

JANUARY 2019

EAA Chapter 25

ON FINAL

MINNEAPOLIS/ ST PAUL, MN

“Flight Lines”

- from Mike York
EAA Chapter 25 President

Happy New Year! I hope this note finds you all well I'm enjoying this early January warm up. The thermometer says 47 degrees but I feel it's much more like spring flying weather. I'm looking forward to 2019 and future aviation related activities.

I have a few projects at home (RV related) and continue to be involved in the Pietenpol build as well as the Zenith 701. Here are some recent photos of both projects starting with the Piet.



(continue on pg. 2)

President P1

Young Eagles P4

First Airplane Ride P5

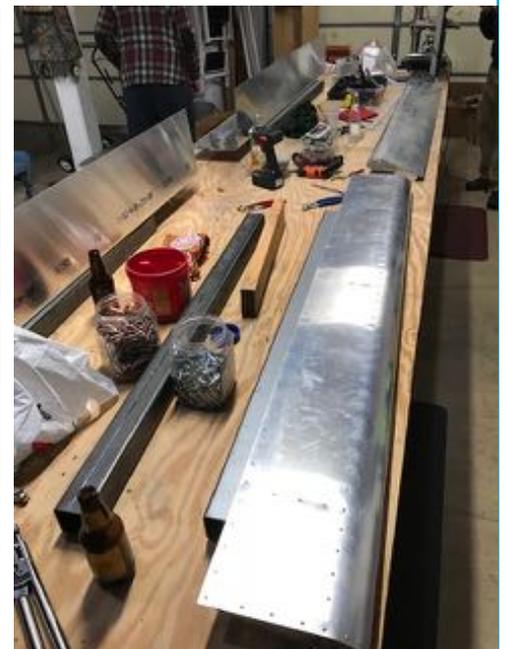
Trivia P6

For Sale/ Wanted P7

Christmas Party P9

(continued from pg. 1)

The Pietenpol is coming along nicely, as covering has commenced. Relearning covering with the new water based Stewart System has been a learning curve for all. Once the learn curve starts to flatten, covering will accelerate. Some recent photos of the CH701 are below.



(Continue on pg. 3)

(Continued from pg. 2)

The CH701 is coming along nicely. The wings are complete with the exception of fitting to the fuselage. The flaperons are complete and the leading edge slats are wrapping up as well. Construction of the fuselage is expected to commence in early February.

The chapter is looking for someone to act as our James Ray EAA Scholarship Coordinator. We hope to find a deserving candidate for this scholarship. Information on this scholarship is below.

A new EAA program will provide up to \$10,000 each for an initial class of 90 to 100 young people who are pursuing flight training, thanks to the Ray Foundation of Naples, Florida. The Ray Foundation has provided \$1 million to fund the Ray Aviation Scholarship Fund, which seeks to improve the flight training success rate from the current 20 percent level to 80 percent. The scholarship program will be managed by EAA and administered through its chapter network. EAA chapters will be responsible for identifying youths for the Ray Aviation Scholars program and mentoring them through flight training.

“This is a tremendous first step to use aviation to impart important life skills and introduce youths to aviation and aerospace careers,” said Jack J. Pelton, EAA CEO and chairman of the board. “Through this grant, the Ray Foundation is furthering the legacy of James Ray, an EAA lifetime member who was dedicated to aviation

and youths. Working together, we will grow this initiative to help meet the tremendous future demand for pilots and associated aviation careers.”

Ray, who died in April 2017, was a longtime supporter of EAA programs and youth initiatives. One of his most visible areas of support was financing the EAA Air Academy Lodge that opened in 1998. This residence facility supports the annual EAA Air Academy, the world’s longest running aviation youth camp, which is held in Oshkosh each summer. EAA chapters will play a critical role in the success of the Ray Aviation Scholars program. Chapters interested in participating must be prequalified by EAA through an application process. If selected, they will mentor and support the scholarship recipient throughout their flight-training journey. Once selected as a Ray Aviation Scholarship Fund participant, candidates will also commit to volunteer service with the local EAA chapter.

“The Ray Aviation Scholars program through EAA aims to meet two immediate needs — the growing demand for pilots and those in aviation careers, and the financial burden that often keeps young people from completing flight training,” said Chuck Ahearn, president of the Ray Foundation. “The pilot community found within EAA chapters is the perfect group to provide the support and mentorship that will significantly improve the flight training success rate.”

(continued on pg. 4)

ON FINAL is published monthly by Chapter 25 of the Experimental Aircraft Association (EAA) for the use, education and enjoyment of Chapter members and others to whom it is provided. No claim is made for the accuracy of materials presented. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 25 nor EAA. Submissions for publication, questions or comments on articles, etc. are encouraged and should be addressed to: **David Olson 110 7th N., Cannon Falls, MN 55009 612-919-3182 email oly63@hotmail.com** Submission deadline: 1st Wednesday of the month. New or renewal memberships (\$25/year) should be addressed to: **Kim Johnson, 1834 Karis Way, Eagan, MN. 55122-2673** . Permission for other EAA Chapters to use the non- copyrighted portions of this publication is hereby given as long as the source is acknowledged. Any copyrighted material that appears in this newsletter is with the permission of the acknowledged copyright holder. Any further copying must obtain the permission of the original copyright holder.

(continued from pg. 3)

This month's meeting will be at the BSAEC at Airlake on Wednesday January 16th at 7pm. Jerry Vecoli will be presenting an interesting talk about his path to becoming a light sport CFI. Looking forward to seeing you all there!

Young Eagles Update

By Kris Olson

EAA Chapter 25 cancelled our November 17th Young Eagles rides due to weather and also not having any pilots to fly. Some kids were signed up and may try to attend the December rides.

EAA Chapter 25 flew 2 kids at their December 15th Young Eagles rides. Thank you Frank Ahlman for flying the kids and our ground crew that came out. It was around 25 to 32 degrees out during the rides.

We have several kids signed up for the January 19th rides.

The dates are out for EAA's Air Academy summer camps for students ages 12 to 18. The 16 to 18 year old camp sessions are full with a waiting list, but the other age group sessions are available.

Let me know if a student is interested in the camp. We have some scholarship money for the camp.
<https://www.eaa.org/ea/youth/ea-aviation-and-flight-summer-camps/ea-air-academy>

On Final

Visit our website at eaa25.org

President

Mike York 563-299-0773
mcvork5@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

TAILDRAGGER & SEAPLANE WING PINS

3D Precision Cast Metal



612-859-5764

sales@taildraggerpilotwings.com

taildraggerpilotwings.com



Do you remember your first airplane ride? By Patrick Halligan

My grandson, Eli, won't remember his, but I'll have pictures to show him, from his first flight. Sunday, September 16th was the scheduled date for the Hector fly-in. A few days before I asked my wife, Sandy, if she had anything planned for the 16th. She said "No, why?" I told her I thought it would be fun to pick up our daughter, son-in-law and our new grandson and fly them to Hector for the breakfast. Now, my wife is not wild about flying in little airplanes, and yes, she considers the Baron a little airplane, but the chance to see and hold her 3-month-old grandson was just too much for her to say no. The weather for the 16th was forecast to be warm and get windy as the day went on, so a morning flight was perfect.

Sandy and I arrived at Fleming Field (KSGS) at 0900am as our plan was for a 0930 takeoff. I pulled the Baron out with my four-wheeler to an absolutely beautiful, sunshiny day. The preflight went without a hitch and the IO470's started quickly. A short taxi to runway 16, a run-up, and the next thing you know we were roaring down the runway. Engine instruments all in the green, 60 knots, 80 knots and we're flying. I bring the props back to 2500 RPM as a quite neighbor gesture. No need to make any more noise than necessary.

Between the iPad and the Garmin 530 I stayed below the MSP class B airspace and flew around

the Flying Cloud Airport class D traffic area. Over Lake Minnetonka, I point out a sailboat race to my wife and then on to the Buffalo Airport.

It's 10:00 as we taxi up to the terminal and I see my daughter and family getting out of their vehicle. After the customary kisses and handshakes we board the airplane with my wife, daughter and Eli in the middle seats, and Josh and myself up front. Shortly after a departure on 18, we are on a southwesterly heading to Hector. ForeFlight says it's a 20-minute flight, and within 10 minutes Eli is sleeping. He did the same thing on the return flight, which makes me think he'll make a great international airline pilot as they are awake for half the trip and sleep for half the trip, in a crew bunk.

The landing at Hector is sporty. The runway is 12 and the wind is starting to pick up out of the south at 12-17 knots. A good crosswind landing is actually kind of fun. I feel I've had good instructors when I was learning to fly, because a stiff crosswind doesn't bother me in the least. After landing we back taxi to a spot right in front of Ed and

(continue on pg. 7)



Red Wing Soaring Association

Scenic Demonstration Rides and Memberships Available!

No prior aviation experience required

EAA Certified Flight Instructors



Located at Hangar H-1

L.O.Simenstad Airport Osceola WI

Phone: 651-653-1631

Email: info@rwsa.org

Trivia

Q: Neta Snook was the first woman aviator in Iowa, purchased a wrecked Canuck, rebuilt it in her backyard and soloed in it, was the first woman student accepted at the Curtiss Flying School in Virginia, was the first woman to enter a men's air race at the Los Angeles Speedway in February 1921,

finishing fifth, and was the first woman to run a commercial airfield, yet her autobiography is titled after famous pilot that she taught to fly. Who did she teach?

(answer on pg 8)

8 Brands 5 Locations

Ford • Lincoln • Chevrolet • Buick • Chrysler • Dodge • Jeep • Ram

Great selection of cars, trucks, vans and SUVs.

Online and in-store.

AppleAutos.com



Aircraft Insurance and Hangar Insurance

Aircraft & Marine Insurance Agency, Inc.

Contact: Kevin Gruys at 952-890-1124
email: gruys@aircraft-marine.com
www.aircraft-marine.com

Horizon AIRCRAFT ENGINE SERVICES, INC.
dba Bolduc Aviation

KEVIN DUNRUD, OWNER
kevin@bolducaviation.com

TIM HIEB, OWNER
tim@bolducaviation.com

ANOKA COUNTY AIRPORT
8891 AIRPORT ROAD BOX 8A, MINNEAPOLIS, MN 55449
763-780-1185

SPECIALIZING IN ENGINE REBUILDING AND REPAIR

<p>Flight Training Flight Reviews Finish Ups</p>	<p>Plane Rental - Piper - Cessna</p>	<p>Air Trek North 22100 Hansburg Ave Lakerville, MN 55044</p> <p>Located inside the AirLife FBO</p> <p>Randy Schoephoerster Phone: 952-994-1184 E-mail: randy@airtreknorth.com</p>
--	--	---

Call or Email to Schedule Your Flight!

www.airtreknorth.com

SteinAir

Stein Bruch
President

Tel: 877-STEINAIR -or- 651-460-6955
Fax: 651-305-0746
Email: stein@steinair.com

SteinAir, Inc.
21170 Eaton Ave, Suite A
Farmington, MN 55024
www.SteinAir.com

New Richmond Insurance Agency, Inc.

Bruce Bottolfson

Aircraft and Hangar Insurance

PO Box 367
1225 N. Knowles Ave.
New Richmond, WI 54017
Phone: 800-747-1619
www.newrichmond-insurance.com

Morningside Family Physicians, P.A.

Philip A. Sidell MD

Family Physician
Aviation Medical Examiner

(952) 926-3002
Fax (952) 926-7744

3920 Sunnyside Road
Edina, Minnesota 55424

(continued from pg. 5)

Connie Newberg's hangar. The breakfast line is long, but that's the price I pay for not leaving at 0730 or 0800. Apparently we didn't beat the church crowd this year. Hector usually has the largest turn out of airplanes for a fly-in breakfast in MN. The breakfast is really good with eggs, pancakes, french toast, sausage, coffee and juice. The best part...I, the pilot in command, eat for free. Man, I love this country. Yes, I know it cost me a 100 bucks for gas, but what pilot doesn't like getting something for free?

With full bellies, we once again climb into the airplane. A short hop back to Buffalo and we unload and head into the terminal. We have some birthdays to celebrate as the day before was Josh's and the following day is Sandy's. Sandy spends most of her time kissing Eli's cheeks and trying to make him smile. She is successful on both counts and is one very happy grandmother.

After the goodbyes, Sandy and I are airborne and heading for home. We have to circle Prior Lake as my son Kevin, his girlfriend Tania and her parents are out on the dock waving at us. I texted Kevin before our takeoff at Buffalo, so they knew we were coming.

By now it's getting bumpy and it's time to be home. The wind has picked up, but it's almost right down runway 16 at SGS, so it makes for an uneventful landing. As we taxi in, Sandy actually makes a comment that she is getting to like "little" airplanes. I think what she really likes was seeing that "little" grandson.

Eli, I don't want you to grow up too fast, but maybe someday you can fly me to Hector for the fly-in breakfast.



Items Available and For Sale

EAA Chapter 25 has a carbon monoxide detector in our tool crib for members to borrow. Please contact Doug Anderson our Tool crib manager.

For Sale: A set of Wag-Aero Sport Trainer build plans.
\$200 OBO

Contact : Reggie Roorda 952-451-1599

Email: rjroorda55@gmail.com.

“FLIGHT”
*By Captain Neil G. Hansen
and
Luann Grosscup*



The EAA Aviation Center Museum in Oshkosh, Wisconsin has finalized plans for our book launch. Due to aviation interest, they are hosting the event in the larger theater, the auditorium in the Founders wing. Mark your calendar: the date is **Sunday, March 17th at 2PM** . Books will be available for purchase and autographed after a presentation by Captain Hansen.

(trivia answer from pg 6)

A:

On January 3, 1921, Amelia Earhardt, then 24, and her father walked in to an airfield in southern California where Neta was instructing and asked for flying lessons. Snook taught Earhardt to fly in the Canuck and a Kinner Airster. She and Earhart maintained a friendship for a number of years.

2018 EAA CHAPTER 25 HOLIDAY PARTY

On December 9th EAA Chapter 25 held its annual holiday party hosted by Jim and Shirley Fischer at their home in Lakeville. With the weather cooperating, approximately 65 people attended. This year's holiday gathering started around 3:00 pm with appetizers. During this time aviation themed videos played on the TVs with Christmas music in the background. This was followed by a sit-down dinner served buffet style. With creative use of space, there was seating for everyone. Shirley, Shirley's good friend, Ev, Sandy Halligan, Kally Youngdahl and a couple others helped prepare and serve dinner.

According to many of the guests, everyone enjoyed the company and the food. Most of us have a love for aviation in some form and all of us enjoy the diversity of the people of Chapter 25. These are the reasons we gather and celebrate.

As is tradition, this event moves to another member's home each year. You can have a very informal event with appetizers and beverages to a sit down dinner. Whether the event is pot luck or prepared by the hosts, each year is different and at the discretion of the hosts. Please think about hosting next year. You are not alone doing this. All expenses are reimbursed by the chapter. The membership has followed through with bringing chairs and assisting with food preparation. See you next year at a new place. Hope your New Year has clear skies and happy landings.

