

J U N E 2 0 2 2

EAA Chapter 25

ON FINAL

“Ready for Takeoff”

Pat Halligan, Acting President



The 2022 Great MN Aviation Gathering is history. It was a fantastic two days, all about aviation. I want to thank a few of our members who stepped forward and spent some time in the EAA booth, especially Jerry Veccoli and Jim Fischer. The seminars were fantastic. I attended the Friday morning Seaplane seminar. I think they presented four hours of material in three hours. It was just the kind of primer seaplane pilots need before the start of the summer water flying season. I also heard great reviews of the Rusty Pilot seminar and the Pinch Hitter course. I had the honor of giving out a plaque to the pilot who flew the most Young Eagles in Minnesota in 2021 (Michael Grzincich) and a plaque to the EAA Chapter (237) that flew the most YE's in 2021. The MN Pilots Assoc. decided that those folks should be honored at GMAG so they foot the bill for the beautiful plaques. I ran into many Ch. 25 pilots at the event, which was very gratifying. The MN Pilots Association is an outstanding organization that advocates for MN pilots on the state level. If you are not a member, I hope you consider joining. It's money well spent.

It's June, and that means next month is EAA AirVenture in Oshkosh, WI. If you plan to attend, which I sure hope you do, you had best be making plans on where you plan to stay. I've camped under the wing of my C-172 and Baron, I've also pitched a tent in the campground, stayed at a hotel and rented a room in an OSH family's home. You have plenty of options, but spots fill up fast, so don't wait another day to make your plans. One thing I plan to do this year is look at the seminar schedule ahead of time and make my plans to attend, so I don't miss the good ones. Last year I flew over on Monday in my friend's Amphibious Cessna Caravan, landed at the seaplane base, attended AirVenture for the day and flew home that evening. I flew back again on Tuesday with my uncle in his RV-8. We landed at Appleton and had a car lined up as well as a hotel room there. We "ventured" back and forth to AirVenture for a couple of days and flew home on Thursday. You can fly to AirVenture and home in one day if that's all the time you have or stay for a few days. You can drive over in about five hours and stay for a day or two. With the current price of gas, maybe you'll want to share a ride this year. Send me an email (flyinghooligan@gmail.com) if you can share a ride and we'll get the information out to Ch. 25 members. Bottom line, do your best to get to AirVenture for a day or two. It's one of the greatest airplane/airshow events in the world and it's just a few hours away!

This month's Chapter meeting will be conducted on **Wednesday, June 15, 2022**, at the **BSAEC** hangar at the south end of Hotel Lane at **Airlake Airport**. The grill for our Potluck BBQ dinner fires up at **6:00 pm**. Bring a dish to pass or a \$5.00 donation to cover the cost of the meat and staples. This month, Jon Cermin, a cinematographer, private pilot, certified drone pilot and friend of Ch. 25 member, C. David Lundin, will share tips and tricks for composing great photos that tell a story, regardless of the type of camera you are using. Many of his composition tips can be done with a smart phone camera.

Jon Cermin Bio

Jon Cermin began his professional career in 1988 as a videographer and "one-man band" at FlightSafety International's Center for Instructional Services (FSI-CIS) in Irving, Texas. His job involved writing, shooting, and editing linear and non-linear aviation training videos for aircraft manufacturers and the U.S. military (having a private pilot license helped secure the job). After almost three years at FSI, he was hired away by AMS Production Group in Dallas, TX, to start their production department. Seven years and hundreds of corporate, agency and broadcast shoots later, he left AMS Production Group to start Cine-Cermin Productions, Inc., where he produces broadcast-quality videos from initial concept through delivery.

Jon's work has taken him to all 50 U.S. States and almost two dozen foreign countries. He's worked for most broadcast and cable companies. He's shot videos from bridges, cranes, trains, cars, helicopters, boats, military vehicles, go carts, an elephant, small planes, the wing of an F-16 (it was not moving) and a NASCAR racecar (it WAS moving at 160 mph). He is also a licensed drone pilot.

Jon has recorded countless interviews and commercials for presidential candidates, senators, congressmen, sports figures, recording artists, movie stars, astronauts and Muppets. He has won numerous awards over his career and has earned five Telly Awards for his camera work since 2004.

His claims to fame include lighting and shooting nearly all of Ross Perot's presidential race in 1996. He also carved the original Jay Jay and Big Jake airplane models for the test show "Jay Jay the Jet Plane". He was the Director of Photography and Lighting Director for all of the original "Jay Jay the Jet Plane" videos that were shot using live action models.

He has a Master of Science degree in Radio/TV/Film from the University of North Texas (1994) He has taught video and audio production for two quarters at the Minnesota School of Business Digital Video School. He currently works as an adjunct instructor in the Communication Department at the University of Northwestern-St. Paul.

To see some of Jon's video work, check out these links:

Corporate overview demo reel: <https://vimeo.com/418297632>

Drone Demo reel: <https://vimeo.com/185831681>

Cine-Cermin Productions, Inc. www.ccpi.tv 651-208-HDTV (4388)

May 18, 2022, Chapter 25 Meeting Minutes

Call to Order: Interim President Patrick Halligan called the meeting to order at 7:00 pm. Gary Stinar led us in the Pledge of Allegiance.

Visitors: Four members of Minneapolis Tracon M98 introduced themselves: Glen Hansmann, Operations Manager, Phil Boyd, ATC, Jason Schenkel, ATC and Ross Gammell, ATC.

New Hangar: Pat reported that the new hangar committee is monitoring the new and used purchasing market and build prices. No action is needed at this time.

Treasurer's Report: Treasurer Richard Hedeem reported that Ch. 25 accounts are in sound financial condition.

Scholarships: Jim Fischer reported that Ch.25 members gave a total of \$3,600 toward our annual obligation of \$3,500. Jim read the names of the seven members who donated \$100 or more. He reiterated the fact that every dollar we donate does help some young people achieve their aviation goals. It is one of the most important things we do as an EAA Chapter towards the success of our youth and the field of aviation.

Pat reported that Ch. 25 made the UND President's Circle by making scholarship donations to UND students for 10 years.

Young Eagles: Kris Olsen talked about Young Eagles. April flights were cancelled because of weather. The next scheduled YE event will be held on the second Saturday in May (5/14/2022), because GMAG is on the third weekend.

IMC Club: Pat reminded the members that Terry Carmen has started an IMC Club that meets, via Zoom, on the second Wednesday of each month. Let Terry know if you would like to join. He will send you a link for more information.

Buils: Rivets are being installed on the GlaStar.

New Business:

Ch. 25 Tri-Fold Brochures: Pat announced that the Chapter 25 Tri-fold brochure has been updated. It summarizes who we are and what we do. They are now available to hand out to interested people.

Fly/Drive Outs: Stanton has cancelled their event. Dodge Center is still a go.

Presentations: Ch. 25 member, Dennis Vanatta, gave a presentation on flight simulators, explaining the different types and their value in flight training (see his summary below).

Four members of Minneapolis Tracon M98 discussed their roles in keeping our skies safe.

Adjournment: The Meeting adjourned at 8:45 pm.

Respectfully submitted,
Kim V. Johnson, Acting Secretary

Flight Simulation Presentation Summary By Dennis Vanatta

At our May meeting, we discussed flight simulation devices. We started with an explanation of the differences between Flight Simulators, Flight Training Devices, and Aviation Training Devices. The discussion then focused in on the equipment most often used for training in general aviation and light aircraft: Basic Aviation Training Devices (BATD) and Advanced Aviation Training Devices (AATD).

BATDs are by far the least expensive of all the types, but not surprisingly, they also offer the most limited capabilities in terms of what skills can be effectively learned, and especially, the hours of training that can be applied to earning new licenses and ratings. Nonetheless, the BATD can be used for

maintaining instrument currency (that is, the 6 approaches, holding, and course intercepts required every six months) and can be used to a limited extent in other well-structured training programs.

AATDs, on the other hand, are far more costly than the BATDs, but the AATDs can be effectively used for a much broader range of piloting tasks. They are especially good for learning navigational techniques, instrument skills, and other more advanced maneuvers. Twice the number of training hours in the AATD can be credited toward the instrument rating, and unlike the BATD, significant training hours in the AATD can be credited toward the Commercial License and ATP. In addition, the AATD can be used to conduct almost the entire Instrument Proficiency Check (which is required if a pilot goes entirely out of instrument currency).

A high-end AATD can provide training that is far more efficient and effective than training in the airplane. A good AATD can accelerate (2X, 4X, 8X speed) to save time traveling between fixes. It can be paused to allow reviewing and correcting procedures, can reposition to go directly to a new location, or to “go back” and repeat maneuvers without the need to fly back to the starting point, and can fly out of any point in the U.S. at a moment’s notice. Furthermore, an AATD can be used regardless of the weather, and permits training without outside distractions and interference. Even further, some AATDs can transmit the “simulated” position to your iPad so that ForeFlight, for example, will display your position on maps, approach plates, and taxi charts while you are training.

While AATDs can be fixed or motion, open or enclosed, the value of these extra features is a matter for debate. As compared to a fixed, open AATD, one with motion and an enclosure can cost several times more, while the increased training value may be quite negligible. As a result, many people find that the open, fixed AATD provides the best economy.

With all that said, it is most important to remember that these devices are tools that enhance training, and they are only useful for that purpose when a properly certificated instructor is providing that training. Except in the case of doing instrument procedures for currency, logging of time in a flight simulation device requires an instructor sign-off for dual given. Furthermore, all training programs in a simulator also must be a part of a more comprehensive program that includes training in a real airplane at some point.

With all that said, these flight simulation devices can make your flight training vastly more efficient, more effective, and far less expensive.



Young Eagles Update

by Kris Olson

Our Young Eagles group flew 20 kids on Saturday, May 14th at Airlake Airport in Lakeville. Our pilots were Mark Kolesar, Pat Moynihan, Gary Rosch, and Keith Treptau. Our ground crew were Marsha Drake, Mike Drake, Ana Paulson, Julie Paulson, and Kris Olson. The temperature was around 70 degrees. There was some wind, but the pilots were able to do the rides.

Our next event is Saturday, June 18th at Airlake Airport. We are looking for more pilots and ground crew. This is a fun event to volunteer with. Contact me, Kris Olson, if interested.



IMC Club Update

Meetings are on the **second Wednesday** of each month; our next meetings are scheduled for July 13th, and August 10, 2022. If you are interested contact Terry Carmine for more information at tlcarmine@gmail.com.



Trivia ?

by John Schmidt

Q: Eddie Rickenbacher's exploits as a WWI pilot in Europe brought him much fame. Which other famous aviator gave Rickenbacher his first airplane ride, thus starting his passion for flight?

- a. Raoul Lufbery b. Glenn Martin
- c. Allan Lockheed d. Casey Jones

(answer on page 6)

MnDOT Aeronautics and Aviation News

Statewide Airport Economic Impact Study: The Minnesota Department of Transportation conducted a study of the annual economic impacts generated by 126 of Minnesota’s 133 public airports. In addition to the 126 study airports, there are seven public airports owned by the Metropolitan Airports Commission. The MAC previously completed two economic impact studies and those results were integrated into the Statewide Airport Economic Impact Study to estimate statewide totals. Minnesota airports contribute \$18.2 billion annually to the state economy. Go to dot.state.mn.us/aero to learn more about the Statewide Airport Economic Impact Study and Calculator.

Fly Minnesota Airports Passport Program: Information about the [Fly Minnesota Airports Passport program](#) is available. It is sponsored by MnDOT Aeronautics and the Minnesota Council of Airports to promote general aviation in Minnesota.

State Aviation System Plan (SASP): MnDOT Aeronautics in the process of updating Minnesota's State Aviation System Plan. The SASP sets goals for the aviation system, identifies aviation needs, and creates a direction for the future.

2022 Airport Directory and Aeronautical Chart: These are available at dot.state.mn.us/aero.

Trivia

(from page 5)

A: b. Martin, who happened to be in California while Rickenbacher was preparing for a car race, gave him a ride in 1915. Rickenbacher, who had a lifelong fear of heights, was hooked. After only 17 days of instruction, he was commissioned on October 10, 1917, and assigned to the famous 94th "Hat-in-the-Ring" Fighter Squadron, based at Gengault Aerodrome, near Toul, France.

For Sale:

Ercoup: Contact Corey at 507-995-9365

Airplane Build News:

This section is to provide an update on the status of all Ch. 25 build projects so that we can all marvel at the airplanes under construction. Please contact the editor if you have a project you would like included. Current pictures are preferred.

Pietenpol1 (2010): Surfaces have been primed. We are planning colors and hope to spray the final coats this summer.



Pietenpol 2 (2018): We have struggled to get a smoothly running engine and have come to the conclusion that the head/sparkplug arrangement is incompatible. The engine runs ok in the very small rpm range of 1000 - 1400. Outside this rpm range it runs very rough or not at all. The original engine builder installed inserts in the head to convert from 7/8" threads to 18mm threads. The inserts were poorly done resulting in the plugs being recessed in deep pockets within the head. A new head has been obtained and will be installed in the next couple of weeks. Hopefully the result will be a much better running engine.

Does anyone in the Chapter own, or know someone who might own a Brumfield aftermarket head for a Model A engine?



Zenith STOL CH 701 (2017): The 701 is flying. A number of owners were able to get checked out this month.



Glasair Glastar (2021): Being built at Jerry Schiroo’s Shop, Tuesday evenings 6:00 pm – 9:00 pm; Thursdays 1:00 pm – 5:00 pm; Saturday’s 9:00 am – noon. Ch. 25 members are invited to attend. Contact Jerry Schiroo: jerryschiroo@msn.com with any questions and location information.



Fly/Drive-Ins Opportunities:

For more info including more Fly/Drive-Ins in Iowa and Wisconsin visit:
<https://www.dot.state.mn.us/aero/events/flyins-and-events.html>

Saturday, June 18, 2022 – Moose Lake Fly-In Bkfst; 7:30am – 11:00am; Moose Lake, MN Carlton Co. (KMZH)

Sunday, June 19, 2022 – Ch. 100 Father’s Day Fly-In Breakfast; 7:00am – 11am; Dodge Center, MN (KTOB)

Sunday, June 19, 2022 – Hutchinson Fly/Drive-In Pancake Bkfst and Antique Car; Hutchinson, MN (HCD)

- Sunday, June 26, 2022** – Wells Wings and Wheels Fly-In Breakfast; Wells, MN Muni Airport (68Y)
- Sunday, June 26, 2022** – Fairmont Lions Fly-In Bkfst; 7:00am – noon; Fairmont, MN Muni (KFRM)
- Saturday, July 2, 2022** – Starbuck Airport Pancake Bkfst; 7:00am – noon; Starbuck, MN Airport (D32)
- Sunday, July 3, 2022** – Austin Lions Fly-In Bkfst; 7:00am – noon; Austin, MN Muni (AUM)
- Sunday, July 3, 2022** – Emmetsburg Kiwanis Bkfst; 8:00am – noon; Emmetsburg, IA Muni (EGQ)
- Sunday, July 10, 2022** – Lions Fly-In Bkfst, Lakeville's Pan-O-Prog; 7:30am – 11:00am; Airlake (KLVN) visit the [Pan-O-Prog website](#) for further information and updates.
- Saturday, July 23, 2022** – Gandy Dancer Fly/Drive-In; 7:00am – 3:00pm; Burnett Co. Regional (KRZN)
- Sunday, August 7, 2022** – Aitkin Flyers Wild Rice Pancake Bkfst.; 8:00am; Aitkin Muni (AIT)
- Sunday, August 7, 2022** – Longville Flyers Annual Pancakefest; 8:00am – noon; Longville, MN (KXVG)
- Sunday, August 14, 2022** – Fly/Drive-In Bkfst.; Mahnomen Co. (3N8)
- Sunday, August 14, 2022** – Albert Lea Fly/Drive-In Bkfst.; 8:00am – noon; Albert Lea, MN (AEL)
- Sat -Sun, August 19-20, 2022** – EAA Ch. 1397 Moberg Fly/Drive-In; noon; Moberg Airport, Bemidji, MN (MN13)
- Sunday, August 21, 2022** – Mankato Fly/Drive-In Bkfst.; 7:30am – noon; Mankato, MN Muni (KMKT)
- Saturday, August 27, 2022** – Paynesville Airshow; 9am – 5pm; Paynesville, MN (PEX)
- Saturday, Sept 3, 2022** – Ch. 1658 Sweet Corn & Brat Fly/Drive-In; 10am – 2pm; Glenco, MN (GYL)
- Saturday, Sept 10, 2022** – Grass is a Gas Poker Run; 7:30am – 2:00pm; Brainerd, MN (BRD)
- Sunday, Sept 11, 2022** – Lions Fly/Drive-In Bkfst.; 7:00am – noon; New Ulm, MN Muni (ULM)

Upcoming Events

- Wednesday, June 15, 2022:** Chapter 25 Meeting; 6:00pm-9:00pm; BSAEC
- Saturday, June 18, 2022:** Young Eagles Event; 9:00am – noon; BSAEC
- Sunday, July 3, 2022:** Bob Poore's Birthday Party; 4:00pm - ?; Bob's House
- Saturday, July 16, 2022** – Young Eagles Event; 9:00am – noon; BSAEC
- Wednesday, July 20, 2022** - Chapter 25 Meeting; 6:00pm-9:00pm; BSAEC
- Thurs – Sun, July 21-24, 2022** – Brodhead Pietenpol Convention; Brodhead, WI
- Mon – Sun, July 25-31, 2022** – EAA AirVenture, Oshkosh, WI

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“Time is the most valuable thing you have – and I’m not just talking about the minutes for which your paid.”

Eli Broad, Entrepreneur, Businessman, Philanthropist

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On Final

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