Kris Olson. It was foggy until about 930 am, then we were able to start giving rides. One of our pilots based at Flying Cloud Airport was not able to come give rides as it stayed foggy there for a while in the morning.

Our next Young Eagles rides event is at South St Paul Airport - Fleming Field on Saturday, September 16th 9am to 12 pm. We will be at the Terminal building. We are not sure of the number of kids coming out. There is a youth event there. There are several pilots signed up to fly. Let me know if people plan to come out to help or want more information.

Some Twin Cities EAA Chapters are working together to run a Young Eagles event at Flying Cloud Airport in Eden Prairie on September 23rd 10 am to 3 pm. Stars of the North Women in Aviation chapter is running their 3rd Annual Girls in Aviation Day expo that day at Flying Cloud Airport at Premier Jet Center. They have reached their preregistration limit of 2,000 kids and parents, but will allow walk ins as room allows during the day. We have some pilots and ground crew signed up. People can still sign up to volunteer to help with Young Eagles or with the expo. Let me know if you need more information.

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-events/flyins.aspx> ,click on a month to download the Wisconsin events calendar.

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

On Final

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EAA Chapter 25 Meeting Minutes 16 August 2017

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

Guests: George Aldahl, Dan Maley, Jim Maley Dave Miedema, Lane Krueger, Kristen Dulas, Jill & Seth Royston.

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

Scholarships: Kristen Dulas, Director of Development at Minnesota State University Mankato. Thanked the Chapter. Said research indicates that a ≈\$1500 scholarship is enough to keep a student in the program. Trying to establish a relationship with Delta. Currently have 288 students in aviation. Closing the gap on UND flight team. Kyle Johnson was this year's recipient. See letter and photo.

Fundraising: Jim Fischer. 2017 fundraising drive is underway. Donations instead of raffle. Tax deductible. See letter on Chapter website under Donors tab. Goal of \$3000 by October 15th.

MN ACE camp: Seth Royston introduced by John Schmidt. Seth presented on his week at MN ACE camp. Thanked the Chapter for our sponsorship. His goal is to fly helicopters for the Coast Guard.

Project Updates: Gordon Duke on Rans S-10. Got in the air last Friday after 2.5 year restoration. Has 2.2hrs now. 8 takeoffs and 8 landings. Rans is flying well, waiting for parachute to arrive before aerobatic maneuvers. Bob Ueek on Hatz: Chris Bobka has ≈5hrs. Bob ≈1hr. Flew great. Low forward visibility in the 3pt.

Banquet: Pat Halligan. Date is set for Sunday, October 1st. Venue is Royal Cliff in Eagan. Good food and cheaper drinks. The speaker this year is Will Martin, author of So I Bought an Air Force. Get your tickets now, send \$25 each to Pat Halligan. Silent auction items appreciated.

Tool Crib: Pat Halligan. Ron Hoyt has volunteered to build the tool crib.

KLVN runway expansion: Pat Halligan. City of Lakeville would like to annex land from Eureka Township to lengthen the runway and bring more businesses to the airport.

Chapter meeting meal preparation: Mike York said thanks to everyone who helped out with the meal tonight.

Program: Mike York. Presentation on WWII focused tour of 8 German cities in 14 days.

Respectfully submitted,
Ned Lebens - Secretary

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."
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:612.920.1245). Extra carburetor, heads and propeller also available.

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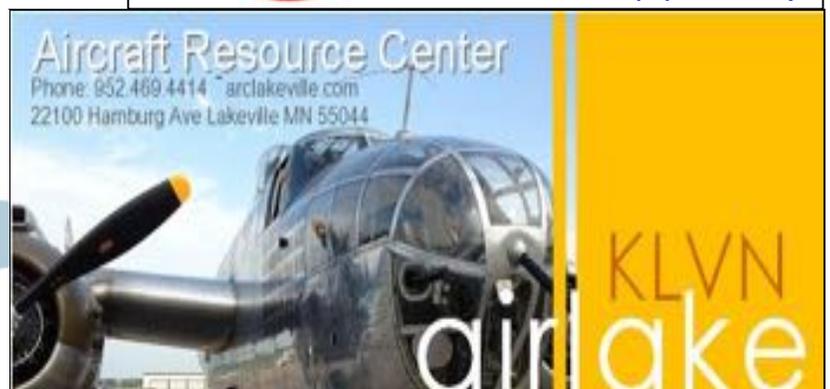
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WOW!

That Time Again This Year

EAA Chapter 25, Bert Sisler Education Center, needs your support. Our chapter raises money for "Chapter 25 Scholarship Fund Raiser". Instead of selling tickets or food items, this year we are again requesting you give a tax deductible gift to your chapter to help kids of all ages. Your gift in the past has helped students who are interested or pursuing an aviation career. You have done a great job helping in the past five years. Let's build on that.

THE LAST FIVE YEARS YOU HELPED

- 1. 10 University of North Dakota student scholarships \$4,000. each yr. *
- 2. 6 -University of Minnesota Mankato student scholarships \$2,000. each yr. *
- * indicates total amount (doubled with help from other supporters).
- 3. 5-Air Academy camp at Oshkosh thru Young Eagle rides \$0.00 each yr.
.....additional one time support for the following:
- 4. 1- Minnesota Aviation Career Education Camp (ACE). \$600. last yr.
- 5. 500 kids at Mamie Singleton school Y.I.M.A. \$1,750. last yr.

We need an average or better donation of \$50.00 per member this year to keep our goal for 2018 scholarships. Give what you can. Please help us out and return your tax deductible donation to the address below before October 15, 2017. Thank you.

_____ detach and include with donation _____

Mail to : James Fischer, 17107 Jasper Lane, Lakeville, MN. 55044

Payable to: EAA Chapter 25

Name : _____

Amount donated for Scholarship Fund Raiser. \$ _____.

2017 MSU SCHOLARSHIP RECIPIENT

Dear EAA Chapter 25,

My name is Kyle Johnson. I was the recipient of your scholarship at the Minnesota State University, Mankato Aviation Department banquet. I recently finished my freshman year at the university.

I started flying during the summer before going to college. I trained at my home airport in Blaine, Minnesota, and I ended up getting my private pilot certificate just before moving on to Mankato. I began training for my instrument rating during my first week at school, and I passed my checkride near the end of the semester. I flew during winter break as well, and now, about a month and a half after the second semester ended, I am ready for my commercial multi-engine checkride. I'll be taking it this coming Tuesday. If my training continues to progress at this pace, I should be flying for an airline when I'm 21 (I took general classes in high school, which will allow me to graduate almost two years early). I hope to be able to work for Delta, as they have a Minneapolis base and I hope to be able to live in the twin cities area when I get older. I absolutely love flying, and choosing Mankato is one of the best decisions I've ever made.

Thank you so much for selecting me to receive your scholarship! It is so important to find a means to fund flight training, and with your help, the financial burden has been reduced. I am humbled and honored, and I will strive to continue setting a good example in the aviation world.

Sincerely,



Kyle Johnson



Raven Black attended EAA's Air Academy Advanced Camp in Oshkosh from July 27th to August 5th this summer. Some of her camp session was during EAA AirVenture and their class got to attend AirVenture.



To EAA Chapter 25,

My gratitude goes to the mountain top when I was awarded the scholarship I was so excited, because of all the amazing things I heard about camp, but after attending it superseded my expectations.

Airventure was something that I never would have expected. It had everything. I saw Apollo Astrorails, P-51 Mustangs, blue angels, helicopters, and even my favorite car, a Shelby Cobra. During the week, I got the opportunity to attend grand school along with welding, building wing ribs, making clip boards, and going on heart racing aerobatic flight with my instructor.

The camp truly broadened my horizons on all sorts of skill sets such as patience, and understanding. In this one week I received two big life lessons. I learned from people I would have never guessed. Dr. Lee taught me anything I wanted to know about math, science, aerodynamic, working, and just life. He shared his



amazing stories about going to Russia, test flying crazy planes, getting into secret locations around the world, and working for Boeing. He is currently a door man. He was the first to give me a lesson on how you never know who you're standing next to.

My second lesson was actually from a counselor named Samson Del Teco. He wouldn't believe me, but he actually taught me something. Being in an environment where I was so different from others intimidated me, but he told me that it didn't matter, and that the being different wasn't a disadvantage if you can use it for my growth.

Going on this trip helped me mature into a more self-assured and effective young woman. You guys helped surround me with people who are wise, kind, and passionate. I learned that being a woman in aviation doesn't mean I have to abandon my femininity. It can be scary going out on your own chasing such



an ambitious dream, but it is well worth the risk.
So thank you for giving me a life experience, and
many life lessons.

Sincerely,
Raven H. Baek

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Trivia by John Schmidt

What category of aircraft features this poem?

The winds have welcomed you
with softness
The sun has blessed you with its
warm hands
You have flown so high and so well
That God has joined you in your laughter
and set you gently back into the loving
arms of mother earth.



Answer pg . II

Trivia answer from pg. 10 By John Schmidt



This is known as 'The Balloonists Poem', or 'the Balloonists Blessing,' and is sometimes recited, along with the traditional champagne toast, at the end of a hot air balloon flight.

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