

F E B R U A R Y 2 0 2 0

EAA Chapter 25

ON FINAL

MINNEAPOLIS/ ST PAUL, MN

“Flight Lines”

- from Mike York
EAA Chapter 25 President



I hope this newsletter finds you warm and thinking of doing something aviation related. For me, with the anticipated completion of the Zenith 701, I have decided to sell my interest in a '46 Champ to my partner. Our group of 10 EAA Chapter 25 members is hoping to have the 701 ready to fly sometime this summer. Exciting times for our group. We seem to be in somewhat of a turtle and hare race with the Pietenpol group. I know they have the complete aircraft in John Schmidt's hangar in Forest Lake ready for prep and paint. Maybe it's time for a wager to motivate both groups?

We received some great news from EAA Chapter Headquarters regarding our status as a chapter. We were awarded "Silver" status as a chapter when judged against 10 essential criteria, more information later about that. We'll go for the "Gold" next year!!

As you probably know from previous announcements, Gordon Duke is retiring from the Chapter Treasurer position and is training Richard Hedeem to take his place. Gordon has done an amazing job putting the chapter books in order and his service is greatly appreciated. Welcome on board Richard and thank you for taking on this essential role.

Dave Retka will address the chapter at the next meeting regarding the status of the Isle Airport and needs all associated with the aviation community to help keep this airport open. If each and every one of you wrote a letter in support, I believe it would make a tremendous difference. Dave will fill us in on the details.

I mentioned the Zenith 701 build earlier. For the meeting this month, we will meet at the chapter hangar, grill, eat, and have our regular business meeting followed by Dave Retka's update on the Isle Airport. We will then take a short drive to Jerry Shiroo's Skunk Works and check out the Zenith 701 build. Jerry's address is 12372 167th St West, Lakeville MN 55044. The shop is behind the house, but access is on the side road. I hope to see each and every one of you at the chapter hangar.

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Young Eagles Update
by Kris Olson

We cancelled our January 18th Young Eagles rides event due to weather. The forecast said clouds and strong winds and it ended up snowing also. We had a few kids signed up.

EAA has the dates out for the EAA Air Academy 2020 summer camps. The 12 and 13 year old camp has openings for Session 1 and Session 2. The 14 and 15 year old camp Session 1 and Session 2 are at capacity and have waitlists. The 16, 17, and 18 year old camp Session 1 and Session 2 are at capacity and have waitlists.

See <https://www.eaa.org/ea/youth/ea-aviation-and-flight-summer-camps/ea-air-academy>

for more information on the camps. Email airacademy@eaa.org to be added to the waitlist.

Contact Kris Olson if you want to apply for an Air Academy camp scholarship from Chapter 25.

2020 SCHOLARSHIP FUND DRIVE
By Jim Fischer

This is the time of year we start the Chapter 25 Scholarship Fund Drive for 2020.

We offer scholarships at University of North Dakota and Minnesota State University of Mankato to aviation students. Each year we need to raise a minimum of \$3,750.00 to meet our goal of the scholarships we offer. We also are lucky to have partners that match our contributions to each scholarship. This allows the students twice the help we can offer if by ourselves.

Last month when the chapter met at SteinAir, Kristen Dulas from Minnesota State University of Mankato came to give us a update on the students we have helped with scholarships for aviation. She did this on her own to let you know how much your donations are appreciated. There she described the cost burden for the aviation students who want to pursue an aviation degree. Kristen also read a letter from a past scholarship winner on how much he appreciated your donation in helping him. During the month of February you will receive a letter requesting help for a cash/check/credit card donation for the 2020 EAA Chapter 25 Scholarship Fund Drive. This donation drive will continue into March. As always, 100% of your tax deductible donation goes to each scholarship student that was selected. Please continue the help you have in the past. I look forward to your continued support and donation. Thank you.

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Fuel Sight Gauge
by Ron Hoyt

The fuel sight gauge is fabricated from clear rigid vinyl tubing with street elbow fittings on the tube ends that are reinforced with aluminum bushings.

The sight tube is a clear schedule 40 rigid vinyl tube. It was procured from Wicks Aircraft Supply (?p/n. 4000-002) It is labeled "FXCELON - 4000 Schedule - 40 1/4" ". It has an OD of 0.535" and an ID of 0.338. It should be cut to a length 1" greater than the desired visible length of the sight gauge.



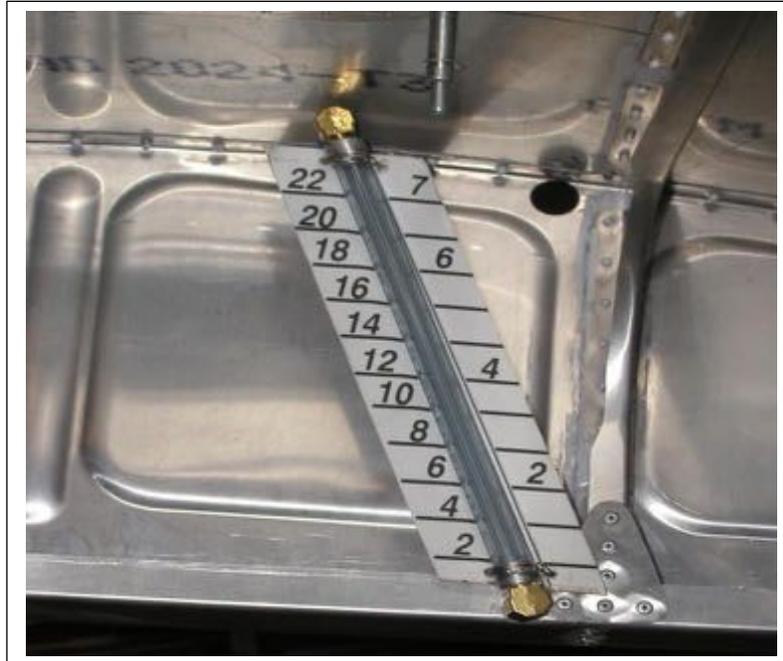
Bushings are pressed over the ends of the sight tube to reinforce the tube and prevent tube expansion in the subsequent operations and over time. The bushings must be a very tight fit on the tube. Bushings are fabricated from 6061-T6 tube, 0.625 OD by 0.035 wall thickness. The bushing ID must be enlarged to fit tightly over the sight tube. A 9/16" drill can be used to ream out the aluminum tube. The bushings are cut to a 1/2" length.

The sight tube with bushings is tapped with a 1/8 NPT tap. There is no need to drill a tap hole. 90 degree street elbows are screwed into the sight tube. The tap must go deep enough to allow the elbow to screw in to the full depth of the elbow threads. The vinyl tube will flex/compress a small amount during the tapping but that is OK since the elbow fitting will also compress the vinyl tube. Pipe thread dope is used on the fittings threads into the vinyl tube.

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Fuel Sight Gauge



A sight background is provided by a flat aluminum sheet wired to the sight tube at the bushing ends. Two holes for each bushing allow the wrapping of a safety wire around the sight tube and through the background aluminum where the wire may be twisted and anchored. A grid on the background provides fluid level indication and improved resolution of the fluid meniscus.

A New Wright Brothers Master Pilot, Ed Fischer by Jim Fischer

On January 29, 2020 the FAA gave me a call to inform me that Edgar Fischer, a long time Chapter 25 member and my father, has qualified for the Wright Brothers Master Pilot award. To receive this award, you must be respected and recommended by fellow pilots, a review by the FAA of your aviation activity for accidents and violations. In addition to this, you have to have done this continuously for 50 years.

Ed started his aviation experience when he soloed at the age of 17. He had a few hours in his logbook before he informed his parents of his next adventure. He attained his private ticket before finishing high school. In 1945 he enlisted in the army for the G.I Bill to help him with education money. He served in General MacArthur's honor guard in Tokyo. Upon returning, he continued to fly general aviation. After going to drafting school, he was employed as a draftsman. Here he found someone who didn't like to drive a long distance to work, so Ed offered to pick him up in the morning at his local airport and fly him to St. Paul for work and back home that night. He did this for several months. This gentleman offered money in return plus gave Ed this opportunity to build flight time. Later he met more people with aviation like mind and realized he could make a career of this. He collected more ratings and time. In 1955 he was hired by North Central Airlines flying DC-3's to start a career. Thirty three years later he retired at age 60 from his dream job after flying the new B-757 and B-727.

Throughout his aviation career he always loved general aviation. He has owned Cub's, T-craft, Aeronca champs, PT-22, Bellanca14-13-2, Howard DGA-15, Bonanza, Varga Katchina, Mustang II, and RV-12. He has flown well over 60 different aircraft, some with wheels, skies or floats. His home the last 15 years has been on Sky Harbor airpark in Webster, MN where he can be close to aviation. He has accumulated over 30,000 hours of flying. As well as being a chapter 25 member, he also was the treasurer for a few years. In the early 60's, he flew over to a small fly-in in Rockford, Wisconsin. There were like mind individuals who also loved aviation (this organization was called "EAA") and continued this tradition with a fly-in at the end of July.

On January 29, 2020 he turned 91, when a month earlier started living in a senior community apartment for the winter, I informed him of this award. It was one of the best birthday gifts. Over one year ago he was diagnosed with cancer which he fought with many treatments. Last December he was removed from treatment and entered a hospice program while still in the apartment. He is bed bound at this time and the ceremony for this award will be a private one. He truly has been living in the history of aviation. Congratulations Ed Fischer for being awarded the Wright Brothers Master Pilot award.

Trivia by John Schmidt

Question:

It is still, to this day, difficult for most to appreciate just how much the public thought of Charles Lindbergh after his flight to Paris. The degree of his public celebrity was then, and still is today, so great so as to be somewhat difficult to comprehend. Following Lindbergh's successful flight in 1927, many composers wrote songs to honor the feat.

Within 4, how many songs about Charles Lindbergh were received by the U. S. Patent Office from 1927-1929 (in the era before today's copyright laws)?

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Photo of Chapter 25 member Sean Hageman at the EAA Leadership Academy, 2nd from right

On Final

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Any members interested in aerobatic /tail wheel flying I am offering my club share in the 12KD club for sale. Super Decathlon based at Flying Cloud.

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Trivia (continued from pg. 6)

Answer:

Over 300. By far, the most popular song was 'Lucky Lindy,' by L. Wolfe Gilbert and Abel Baer:

<https://www.youtube.com/watch?v=0iTTY731cDQ>

Other titles included:

"Spirit of St. Louis" (multiple submissions of this title)

A dozen songs simply titled "Lindy"

(also, a number of submissions titled singly, with his last name spelled incorrectly:

'Lindberg' 'Lindburg' 'Linberg' 'Linderburg' and 'Linbergh')

"Lone Eagle"

"Won't You Take Me to Heaven, Please, Lucky Lindy Do."

"Like an Angel He Flew Into Our Hearts"

"Just Like A Butterfly Through Sun And Rain"

"He Did It, The Thing that Couldn't Be Done"

"When Lindy Comes Home" (by none other than George M. Cohen)

"Lindy Comes To Town"

"Mr. Aeroplane Man"

"Lindy, How I'd Like To Be You"

Over The Foaming Billows"

and

"This Song Is Not About Lindbergh"

<https://www.youtube.com/watch?v=o77hoddyiwU>

<http://collections.mnhs.org/MNHistoryMagazine/articles/45/v45i05p192-194.pdf>

A number of WAV files of recordings can be found at

<http://www.charleslindbergh.com/music/index.asp>

In my research, I did not find any songs titled "Ode to Pat Halligan" or "That Very Rich Man, Bob Poore."

On June 3, 1923, Lindbergh was grounded for a week when he ran his airplane into a ditch in Glencoe, MN, while flying his father - who was then running for the US Senate - on a campaign stop.