

J A N U A R Y 2 0 2 2

EAA Chapter 25

ON FINAL

“Flight Lines”

- from the Editor

Chapter 25 members:

We need help in the leadership department at EAA Chapter 25! We need someone to step up to the plate and help lead this organization to a bigger and better future. You will have the full support of current and past leaders. If you can do it, please contact a Board Member now.

The 2022 Dues and New Hangar Fund donation letter was mailed to all current members on November 30, 2021. The form along with your donation was due to be returned to Mike C. York, Membership Coordinator, **by 12/31/2021**. To date, about 66% of members have made a donation. If you haven't returned your letter and donation along with any corrections to your personal information, please take care of this right away. In addition, if you know anyone who would like to join the Chapter or has not received their membership letter, please advise Mike.

This month's chapter meeting will be conducted on Wednesday, January 19, 2022, at the BSAEC hangar at Airlake Airport, starting at 7:00 pm (no food this month). Pat Halligan will be leading the meeting. Blaine Peterson from MAC is attending to provide a 2022 Airlake update.

Your editor is always looking for your aviation-related stories. If you have an aviation related experience to share, please contact me. Don't be concerned about the writing part, it will be written on your behalf based on our conversation.



Young Eagles Update

by Kris Olson

Our Young Eagles group flew 3 kids on Saturday, November 20th. We had cancelled our event, due to no pilots being available, however, we ended up with 2 pilots being available and 3 kids getting rides. Our pilots were Gary Rosch and Boyd Francisco. Kris served as YE Coordinator and ground crew. It was around 35-40 degrees during the event.

The Young Eagles event scheduled for Saturday, January 15th has been cancelled due to forecasted cold weather. The next Young Eagles Event is scheduled for Saturday, February, 19, 2022 at the Airlake Airport FBO. Let me know if you are interested in helping with any of our events as pilots and ground crew.



IMC Club Update

Meetings are on the second Wednesday of each month; our next meetings are scheduled for January 12th and February 9th, 2022. If you are interested contact Terry Carmine for more information at tlcarmine@gmail.com.



Q: What ceremonial tradition do many pilots of units in the US Air Force, and the British Royal Air Force, follow, which involves pilots, sometimes without any musical training, and a piano?

(answer on page 5)

I Want to Be an Aerial Firefighting Pilot

By Mackenzie Jensen
Class of 2024

2021 Ch. 25 and Kevin Gruys Aircraft and Marine Insurance UND Scholarship Award Recipient

My first hours as pilot in command were earned at the University of North Dakota. I had virtually no prior experience or know-how; I didn't grow up dreaming of becoming a pilot, I didn't have miniature models of commercial airliners, and I didn't have any pilots in the family. So, what awakened my passion for planes? Back in 2018, I watched a story on the news about forest fires out west and saw a DC-10 emerge from a cloud of smoke to drop a plume of red retardant ahead of the flames below. From that moment on, I knew aerial firefighting would be my end goal and dream job.



I arrived at UND in fall 2020 with a first class medical, David Clark headset, and all the hopefulness and eagerness in the world. Within the first week, in standard UND fashion, I was already up in the air. It was all I had ever dreamed of and more. Even in a time of great uncertainty thanks to COVID-19, flying was the one constant. I fell in love with everything about it, particularly the combined sense of control yet feeling of freedom. It's an unmatched emotion.

In January 2021, I joined UND's flying team after being recruited by my ground school professor for doing well in his class. Specifically, I dedicated my time to the Simulated Comprehensive Aircraft Navigation (SCAN) event. You're given a packet of information about a predetermined cross-country flight and then have 60 minutes to answer questions about it; topics include weight & balance, aircraft performance, FARs, fuel consumption, weather interpretations, and

more. A typical week with the team looked something like this:

- Mondays and Wednesdays were dedicated to eval days where we took old NIFA exams and then discussed the answers and worked through any questions.
- Thursdays were designated team bonding nights packed with aviation-related videos and food from a local dive restaurant.
- Sundays were for flight event practice, and they started off with breakfast at dawn for the rookies. Afterwards, we would all pile into vans and head out for a day at the airport.
- Any other day of the week we were encouraged to hang out in the team room to do homework, study, and practice our events.

Being on the flying team set me apart from my peers. I was constantly practicing my private pilot knowledge and skills day in and day out, and even knew the answers to some tricky FARs that my CFI didn't. Constantly being with the team also cemented a deep sense of community and comradery. Everybody was willing to lend a hand no matter what. Often, the seniors would help the underclassmen with their homework assignments for their classes.

Thanks to COVID, bad weather, and changing CFIs, it took me a little longer to progress through my flight training. However, in March 2021, I completed my solo traffic pattern flight in N607ND. The hardest part was remembering to change my callsign from "sioux07" to "green07"!

Unfortunately, the day before I was supposed to go on my solo practice area flight, I received a letter from the FAA saying I was no longer fit to hold my medical. It was crushing and still is. Nevertheless, I'm trying to jump through their hoops and secure a special issuance certificate. While I've been on hiatus from pilot-in-command duties this semester, I hope to get back in the cockpit soon!

What I love most about aviation (besides the whole flying part), is the strong sense of belonging and compassion between all pilots. No matter the situation, no matter if we know each other or not, we all share the same passion and love for what we do. We all know how important flying is to our happiness, so we'll do whatever it takes to help each other hang onto that. I am grateful to those around me who have endlessly supported me throughout my flying career, and I hope to pay it forward someday.

My International Travel Dilemma

By Lori Alsdurf

Under current CDC Guidelines, international travel is a crap shoot. I took a trip to Mexico over the holiday break with a girlfriend. We had a marvelous week. We had to take an Antigen COVID test at the airport before checking in for our flight. CDC Guidelines (I am still not sure if the testing agency was following US or Mexican CDC Guidelines), require a negative COVID test **one day** before boarding an aircraft destined for the U.S. My girlfriend tested negative, but somehow, I tested positive, even though I had never had any symptoms, and therefore was not allowed to check in. Together we discussed, what do we do now? My girlfriend and I had not planned for this contingency. Does one of us go and one of us stay, or do we both stay together? Fortunately, we still had friends in Mexico and I was able to book another room, so my girlfriend waved goodbye to me and boarded the plane. I took a taxi ride back to the bungalow we were staying in. I did not want to bring home any pesos, so I did not have enough Pesos to pay the taxi driver. Fortunately, I was able to talk the taxi driver's boss over the driver's phone into letting him release my suitcase with the pesos I had (about 75%of the cost), or he would have to drive me to an ATM and wait and then take me back to my bungalow. Next, I had to figure out the CDC Guidelines regarding what I would have to do before I could book another

flight. The Guidelines are complicated, but, based on my best interpretation, I surmised that since I was fully vaccinated and boosted (which I was), quarantined for 5 days and got a medical exam and a letter from a licensed health professional attesting to the fact that I had no symptoms, I could board the plane without another test at the airport. Upon arrival at the check-in counter, the testing agency reviewed my documentation and informed me that I had not quarantined long enough (since my airline only flew in and out Wednesdays and Sundays, it had only been 4 days). I took a risk and requested a test (\$37 USD). This time I tested negative, go figure, and I quickly checked-in, went through security and got my seat on the plane. I shuttered with every broadcast in the gate waiting area that they would call my name and take back my boarding pass, but they didn't, and I safely arrived home at MSP.

So, for what it's worth, my suggestions are: 1) avoid international travel during this Omicron surge, 2) don't travel alone, 3) retain enough currency for a taxi ride back to lodging if you should test positive, 4) be prepared to pay for a medical exam, an extra 10 days room and board and a taxi ride back to the airport. Yes, we are COVID and CDC Guideline weary. Hopefully, it will lighten up for us soon.

EAA Chapter 25 Board of Directors Meeting Minutes

BSAEC and via Zoom

11/11/2021

8:00pm

The Chapter 25 Board of Directors Meeting was called to order at 8:00 pm by Mike York, EAA Ch. 25 President.

Officers Present: Mike York, Jim Fischer, Ned Lebens via Zoom, Richard Hedeem.

Officers Absent: None.

Board Members Present: Mamie Singleton via Zoom, Pat Halligan, Bruce Anthony, Gordon Duke via Zoom, Kris Olson.

Board Members Absent: John Schmidt, Greg Cardinal, Terry Carmine.

General Members Present: Sean Hageman - Newsletter Editor.

Old Business

1. None

New Business

1. No Christmas Party due to rising covid numbers. Had well attended banquet recently. All approved.

2. Need to hold Officer elections but suffering from a lack of candidates. Terry Carmine may be willing to be President. Kim Johnson would move to Newsletter Editor. Mike York would take over Membership Coordinator if we find a new President.
3. Should we raise Chapter membership dues from \$25? Sentiment is to wait one year for dust to settle. Motion by Mamie to keep dues at \$25 for one more year. Motion passes. Put note in newsletter that dues may increase next cycle.
4. Lifetime members don't currently contribute to yearly dues. Going forward, 50% of lifetime membership will go towards dues and the balance to hangar fund.
5. Hangar, review costs this winter as materials and labor are in flux. New is around 300k currently. Ours may be worth \$150k. Will need about \$100k loan which is about \$800 per month. We would need about \$1250 per month in a new 60 x 60. 4 airplanes at \$200/month + 60 members donating, need another \$150 or so per month. Could raise hangar rent to \$250 and still remain below going rate.
6. Pat Halligan Chapter project idea: Xenos motor glider. 10 shares at \$4k each. Try to get young people involved. Bruce motioned to resume this discussion next year. Motion passes.
7. Sean motions to close meeting. Passes 9:10PM.

Respectfully,
Ned Lebens
Secretary

Trivia

(from page 2)

A: Piano burning is a ceremonial feature of a number of USAF and RAF units. The origins of this tradition are not clear. According to one version of its origin, pianos were set alight by RAF pilots to avoid piano lessons aimed at improving their dexterity and general level of culture. Another version is that piano burning began in World War II in remembrance of fallen RAF pilots. Currently, pilots from Langley AFB, Johnson AFB, Robins AFB and Vance AFB, as well as several RAF bases, have been known to carry on the tradition to this day.

“And above all, remember that the meaning of life is to build a life as if it were a work of art.”

Rabbi Abraham Joshua Heschel
Jewish theologian, philosopher

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 Submission deadline: 1st Wednesday of the month. New or renewal Chapter memberships (\$25/year) should be addressed to: **Mike C. York, 15860 Jocko Ct., Shakopee, MN 55379-7512**. Membership forms can be obtained from the Chapter 25 website: www.eaa25.org. Permission for other EAA Chapters to use the non-copyrighted portions of this publication is hereby granted provided 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.

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