My college roommate, and best friend, has an 8-year-old granddaughter who said to me after spending 5 days at our lake home, “You say Holy Cow a lot.” Well, if she had been at AirVenture, she would have heard me say Holy Cow about one hundred times.

This year, I drove to AirVenture with Richard Hedeen, our Chapter treasurer, who has a beautiful 21’ travel trailer. We camped, but trust me, we didn’t rough it. Chapter member Mike York lined up a Chapter camp site earlier this year for 6 camping trailers and tents. We arranged the campers in such a way that we had a courtyard in the middle. This allowed us to pull out a camp chair and visit while watching the afternoon airshow with a cold beverage. We could have been in one of those commercials that end with “It doesn’t get any better than this.” Every time I viewed a new airplane kit, like the RV-15, I said “Holy Cow!”. Watching the F-35 perform, “Holy Cow!”. Observing a new drone, “Holy Cow!”.  

On Wednesday evening of AirVenture week, I attended a UND Aviation reunion at a local hotel. This time it was held on a roof top balcony as opposed to a room inside. Talk about a great venue. There was food and beverages and plenty of airplane talk. Then we watched the night airshow and fireworks from the balcony. Here it comes… wait for it… “Holy Cow!”.

I took the bus to the seaplane base and on the way back I sat next to an older gentleman (yes, older than me) who flew to AirVenture from England. That’s crazy, coming all the way from London to attend AirVenture. We can fly our airplanes to AirVenture in approximately ninety minutes or drive by automobile in 5 hours, so there is no reason not to attend AirVenture one of these years. If you have the opportunity, fly in, camp, and get the T-shirt!

One of my favorite moments was to stand at attention as our National Anthem was played while a parachutist delivered our flag to show center. This was more than a “Holy Cow” moment, it was a God Bless America moment. I thank “the man upstairs” for letting me discover aviation and learn to fly.
In another vein, David Lundin’s wife, Angie, has informed me that David fell recently. He didn’t break any bones but hurt his right side and is recovering in the Christian Community Home in Osceola, WI. It appears that he may be there for a while. I’m sure that he would appreciate phone calls. You can reach him by phone at 715-294-1164. Let’s show our support to this long time Chapter 25 member as he convalesces.

This month’s Chapter meeting will be conducted on Wednesday, August 17, 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. Our presenter will be Terry Lundby, who is an artist who specializes in painting aircraft. He paints with oils on canvas using a fairly tight style. While accuracy is important in his work, a strong visual effect is an important element of his paintings. He has won the prestigious EAA Par Excellence Award, and his art has been displayed at the AirVenture Museum numerous times. His paintings have also been displayed in the SimuFlite facility in Dallas, TX. In addition, he has prints on display in the Australian War Memorial. His art has appeared in both, Flying and Sport Aviation magazines. He was recently honored with the Minnesota Aviation Hall of Fame Aviation Artist of the Year award. He is available for commission and can be contacted at lundbyaeronauticalart.bigcartel.com.

July 20, 2022, Chapter 25 Meeting Minutes

Call to Order: Mike York called the meeting to order at 7:00 pm. Gary Stinar led us in the Pledge of Allegiance. Mike thanked Gary for his efforts coordinating our BBQ Potluck every month and for doing double duty grilling and coordinating the potluck table. Gary upgraded the fare from hot dogs to hamburgers, which was well received by the members.

Visitors: Greg and Ryan Parks (gparks@acm.org; Ryan’s cell: 952-412-5892); Dan (45 yrs at Delta, owns a Cessna 195); Dave Otterbland (30 yrs as an ATC, available to help with projects); Jake Kauevick (with CAP students); Rod Clark (Jake’s CPA); Matt Moroski (Air Force veteran).

New Hangar: No new information. No action is needed at this time.

Treasurer’s Report: Treasurer Richard Hedeen reported that Ch. 25 accounts are in sound financial condition. We have discontinued the satellite biffy is no longer available, which saves the Chapter a lot of money. There is a nice clean bathroom on the main taxiway.

Young Eagles: Chapter member, Marsha Drake, reported that 11 kids were flown at the 7/16/2022 YE Event by 2 pilots and 8 ground crew.

Build Projects: No new reports, most projects on pause due to Brodhead and AirVenture preparation,

New Business: Board member, John Schmidt, informed the membership that Ch. 25 YE Coordinator, Kris Olson, will get recognized as a YE Coordinator of the Year at the 30th YE Anniversary Banquet at AirVenture.

Ana Paulson was awarded the $10,000 Ray Scholarship, which assists with her flight lessons. Ana is a student at United Christian Academy, at which Ch. 25 member, Gene Poole, is a faculty member. Gene initiated a flight training program for students at UCA.

Mike asked members for a list of members, such as Dale Johnson, who would appreciate a ride by volunteer Chapter members to bring them to Chapter meetings. Feel free to volunteer to do this service.
Fly/Drive Outs: No reports.

Presentation: An EAA video of President Jack Pelton, was played. Jack reported that this has been a busy year with a number of initiatives being worked on. He said this year’s AirVenture will be fantastic.

Adjournment: The Meeting adjourned at 8:45 pm.

Respectfully submitted,
Kim V. Johnson, Acting Secretary

Young Eagles Update
by Kris Olson

Our Young Eagles group flew 11 kids on July 16th at Airlake Airport. The pilots were Mark Kolesar and Keith Treptau. Our ground crew were Ron Hoyt, Marsha Drake, Mike Drake, Jacquelynn Houston, Julie Paulson, and Jeff Rodeback.

Our next Young Eagles rides event is Saturday, August 27th (note that this is a one time change from our normal schedule, which is the 3rd Saturday of the month). We are looking for more pilots and ground crew. Let Kris know if you can serve in one of these capacities.

IMC Club Update
ON FINAL

IMC Club meetings are on the **second Wednesday** of each month; our next meetings are scheduled for Sept. 14, 2022 and October 12, 2022. Contact Terry Carmine for more information at tlcarmine@gmail.com. All are welcome to attend.

Q: Why would some blimps or rigid airships have rain gutters on them?

Trivia ?
by John Schmidt

(answer on page 10)

Ana Paulson, Ray Scholarship Winner Accomplishes First Solo

Mother Julie Paulson’s description of Ana’s first solo flight. “It was such a great experience for her and for me! We knew it was coming so I went along for her last 4 flights (not knowing exactly when she would be able to do it) to get it all on video. She also wore her white t-shirt each time except for the day she finally soloed. We couldn’t find it so she wore another shirt and we took along a different t-shirt to carry on the tradition! It was a gorgeous day with a few puffy clouds, perfect temperature and little wind. We flew from Flying Cloud Airport to Glencoe with her instructor, Luke. He told her if she did 3 perfect landings and take-offs, then we would get out and she would solo! She did 3 perfect landings and take-offs, so Luke and I got out and she did her thing! It was such a delight to see her accomplish this goal!”

Here are Ana’s thoughts:

“My lesson was from 9-11am on July 28, 2022. I couldn’t find my white t-shirt that would be cut according to tradition, so I put on another shirt. My mom liked my shirt that day and that’s when I knew I was going to solo. I flew over to Glencoe pretty much by myself. My instructor, Luke, said he was going to try to not help me on the way (which we have been practicing). I did three good take-offs and landings and then Luke told me to drop him and my mom off at the little rest area at Glencoe (KGYL) and told me to go up and do 3 take offs and landings by myself. I did them and it was great! I didn’t feel nervous at all! I felt more nervous to get the first 3 right in order to solo. After that I picked up Luke and my mom again, flew back to Flying Cloud Airport and then went out to lunch with Luke at the Lion’s Tap to celebrate! We had the best burgers ever!”

Aerobatic Flight in a 1941 Stearman
By Les Kapaun

My children gave me a wonderful birthday gift this July, an aerobatic flight in a 1941 Stearman. I met Jeff Peterson, a 20-year Air Force veteran pilot and head of the Aviation Dept. at Minnesota State – Mankato, at the Stanton Airfield. I felt kind of weird when he strapped a parachute on me. He explained that a parachute is required for banks greater than 60 degrees. He took me up in his
To say AirVenture 2022 aka OSHKOSH was a success would not do justice to the scope and breadth of this year’s event. Records were again broken in several categories such as Chapter camping, pancake breakfasts served and record setting crowds. Many more Chapters added their Chapter signs to the signposts and Adirondack chairs at the Young Eagles Blue Barn.

This year saw several Chapter 25 members visit the EAA Chapter’s Blue Barn to learn more about the resources available to enhance and broaden local chapter involvement. A few members were introduced to fellow Chapter members from around the country to exchange building ideas, solutions and tips. Chapter 25 has attained the prestigious Gold status due to the effort of the dedicated Board members, Officers and membership. Chapter 25 members visiting the Blue Barn were Ron Oehler, Paul Pankratz, Gary Rosch, Jim Fisher, Les Kapaun, Kim Johnson, Mike York and Keith Treptau. many thanks for stopping by!

As a side note, I was grateful to have Chapter 25’s international relations team of Kim and Les on hand to welcome members of Chapter 778 from Port Elizabeth, South Africa. Kim and Les would probably agree the spirit of EAA is alive and well worldwide.

Kris Olson stopped by the Blue Barn to pick up the plaque commemorating Chapter 25’s 30-year commitment to the Young Eagles program. All Chapter 25 members should be proud of the work Kris has done to grow the program for our Chapter. This Chapter award is a testament to the early Chapter 25 members that had the foresight to begin the program locally. Our many thanks go out to Mike Dolan, John Koser, Jeff Coffey and Bill Brown. I apologize if I have missed anyone and, if so, hope they will let me know of their years of leadership.

Shortly after Jack Pelton spoke at the sold-out Young Eagle banquet, David Leiting, EAA Eagles Program Manager, introduced our own Young Eagle coordinator, Kris Olson. Kris was nominated for Chapter Coordinator of the Year by a few Chapters 25 individuals. Her bio, which includes an extensive
list of accomplishments of Chapter 25’s Young Eagle program, was read to the audience. It is an impressive list! Kris was presented with this award by Young Eagle Chairmen Sean D. Tucker and Jimmy Graham. Speaking on behalf of the Chapter 25 Young Eagle pilots, we are grateful to have Kris and her outstanding loyal team of ground volunteers which manage these monthly events! Please consider joining us as we introduce the next generation to the world of aviation.

(Editor’s note: Mark is an EAA Lifetime member and long-term Ch. 25 member. He has flown over 900 Young Eagles)

Young Eagles Blue Barn
Les Kapaun & Kim Johnson with So. African Ch. 778 YE Pilots
Ch. 25 YE Pilot Paul Pancratz at the EAA Blue Barn
Kris Olson Receiving the Ch. 25 Award for flying Young Eagles for 30 years
In this past spring, in one of the aviation-related emails that I receive, there was a notice from EAA that they were seeking those who would be interested in volunteering to work on the One Week Wonder project 2022, EAA’s demonstration of building a kit airplane in one week.

Like many EAAers who have attended multiple Oshkosh’s, I like to add a bit of variety to my Oshkosh experience. I decided to apply. The application asks about one’s building experiences, skills, etc. Even though I had no Sonex building experience, I hoped that my history of working on a number of different airplanes would be enough to make the cut.

Sure as beans, a few weeks later, I was notified that I was one of 52 volunteers selected to participate. They sent an electronic schedule so one could commit to certain time blocks (they claimed that there was a greater need for volunteers on Monday-Wednesday, when most of the airframe was to be built). I was told that there would be a webinar for the volunteers, a t-shirt waiting for me when I arrived, and I needed to be there on Monday morning at 7:15am. I woke up early on that Monday, with a bit of
adrenaline, ate chapter breakfast at the Chapter Pavilion, and headed to the tent on the main square.

I didn’t know a single other volunteer there. The work ‘assignments’ were loose; one could help wherever one felt. After an 8am kickoff speech by Jack Pelton and direction under the eye of Charlie Becker and the Sonex staff, I ended up unboxing and uncrating most of the plane, hoisting it by hand over the barrier, and finding a spot where I could work, with 5 other experienced builders. We gathered the two forward fuselage side panels and set to work.

When working as a volunteer, I’m cognizant of trying to provide value without being too needy or getting in the way. It’s hard for an organization to tell its own volunteers that they’re doing it wrong, or getting in the way, or being a pain in the neck, etc., so I was determined to self-monitor carefully. I encouraged others I worked with that we didn’t have to go at a breakneck pace, that quality and care would win over recklessness and doing things over (the rear fuselage guys ran into some problems with this). I also heard of a flap in need of a do-over, for some reason I didn’t hear about, but, for the most part, the volunteers I worked with were pretty much where I was – let’s take this slowly and carefully, but as fast as possible.

EAA supplied a few cases of Gatorade and water for the volunteers, and those of us who worked the entire day (there were morning shifts and afternoon shifts; a number of us chose to work both) got sandwiches and a cookie for lunch, noon-1:00pm.

The Sonex company personnel couldn’t have been better. I toured the Sonex facility with John Monnett and some other EAAers when I participated in Chapter Leadership Training weekend in October of 2021, so I had seen how the kits are made, and the care with which they are created and crated. Sonex does some defense work that they can’t talk about, but they are happy to talk about their kits and provide builder tips, all you want.

There are a number of building tasks on a pre-drilled metal airplane that are nothing but tedious. Our team drilled an entire wing, clecoed a skin on, match drilled the holes to the ribs, removed the skin, deburred every stinkin’ hole (BOTH sides of the skin), deburred the ribs, and then clecoed back together for pulled rivets. The danger here is: it doesn’t take a whole lot of brains, so one’s mind can wander, lose concentration, and mistakes can occur. The trick is to pay attention, even when one is not directly doing the work, so that we don’t get caught with our pants down. Once, we were using a spacer fan to layout some rivet holes. I’ve had experience with this, and it’s easy to get thrown off by one if you’re not counting. Sure enough, I put a halt to one spacing, and demonstrated that the spacing was going to be off by one rivet. That got a smile from some.

There was a guy there who had built 3 metal airplanes, including a Sub-Sonex (the single-place jet). He was from Chile and was a pretty skilled builder. He and I worked well together, taking turns at the ‘lead,’ while the other held, or counted, or handed tools over, or generally supported. I’m glad that we exchanged business cards at the end. There was another guy from Missouri who was pretty funny; he and I traded jokes while working on the wings (“I never knew that guys from Minnesota had a sense of humor!”).

At the end of each day, we checked off where we were, and what building milestone we had reached. EAA stopped by about 30 minutes before the end of each day (heck, I thought we could’ve easily built into the night; there were volunteers willing to do so) to mark progress on the wall in the back. Of course, EAA wanted us to only build certain sections ‘so far’, so the public could have panels in which people could attach one rivet and sign their name.

We had to have the wings done by Wednesday night, and on Wednesday at 5, the wings weren’t
done yet, so the guy from Missouri, 2 other volunteers, and I stuck around until 7 to get them 'done' to the point that we'd be on-schedule.

At the end of every day, my feet were barking from standing on concrete, bent over a workbench all day long. It was a good tired; the beer tastes better after you've earned it.

It was heartening to hear my name called once in a while during the Monday, Tuesday, and Wednesday that I worked, and see a familiar face of a friend watching. I had about 15 friends stop by to say 'hi' and watch the project. I have received some nice emails with attached pictures as a result.

Brian Walstrom, of the Experimental Aviation YouTube channel, was filming away the entire time, without once getting in the way. There were some interviewers there from EAA Radio and other local outlets. I got interviewed once, between some duties.

If you've volunteered at Oshkosh at ANYTHING, you know they take care of their volunteers. I've slept in the Volunteer Bunkhouse in the past, got fed by Vern Lichtenberg's wife at the volunteer kitchen, and been treated well every time I participated. This experience just reinforced that swell EAA volunteer experience. If you've yet to volunteer at (or before, or after) Oshkosh, I highly recommend it.

Ch. 25 Camp at AirVenture
By Jerry Schiroo

This was the best year yet at AirVenture. The Ch. 25 camp area included Jim & Shirley Fischer, Mike & Carol York, Dan Strehlow, Pat Halligan and Richard Hedeen, Gary Roush, Jeff Coffey (had to return home because he caught COVID), Peter Denny, Greg Cardinal, Bob Poore and Barb and I. Simon Felton brought 13 Civil Air Patrol cadets to camp at the campsite. Les MacNamee drove in on Wednesday and allowed some wives to use his car to drive home early. The women in the group found a scavenger hunt put on by the State of MN. Most of us completed it and were each awarded with a blue tooth speaker as the prize.

We grilled almost every evening. Dan Strehlow was chief chef. Since we all couldn’t go to the Chapter breakfast, Dan somehow came up with enough French toast and bacon to feed us all on Sunday morning (sort of like the loaves and fishes story in the Bible?). A great time was had by all the entire week.
Trivia
(from page 4)

A: The static buoyancy of airships in flight is not constant. It is therefore necessary to control the altitude of an airship by controlling its buoyancy. In some airships, rain gutters were fitted to the hull to collect rainwater to fill the ballast water tanks during flight. However, this procedure is weather dependent and is therefore not reliable as a standalone measure.

For Sale:

Ercoup: Contact Corey at 507-995-9365

Upcoming Events

Wednesday, August 17, 2022: Chapter 25 Meeting; 6:00pm-9:00pm; BSAEC

Saturday, August 27, 2022: Young Eagles Event; 9:00am – noon; BSAEC (note date change this month)
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.

**Pietenpol 1 (2010):** Surfaces have been primed. We are researching Stewart System hints, planning colors and hope to spray the final coats yet this summer.

**Pietenpol 2 (2018):** Looking for time to pull the engine for a head swap and oil seal work.

**Zenith STOL CH 701 (2017):** The 701 is flying. A number of owners have been able to get checked out in it.

**Glasair Glastar (2021):** We are trying to finish the wings. They are closed in. We are fitting the cove skins, which is the metal that forms the radius in front of the flaps and ailerons. We are also starting work on the wing tips. They are quite a project in themselves. They require fiber glassing the halves together, then fitting them to the wing with close tolerances near the ailerons and counterweights. Then the leading edge of them are formed to allow for landing lights, strobes and recons. Then our focus will turn to the fuselage. We are about to get the panel down to Steinair for fitting the avionics. Lots of projects that will have to pause for AirVenture, Oshkosh.
The Glastar is 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.

**Pietenpol 3 (2022):** A new Pietenpol build project is coming together. We will be working on Ned Lebens’ project at Jerry Veccoli’s workshop on Wednesday evenings. Peter Denney has rib jigs built and getting the ribs built will be our first task. Our first session was held on Wednesday, August 10th at 6:00 pm. Jerry’s workshop address is 8108 Pillsbury Ave. So. in Bloomington (South side of 494 between Lyndale and Nicollet and 2 blocks south of Home Depot and Sam’s Club). This is not far from Barney’s Shantytown for wing leveling following build sessions. Hope to see you there.

**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

**Sunday, August 14, 2022** – Fly/Drive-In Bkfst.; Mahnomen Co. Airport (3N8)

**Sunday, August 14, 2022** – Albert Lea Fly/Drive-In Bkfst.; 8:00am – noon; Albert Lea, MN (AEL)

**Fri.-Sat., 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)

**Sunday, August 28, 2022** – Roland Klamar Fly/Drive-In Bkfst; 7:00am-noon; Grygla Muni (3G2)

**Saturday, Sept 3, 2022** – Ch. 1658 Sweet Corn & Brat Fly/Drive-In; 10am – 2pm; Glencoe, MN (GYL)

**Saturday, Sept 10, 2022** – Grass is a Gas Poker Run; 7:30am – 2:00pm; Brainerd, MN (BRD)
Minnesota Pilots Association
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Maple Grove, MN 55369

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“Mirrors should think longer before they reflect.”
Jean Cocteau
Poet, playwright, writer, filmmaker, artist

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Visit our website at eaa25.org

President (Acting)
Pat Halligan
Flyinghooligan@gmail.com

Vice President
Your Name
your email

Secretary
Your Name
your email

Treasurer
Richard Hedeen

Assistant Treasurer
Gordon Duke 651-227-9026
gduke@hotmail.com

Assistant Treasurer
Kim V. Johnson 651-238-6010
kvince2962@hotmail.com

Web Editor
Jeff Coffey
jeffcoffey@gmail.com

Newsletter Editor
Kim V. Johnson
kvince2962@hotmail.com

Young Eagle Coordinator
Kris Olson 651-675-6826
ksimpson2@yahoo.com

Technical Counselors
Bob Eckstein* 763-494-6993
rwxstein@comcast.net

* also flight advisor