

OCTOBER 2020

EAA Chapter 25

ON FINAL



“Flight Lines”

- from Mike York
EAA Chapter 25 President



Hello fellow members,

I hope you all had the opportunity to enjoy the last few days of nice weather. I did a little flying in the last weeks when the weather was good. Mike Tompos organized and invited chapter members to a fly out on October 10th. I didn't make it but caught up with Bob Poore and Greg Cardinal at Stocker Field and flew with them for a few moments before returning to Stocker. I hope everyone had a good time.

Work continues on the Zenith 701. Plumbing for the brakes was completed. The wing struts have been fitted along with the jury struts. The leading-edge slats were fitted and the attachment of the flaperons has begun. Once the flaperons are mounted and controls connected, we will mount the instrument panel and complete the wiring. Fitting of the boot



cowl and engine cowl will complete the 701 and off to the paint shop.



This months presentation will be by Cullen Wookey. Cullen is a newly minted Sargent in the Army Reserve serving out of Davenport Iowa. Cullen is a mechanic on the CH47 Chinook, and is training to be a flight engineer and eventually a pilot. Cullen will discuss maintaining the CH47 Chinook and some of his experience with this magnificent aircraft.





Young Eagles Update

by Kris Olson

We are not planning a Young Eagles event for October.



IMC Club Update

Meetings are on the second Wednesday of each month, our next meeting is scheduled for November 11th if you are interested contact Terry Carmine for more information at tlcarmine@gmail.com.

Annual Banquet

The annual banquet scheduled for this October has been moved to Sunday October 3, **2021**

Trivia ?

by John Schmidt

Q: Some people who stutter have had an event in their life which has caused them to suddenly stop stuttering in their speech patterns, sometimes for good. What did pilot Gertrude Tompkins do in the 1940's to suddenly stop her stuttering, for the rest of her life?

(answer on page 8)

From the Library

“Tail-End Charley” by James E. Brown

This book is reminiscent of the book, “Mission Memories” by Theodore Homdrom”. Ted spoke at our Chapter 25 meeting on March 19, 2003. Both Ted and Jim were schoolteachers who wrote books containing a description of every mission. Sounds boring, but you will find each mission contains a new “nugget” of knowledge about the war, the missions, the plane and the writer. Ted flew 30 missions as a navigator in a B-17 Fortress from England while Jim flew 85 missions as a fighter pilot in a P-47 Thunderbolt from Italy and France.

At age 20, Jim Brown begins his tour of 85 missions in Italy, which is a long way from home and a long ways from the 100 missions allowing him to return home. The date is January 1945. Jim’s mother gave him a blank book to record his memories day by day. This wise encouragement was complimented by the fact that Jim flew “tail-end Charley” in his P-47 affectionately known as the “Jug”. The tail-end Charley was required to prepare mission results for the interrogation officers.

The main role of Brown’s squadron was bombing and strafing German convoys, rail activity, bridges and airfields in France. You may recall that P-51 pilots found strafing to be the most dangerous flying. Simply put, the P-51 was not suited for this dangerous mission. The P-47 coupled with appropriate tactics performed quite well on strafing missions enabling Brown to safely reach peacetime.

The squadron was moved to France after mission #40. Two days after the move, Brown was on his next mission. Now the missions would be to Germany allowing a new level of fear, which Brown describes as a “thin ice feeling” ... the feeling a kid gets when walking across a pond of thin ice.

At one point, Brown describes the difficulty he had dealing with the fact that he may have killed some innocent Jewish prisoners being transported. After strafing a German train containing, he saw people pouring from the railway cars to run into the woods.

Excerpt: Postscript: In August 1997 I read an interesting account of a Holocaust survivor in that month's P-47 Bulletin. About the middle of April 1945, the Germans began transporting Jews from south of Munich to Dachau for execution. A 13-year-old boy named Bernard was on one of these trains on April 25 when a P-47 hit the locomotive, exploding it and stopping the train. Several of the prisoners ran from the wreckage, and the SS guards fired at them. Bernard was wounded but escaped. Bernard credits the P-47 pilot with saving his life.

While at a rest camp in Nancy, France (May 1945), Brown was invited to dinner with a friend and a young lady. Brown noticed her eyes expressed a hard intensity – a cold withdrawn look.

Excerpt: I'm sure that my eyes widened and my mouth forgot what it was eating when I heard her in a quietly objective manner tell about flirting with a German officer and enticing him to her room where two young Frenchmen jumped the officer and killed him with knives. Over two years, she said, the trio plied their scheme and dispatched fourteen German officers, carefully picking their victims and leaving enough time between each act to avoid being caught. I shook my head in admiration of her bravery.

Brown's wingman, Hack, survived a harrowing, low-level bailout with his chute streaming behind him. After peace was established Brown was able to visit the village to see the deep depression where Hack had landed in a low bog. But then Hack's luck ran out ... a former SS man charged up to Hack and kicked him to death. The German's called the Thunderbolt pilots Jabo that translates as "Devil".

Some of Brown's final flights in France were instrument training ... **in a P-47!** One lowered their seat to obscure outside vision with a safety pilot flying wingman in another P-47. But his wingman's mike button stuck in the down position while he was singing "That old black magic ..." leaving Brown with no way to communicate. Well you will just have to read the book, to find out how this turns out.

Postscript: At our Chapter meeting, Ted Homdrom described his 16th mission over Mannheim, Germany. As they dropped their bombs, another formation flew right through their group causing two collisions. Instantly, their formation was broken up leaving Ted's bomber alone. Their plane was able to form up with another formation providing needed safety for their return to England. The formation was flying west. Eventually, Ted was able to determine their location and directed the pilot to turn north. A dozen planes followed them. The rest continued west with a few landing in Spain. The remainder disappeared becoming the worst navigation error in ETO history!

Reviewed by S. Steve Adkins, EAA #9221

<p>Flight Training Flight Reviews Finish Ups</p>	<p>Plane Rental - Piper - Cessna</p>	<p>Air Trek North 22100 Hamburg Ave Lakeville, MN 55044</p> <p>Located inside the Airlake FBO</p>  <p>Randy Schoephoerster Phone: 952-594-1184 E-mail: randy@airtreknorth.com</p>
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BASE TURNING FINAL

When I'm in a melancholy mood, like now with the COVID-19 pandemic keeping me indoors and away from the things I love, it inspires me. It always inspires me. As you can see, I took it in 1985 from my Aeronca Chief one great summer evening. I keep an enlarged copy above my hobby workbench and dream of being in command at that moment.

I thought you might want to print it in the newsletter to inspire some of the other Chapter 25 members who are feeling down.

Submitted by Noel Allard
Chapter Member



Making Doughnuts in the Sunset

In my journey towards a private pilot certificate there have been a few times when I wondered what I have got myself into. Most recently it occurred when trying to master short field landings on a day that included significant crosswind breezes. Bouncing planes off runways, missing the target over and over and being forced into a go-round when the plane screams STALL, STALL because I am too high trying to flare long enough to reach the touchdown spot are not great confidence building moments. What if I was alone and the CFI wasn't there to remind me to lower the nose, increase power, gradually let out the flaps and try again? Would I remember to do all of that in the heat of the moment? Maybe I'm not really supposed to be doing this. But then there was last night. First day of fall, calm weather, and a beautiful, though smoky sunset to the west. Every landing was smooth, though I was a bit early with the touch down points at first. But after some practice and three in a row hitting the target at Lakeville's Airlake airport we headed home. On the way we headed west and practiced steep turn 360's – doughnuts in the sunset. These I had done on my classroom simulator and they went just as practiced. The satisfying bump at the end from the wake signaled successful conclusion of this required maneuver. In retrospect, I realize that along my journey there have been a couple times where I experienced precisely what the ground school instructor training had claimed. Every student has moments of plateau where they seem unable to absorb everything at once or have stalled in their progress. But it passes, and with it comes the experience and confidence to know that next time will be better and eventually will come mastery. These plateaus remind me to fight complacency on the one end and over confidence on the other along the journey to that coveted private pilot certificate.

Along my journey to obtain a private pilot certificate, I have developed a profound respect for the FAA, and particularly for the tower controllers. Flying Cloud airport, where I train, is a busy class D airspace. Three commercial flight schools, a civil air patrol flying school and several commercial small jet operations all share the space. Two parallel east-west runways, only 500 feet apart and one crisscrossing north south runway define the space. 10R/28L is long and wide, accommodating the jet traffic very nicely, but is also a nice target for all of us when approaching from the south. 10L/28R is narrow and shorter but closest to the flight schools and is our usual departure and pattern practice runway.



As I approached the time for solo flight in my training, my initial solos were at a nearby small airport in Glencoe, surrounded by fields of nice tall, soft Minnesota grown corn. After 3 trips to Glencoe for my first solos, without incident, (well there was that one landing where the tires squealed a bit) and enough tower talk at Flying Cloud, it was time to schedule the first official solo at Flying Cloud. My first United Christian Academy student who had soloed 2 years ago and eventually obtained her private pilot license was there to watch along with her mom and my wife to cheer me on and take pictures. I did 3 practice loops with my CFI with no problems and got all the tower calls correct. We landed, he got out and sent me up for my first official solo flight. On the first pattern pass the traffic had picked up considerably but I had traffic in sight and was where I was supposed to be. I heard the tower call "Archer 1-1-4 Juliet extend your downwind, I'll call your base". "Archer 1-1-4 Juliet, extending my downwind you will call my base, traffic in sight", I replied, and watched a Cessna ahead and below me turning base. The extended downwind took me well past the usual turning point and I watched the Cessna disappear past my left wing as I waited for the call. "1-1-4 Juliet, base turn approved, cleared to land one zero left." "1-1-4 Juliet, base turn approved one zero left", I echoed. I added the second notch of flaps and turned to the base leg, leveling

my wings. The geography was different but I had done this many times, so I was pretty confident everything was good. After all, I watched the traffic, I made the correct calls, etc. What I missed was the fact that in the extended downwind I had drifted a bit south so when I turned from my base to final, I was closer to one zero right than one zero left. I immediately banked steeper towards one zero left but about this time I heard in my headset "Flying Cloud Tower, Citation ... there's a small plane below us. It's a PA-28" I had indeed drifted into one zero right space, into the path of an overhead approaching Citation jet. The sun was in the face of the controllers and they never saw the error coming but quickly responded to the Citation's call, calling me to go around after confirming that I was not intending to land on one zero right. They remained calm and professional in their instructions, and though I felt really stupid having made such an error I was determined to show them I was ready to solo. Three more touch and go laps without incident ended my solo flight. The tower calls were all good and after landing I received taxiing instructions. All went well. Just before I pulled up at AV8 the tower called "Archer 114 Juliet, are you still listening?". "Archer 114 Juliet, affirmative". "Do you have something to write with to take down this number"? So ended my solo with an invitation to chat with the FAA. Great! Way to spoil my moment of celebration! But pictures were taken, my shirt tail clipped, and no one had even seen the incident. I called the number before leaving the airport only to be told they would call me the next morning. What would they do to me? I had all night to think about what I should have done differently, what might have happened if I had been on a higher approach track, what the FAA might do to me, and how to make sure this never happened again.

In the end, the tower supervisor who called me was professional, helpful, and encouraging. I expected the worst and instead he was concerned about what they could have done differently to prevent the incident. Did I think one zero left looked like a taxiway? he asked. He acknowledged the extra caution necessary with runways this close (they are supposed to be at least 1300 feet apart). He also told me the problem wasn't really the sun but the parallax of two very close runways as observed from a tower that is on the far end of the close parallel runways - which is why the pilot has to be ever vigilant. The phone call was the end of the incident and I had learned a valuable lesson. Safety is number one and it is not attained in one step by new or old pilots. Every flight presents a different challenge and safety in the air is number one – whether trying to land on a short runway fighting crosswind breezes, or making accurate approaches every time, seeing, and avoiding all traffic. The tower controllers at Flying Cloud do an amazing job. I've never seen them miss a mistake I make on a call. They always correct with patience and tolerate well those of us trying to learn tower talk while we master the skills of taking off and landing. At the same time, they maintain a commercial pathway for experienced pilots who occasionally cross paths a little closer with the beginners than they would probably like.

In my ground school instructor course, the FAA was the source of seemingly endless regulations and requirements that must be learned and memorized. In the air, I have found those regulations and requirements to be an essential part of my path to safe flight. The professionals that work for the FAA make my path to join the birds in flight, making doughnuts in the sunset an experience I can live to tell about.

Gene Poole
 2019/20 AOPA Teacher Scholarship Recipient

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Trivia

A: Tompkins, a WASP, was one of the few women (only 126) that got checked out in a P-51 Mustang. After her initial flight in the Mustang, she never stuttered again. Subsequently, months later, after secretly having been married for 6 weeks (WASPs, at the time, weren't allowed to be married), she went missing in a P-51 ferry flight from Southern California to Newark, New Jersey in October, 1944; she and the plane were never seen again (although attempts to find the wreckage in the Santa Monica Bay, where it was suspected of going down, were made as recently as 2004 and 2010). She is the last remaining missing WASP; 38 WASPs died in service to our country. October 26, 2020 is the 76th anniversary of her disappearance.

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On Final

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