

EAA Chapter 25

ON FINAL

MINNEAPOLIS/ ST PAUL, MN

“Flight Lines”

- from Mike York
EAA Chapter 25 President



A quick reminder that dues are due for 2018. Please drop off a check if you can make the chapter meeting.

I hope everyone enjoyed the January meeting. The volunteers for the tig welding seminar demonstrated their expert welding skills. I was truly impressed with the quality and skill demonstrated. The pictures below tell the story.

I would like to thank once again our welding experts Joe

Spinella and Tony Dies of Metal Heads Metal Werks and Lauren at the Lakeville Tollgas welding store for the Tig welding seminar.

The aviation world received some unfortunate news with regard to the passing of WWII Veteran and owner of the Log Cabin Airport-Doug Ward of Mondovi WI. Our thoughts and prayers go out to Judie and family.

A celebration of life is scheduled at the annual ski plane fly-in on Sunday February 11th. I plan on attending. The long term



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EAA Chapter 25 Meeting Minutes
17 January 2018

*February Young Eagles Update
By Kris Olson*

The meeting was called to order by Chapter President Mike York at 7pm at BSAEC, KLVN.

Treasurer: Absent.

Young Eagles: Flying this Saturday. Flew about 200 kids in 2017.

Dues: Kris Olson. Kim Johnson is out of the country. He will process dues once he returns. The Chapter Membership Roster will be printed in February or March, so get your info in soon.

Sharon Sandberg: Brochures available for Flight Expo (www.flightexpo.org) Build A Plane program. About 15 kids per session. Sold the Kitfox and purchased a Cessna 150. Kids are automatically enrolled in flight training. Free 40 minutes of instruction. Sharon is participating in the Shiver Plunge again, looking for donations. She has various hats, t-shirts and cans of spray paint for sale. Part of proceeds will go to flight expo.

CO detector: Alan measured up to 300ppm CO in his cockpit. Found crack in exhaust. He donated a brand new CO detector to the Chapter.

Mike York: Watch TFRs for Super Bowl. Handout for intercept.

Program: Lauren from Toll Gas & Welding (<http://www.tollgas.com>) and Joe and Tony from Metal Heads Metal Werks (<http://www.metalheadsmetalwerks.com>) gave a TIG welding presentation and demonstration.

Respectfully submitted,
Ned Lebens - Secretary

We flew 3 kids at our January 20th Young Eagles event at Airlake Airport. Mark Kolesar flew the kids and Ron Oehler and Kris Olson helped with ground crew. The weather worked out to give the rides. We planned to start a little later than the normal 9 am time with possible morning fog. Our next rides event is Saturday, February 17th at Airlake Airport. We have some kids signed up to come out. We can use help with ground crew. Let me know if you are interested in helping.



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) “Flight Lines”

viability of the airport is in question. I sure hope someone buys this gem and keeps it open as a little piece of grass runway “heaven”.

Has anyone tried the Holman’s Table restaurant at the Downtown St. Paul Airport? A group of chapter 25 members and spouses had to check out this restaurant. The food was good, the company was better, and the atmosphere was great.

The monthly chapter meeting will be held at the BSAEC on the Lakeville airport. A googlemaps search for EAA Chapter 25 will bring up the location of the hangar. This months meeting presentation will be by Katie Gilmore. Katie is a private pilot and engineer. She is now running a successful business utilizing drones.

<http://www.paapdrones.com> This will be an informative and interesting presentation.

I hope you plan to attend the meeting on February 21st and look forward to seeing you all!



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EAA Chapter 25 members

I want to let you know that you have another avenue for your voice to be heard when it comes to aviation issues in the State of MN. About a year ago, Dr. Randy Corfman, the president of the MN Pilots Assoc., asked me to consider being on their board. Recently, he asked me to submit a bio. and then informed me that they had an opening and would I accept the spot, if voted in? I said yes, and was voted in on Wed. Jan. 17th for a three-year term. I know a lot of you belong to AOPA and I feel they are at the top when it comes to protecting our right to fly, on the national level. EAA does an outstanding job with AirVenture, building airplanes and our socializing as a chapter. If you love general aviation (GA), your dollars cannot be better spent than on these two organizations.

There is one more organization I would like you to consider supporting, by joining the MN Pilots Assn. and attending the Great MN Aviation Gathering (GMAG). The premise of the organization is to promote and protect GA flying in MN. The board is made up of great pilots who love flying airplanes in and around MN, and they want to make sure the fun never stops. The MN Pilot Assoc. has enjoyed great success building the GMAG into a wonderful state aviation event. If you have attended the 2-day event, you know what I'm talking about. If not, please plan to attend this year's event on April 27th and 28th at the Anoka Airport. I'm planning on having the Zenith 701 build group, from our chapter, display their project at the gathering.

In addition to putting on the GMAG, the organization wants to get more involved in aviation issues in the state. We plan to have a bigger presence at the MN Aviation Day at the Capital this year, April 25th, with more members attending and meeting their representatives. Randy Schoephoerster, a board member, will tell you that one of the first questions our Representatives and Senators ask is "How many people are members of your organization?" There is strength in numbers! I would like all of you to consider participating that day. One of our board members, Gregg Strathy, has been working to grow the Boy Scout Aviation merit badge program and get more youth interested in aviation. Mary Alverson, a board member, has been working with the Girl Scouts of America. Gregg is also on the MN Council of Airports. We want to expand the EAA Chapter Summit

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On Final

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(Continued from pg 4)

meeting at the GMAG. I've attended two MnDOT Aeronautics SASP meetings for our organization, as we work on the 20-year state aviation plan. I also hope to work with the MnDOT Aeronautics division and use their surveys to see what MN pilots want. We plan to work closely with MAC.

In other words, we want to be front and center when it comes to aviation issues in MN. So, whether you join the organization or just attend the GMAG, please get involved, and keep in mind I'm available to listen to your ideas when it comes to general aviation in MN.

May your number of landings always equal your number of takeoffs.

Patrick Halligan
 flyinghooligan@gmail.com

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

Hangar For Rent, Flying Cloud. Cement block hanger, South facing door.
 Contact: Mark
 Kolesar, kolesar.mark@gmail.com or 763.656.8374

Trivia by John Schimdt

True or false: Most pilots know how much oil there is in their engine FAA certification requirements demand that the engine be designed to hold twice as much oil as it actually needs.

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 Maple Grove, MN 55369

Aircraft Resource Center
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 22100 Hamburg Ave Lakeville MN 55044

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“Good Party”

Celebration of life for WWII veteran Douglas Ward

May 10th, 1923 – January 26, 2018



Trivia answer from pg. 5 By John Schmidt

True: FAR 33.39a states: *The lubrication system of the engine must be designed and constructed so that it will function properly in all flight attitudes and atmospheric conditions in which the airplane is expected to operate. In wet sump engines, this requirement must*

be met when only one-half of the maximum lubricant supply is in the engine.

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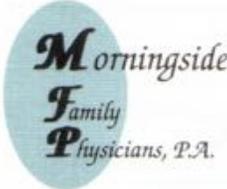
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