

EAA Chapter 25

ON FINAL

MINNEAPOLIS/ ST PAUL, MN

“Flight Lines”

- from Mike York
EAA Chapter 25 President

Unfortunately we have lost two Chapter 25 members in the last month. Phil Schaffer was lost in a terrible incident near Flying Cloud. Phil was a long time chapter member, dedicated builder, and overall superb person. He will be missed by his family and many who knew him. We also lost long time chapter member Al Morpheu this last month. Al was a career pilot whom many chapter members knew. Al will be missed by family, this chapter, and many friends. Our condolences go out to the families.

On a brighter note, my wife and I had the honor of attending Chris and Deborah Bobka’s wedding at the Log Cabin Airport. An aviation theme for an aviation couple and it was grand. Flying weather was marginal and only one plane flew in for the event but aviation was certainly in the air. If you see the couple at a chapter meeting please congratulate them. If you don’t yet know Deborah, introduce yourself and ask her about her wing walking



career.

On a personal note, I’ve been working on my RV6A project almost daily. I’m trying to get all the firewall equipment mounted such as the battery box, cabin heat box, gascolator, facet auxiliary fuel pump, and sensor manifold mounted. In addition, I’m sorting out routing cables/firewall penetrations all in an effort to install the motor mount, nose gear and main gear legs. Hopefully I’ll be hanging an engine in the next couple of months. I built a gantry crane in my spare time to pick the motor when the time comes. When I’m not working on my project at home, I’ve been helping with the Pietenpol build on Wednesday nights as well as the CH-701 on Thursday nights. Lastly, I wouldn’t miss a chapter meeting if I can avoid it.



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EAA Chapter 25 Meeting Minutes 18, October 2017

*November Young Eagles Update
By Kris Olson*

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

Guests: Jerry Schiroo, Eugene Poole.

Treasurer's Report: Gordon Duke. All accounts are current, all bills are paid. Preparing budget for next year.

Young Eagles: Kris Olson. Looks like rain on Saturday. No kids signed up. We have a couple of prospects. See Kris for flyers for Aviation Explorers, 9th-12th grades. They meet every other Thursday and Saturday.

Fundraising: *Jim Fischer. 2017 fundraising drive is underway. Accepting donations instead of raffle. We are half way to our goal of \$3000. Can give electronically at GiveMN.org. Tax deductible. See letter on Chapter website under Donors tab.*

Awards: *Mike presented former Chapter President Craig Nelson with a jacket for his service.*

Housekeeping: *Mike. Taking orders for 2018 EAA calendars, about \$9 each. An Aircam being built at Oshkosh Headquarters to be used for YE, they are looking for volunteer builders. They are also looking for volunteers to work on the B25.*

Christmas Party: *Mike. We need a host and a location. See a board member if interested. It will take place on either December 3rd or 10th.*

November meeting presenter: *F4U Corsair pilot Lyle Bradley, author of Marine Wings.*

Program: *Andy Miller. AOPA Great Lakes Ambassador.*

Respectfully submitted,
Ned Lebens - Secretary

EAA Chapter 25 cancelled their October 21st Young Eagles rides event, due to forecast thunderstorms and rainy weather for that day.

The next rides date is November 18th at Airlake Airport from 9 am to 12 pm. We have a few groups of kids signed up. We can use help with our ground crew. People can volunteer for just an hour or an hour and half at our event. The parents and kids may be interested in joining the chapter, when they visit with member volunteers. Contact me if you are interested or have questions.

We have scholarships available for EAA Air Academy summer camp for 2018. Students ages 12 to 18 can attend the summer camp at Oshkosh, WI. Students need to apply for the camp, up until the end of 2017 to be eligible for our current scholarships. Please contact Kris Olson, John Schmidt, or Pat Halligan. See dates and web site for information and applications.

2018 EAA Air Academy at Oshkosh, WI

Young Eagles Camp (ages 12-13) \$914

Session 1: June 16 - 20

Session 2: June 22 - 26

Basic Air Academy (ages 14-15) \$1,218

Session 1: June 28 - July 3

Session 2: July 8 - 13

Advanced Air Academy (ages 16-18) \$1,528

Session 1: July 17 - 25

Session 2: July 27 - August 4

The Advanced Air Academy camp for 16 to 18 year olds fills up quickly, apply as soon as possible, if interested.

For more information visit www.airacademy.org or 1-888-322-3229.

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>

(Continued from pg. 1) Mike York

We've been working on presenters, so you know what's coming ahead on the schedule. Upcoming presentations starting in January will be Don Leedham-Flying Minnesota to the Artic on Straight Floats . Don't miss this one!!!

I'm planning a Project Updates and Plans night. Members building projects will be invited to share their status with the group. I will ask for photos once again to share with the group. Bring your plans to review.

This month the speaker will be WWII Corsair pilot Lyle Bradley. Lyle is originally from Dubuque and entered the Navy during WWII. He trained in the Stearman, BT-13, and the SNJ. Lyle was assigned the F4F Wildcat prior to the F4U Corsair, saw combat in WWII and was called up to active duty in Korea. More details of his service at the meeting.

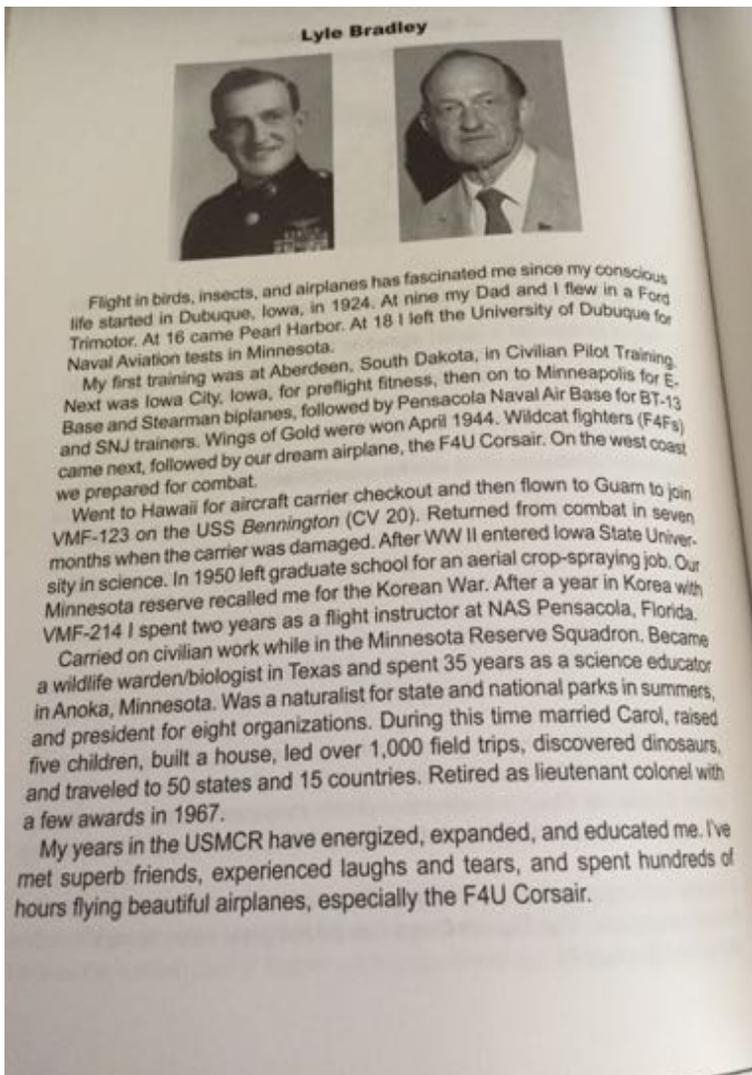
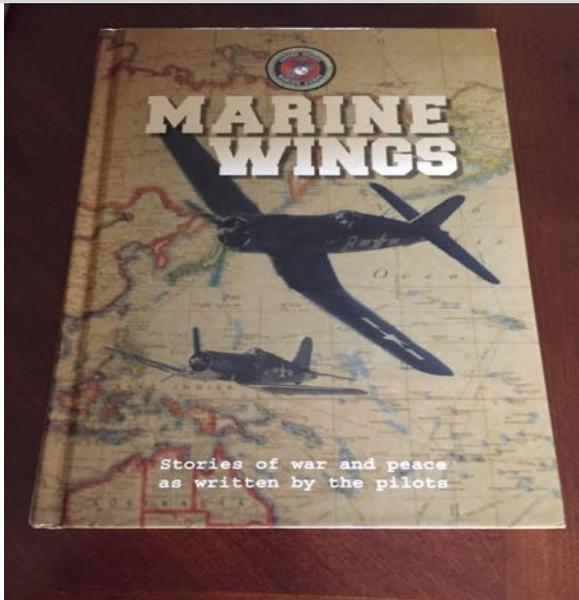
I hope you plan to attend the meeting on November 15th and look forward to seeing you all!

Note: We're still looking for a host for the chapter Christmas Party. Please let us know if you would like to host.



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*This months speaker Lyle Bradley,
a few stories from his book.*



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Visit our website at eaa25.org

President

Mike York 563-299-0773
mcYork5@yahoo.com

Vice President

James Fischer 612-799-4820
fischermailstop@yahoo.com

Secretary

Ned Lebens 952-567-3329
nlebens@gmail.com

Treasurer

Gordon Duke 651-227-9026
gduke@hotmail.com

Web Editor

Jeff Coffey jeffcoffey@gmail.com

Newsletter Editor

David Olson 612-919-3182
oly63@hotmail.com

Young Eagle Coordinator

Kris Olson 651-675-6826
ksimpson2@yahoo.com

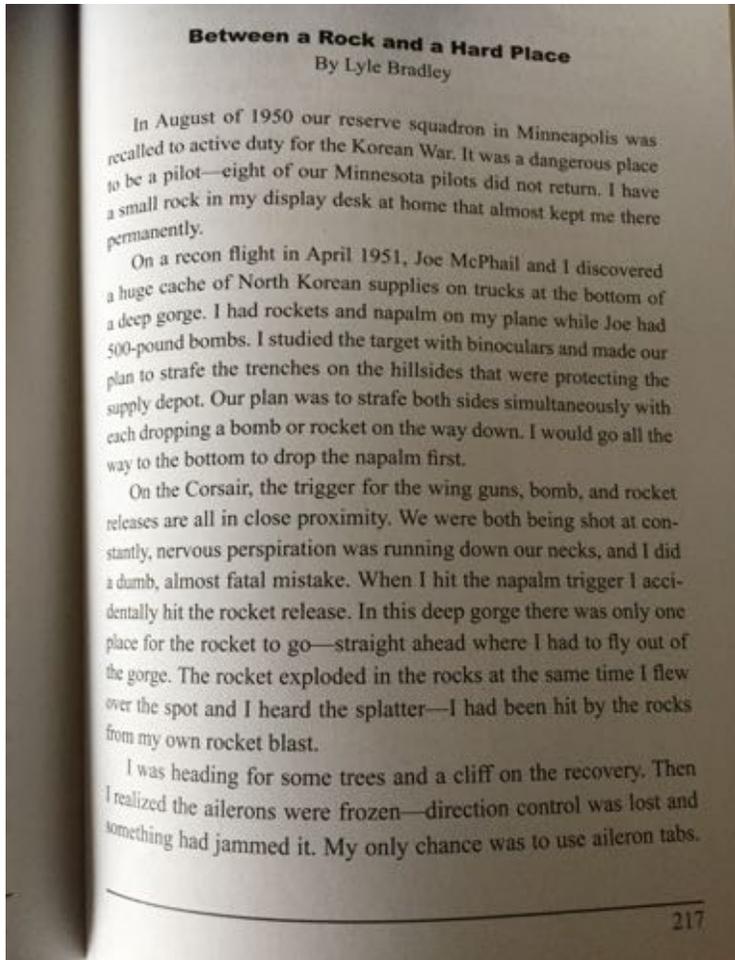
Technical Counselors

Bob Eckstein* 763-494-6993 rxwstein@comcast.net

Ami Sela* 612-860-3734 selaami@comcast.net

* also flight advisor





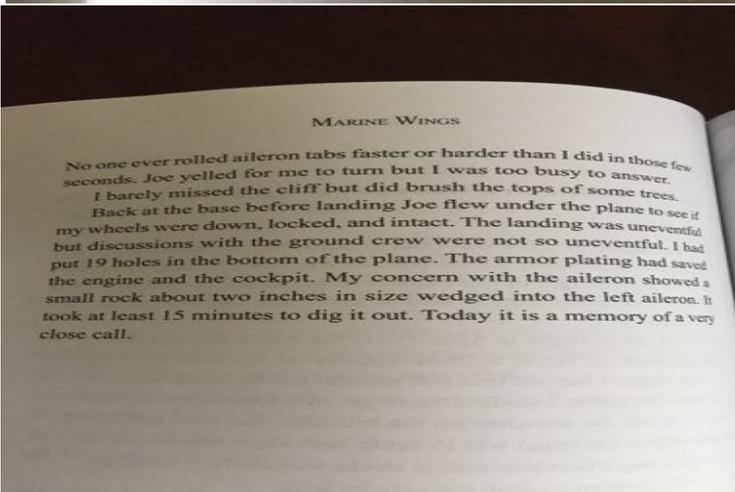
Between a Rock and a Hard Place
By Lyle Bradley

In August of 1950 our reserve squadron in Minneapolis was recalled to active duty for the Korean War. It was a dangerous place to be a pilot—eight of our Minnesota pilots did not return. I have a small rock in my display desk at home that almost kept me there permanently.

On a recon flight in April 1951, Joe McPhail and I discovered a huge cache of North Korean supplies on trucks at the bottom of a deep gorge. I had rockets and napalm on my plane while Joe had 500-pound bombs. I studied the target with binoculars and made our plan to strafe the trenches on the hillsides that were protecting the supply depot. Our plan was to strafe both sides simultaneously with each dropping a bomb or rocket on the way down. I would go all the way to the bottom to drop the napalm first.

On the Corsair, the trigger for the wing guns, bomb, and rocket releases are all in close proximity. We were both being shot at constantly, nervous perspiration was running down our necks, and I did a dumb, almost fatal mistake. When I hit the napalm trigger I accidentally hit the rocket release. In this deep gorge there was only one place for the rocket to go—straight ahead where I had to fly out of the gorge. The rocket exploded in the rocks at the same time I flew over the spot and I heard the splatter—I had been hit by the rocks from my own rocket blast.

I was heading for some trees and a cliff on the recovery. Then I realized the ailerons were frozen—direction control was lost and something had jammed it. My only chance was to use aileron tabs.



MARINE WINGS

No one ever rolled aileron tabs faster or harder than I did in those few seconds. Joe yelled for me to turn but I was too busy to answer. I barely missed the cliff but did brush the tops of some trees. Back at the base before landing Joe flew under the plane to see if my wheels were down, locked, and intact. The landing was uneventful but discussions with the ground crew were not so uneventful. I had put 19 holes in the bottom of the plane. The armor plating had saved the engine and the cockpit. My concern with the aileron showed a small rock about two inches in size wedged into the left aileron. It took at least 15 minutes to dig it out. Today it is a memory of a very close call.

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@ieec.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).
Extra carburetor, heads and propeller also available.

MUST SELL pair of fiberglass wheel fairings to fit 6.00x6 wheels. Make offer to Jim at [612.920.1245](tel:6129201245).

Trivia by John Schimdt

On July 12, 1930, Air Mail pilot Mal Freeburg stopped a train in Wisconsin, and was recognized as a hero. Why would stopping the train be so recognized?
Answer on pg. 7

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Minnesota Pilots Association
12000 Elm Creek Blvd. Suite 350
Maple Grove, MN 55369

Aircraft Resource Center
Phone: 952.469.4414 arclakeville.com
22100 Hamburg Ave Lakeville MN 55044

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Free Fall

On Christmas Eve 1971, a Peruvian Lockheed L188 Electra, LANSAs Flight 508 en route from Lima to the small Amazon jungle city of Pucallpa, came apart in a thunderstorm: A lightning strike ignited a fuel tank, and the fire caused the right wing spar to fail. The four-engine turboprop had been cruising at FL210, and the flaming pieces fell unseen into a 15-square-kilometer area of the tropical void below. There had been 86 passengers and a crew of six. All but one were killed. That sole survivor was a 17-year-old high school senior, Juliane Koepcke, the daughter of a German zoologist and his wife, a Peruvian ornithologist. Juliane's mother, sitting next to her, died in the crash of LANSAs 508 while Juliane's father awaited them at Pucallpa. Two things were remarkable about the crash: how Juliane survived it, and how she then saved herself from death in the jungle. Koepcke had her seat belt fastened, and when the airplane came apart, she fell, still strapped into the window seat, while her mother and the aisle-seat occupant fell free. Like a maple-seed pod at the end of its winglet, Juliane and the three-seat row helicoptered all the way down and landed in an area of jungle trees interlaced with vines that cushioned her fall. The teenager had broken a collarbone, suffered deep cuts and all but lost her vision, her eyes were so bloodshot and bruised in the fall. Koepcke had spent a good part of her young life with her parents in the backcountry of Peru, and they had taught her survival skills. One lesson was that every rivulet of water flows into a brook, then into a stream, a tributary and eventually into a river. Dressed in a miniskirt and wearing just one sandal, barely able to see, Juliane followed the water. Twelve days later, it led her to Pucallpa. Koepcke's fall is the subject of a Werner Herzog documentary, *Wings of Hope*, which can be [viewed on YouTube](https://www.youtube.com/watch?v=elxHQplolrI) (posted as a series).

<https://www.youtube.com/watch?v=elxHQplolrI>



'Scose me, is that civilization over there ?

Trivia answer from pg. 5 By John Schmidt

Flying a Waco along the Chippewa River, he spotted a wooden train bridge ablaze and a train headed right for it. Freeburg left his flight path and began diving toward the train engine, crisscrossing its path near Trevino, Wisconsin, and dropping flares to signal the Engineer of the trouble until the train came to a stop just 400 yards from the bridge. When Mal turned in his flight report the only mention of the event was that he

needed a new supply of flares. An inductee into the Minnesota Aviation Hall of Fame, he was the first of only 10 recipients of the Airmail Flyer's Medal of Honor.

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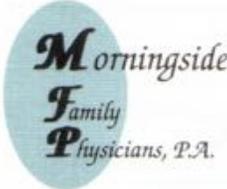
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EAA Women Soar You Soar 2018

EAA is taking applications for the Women Soar You Soar 4 day camp at Oshkosh, WI. Activities include hands-on workshops, mentor sessions, career exploration, and more. This is a day camp. Families of the students will need to make other overnight arrangements. Attendees are expected to be present for all four days of the camp, from the start to end time each day.

When: Sunday July 22 - Wednesday July 25, 2018 Where: AirVenture, Oshkosh, WI

Who Can Attend? Girls in grades 9–12 (maximum attendance: 100 girls)

Purpose: To introduce girls in grades 9–12 to the opportunities available in aviation and aerospace.

Mission Statement: The Women Soar *You Soar* program strives to engage, inspire, and educate young women to pursue their dreams in aviation and beyond.

Cost: \$75 (Over a \$600 value!)

If you have any questions or comments, please contact us at:

EAA Women Soar You Soar

womensoar@eaa.org

PO Box 3086

Oshkosh, WI 54903-3086

Tara Parkhurst – Museum Educator

920-426-5904

Here is a link to the web site <https://www.eaa.org/en/aaa/aviation-education-and-resources/aaa-youth-education/aaa-aviation-and-flight-summer-camps/aaa-women-soar-you-soar>

He's Out! He's In!

During a dogfight in January 1918, Royal Flying Corps pilot Captain Reginald Makepeace bunted his Bristol F.2B into a steep dive, and the negative Gs tossed his gunner/observer, Captain John H. Hedley, out of his seat. The RFC didn't issue its airmen parachutes in those days, thinking it would make them less aggressive if they had such an easy out, so Hedley was doomed. Or was he? Hedley fell several hundred feet, but so did the F.2B. Gunner and airplane somehow came together, and Hedley found himself clinging to the flat-topped aft fuselage of the fighter. He managed to crawl back to his pit and went on, apparently nonplussed, to score 11 victories before being shot down and imprisoned two months later. (Makepeace himself had 17 victories scored with his forward-firing gun, so they were literally a deadly duo.) After the war, Hedley became an American, moved to Chicago and at least for a while made a living billing himself as "The Luckiest Man Alive" and giving lectures about his adventure. Had he instead moved to Berlin, he'd have had to share the stage with 1st Lt. Otto Berla, who on May 24, 1917, had been the observer aboard an Albatros C.V when a sudden bout of turbulence bunted the airplane's nose down and popped an unbelted Berla up and out of his rear seat. He and the airplane briefly formatted until a second updraft forced the tail up again just in time to meet the rapidly descending Berla, who punched feet first through the plywood-skinned turtledeck just aft of his cockpit. Very happy to be back aboard, Berla rode back to base in his new temporary office.