

March 2024

Chapter 25's Website - <https://chapters.eaa.org/ea25>

EAA Chapter 25 ON FINAL

“Waypoint”

John Schmidt, 2023 Ch. 25 President
EAA Lifetime 250021



Moving Forward, Making Progress.

Three items:

One: Our chapter, I'm sorry to write, is not a Ray Scholarship chapter for 2024.

We had (at least) 3 excellent high school student candidates; it would've been difficult to settle on one. But EAA HQ sent me an email, shortly after our meeting last month (at the big hangar, on the south side of the field, where we will hold our pancake breakfast). In the email, HQ states that, while they are grateful for the widespread interest by a number of chapters nationwide in being awarded a Ray Scholarship, our chapter was not selected.

EAA HQ staff, to their credit, have a set criteria by which they judge which chapter qualifies. Looking at it from their standpoint, it's got to be hard to be completely objective in this process. But there are many well-meaning, enthusiastic EAA chapters all over the nation; competition is keen, and our chapter was not selected.

What to do? How to improve to get a Ray Scholarship next year?

I say we continue to try, and to increase our efforts, to be the best EAA chapter we can be. How do we judge ourselves? One way is to look up at the banner on the side wall of our chapter hanger. EAA is committed to protecting pilot privileges, and protecting the right to homebuild an airplane.

But if you haven't noticed, EAA HQ is highly attuned to aviation education amongst the young. I look at 1) Young Eagles, 2) EAA's summer Air Academy camps, 3) EAA's Aero-Educate school activities kits, 4) EAA HQ's newest addition to the HQ building - the Aviation Education wing, 5) EAA distributing Ray Scholarships, 6) EAA offering a variety of scholarships, i.e.: a- Air Academy Alumni Scholarships, b- Cliff Chetwin Fund, c- Tex Edwards Scholarships, and more, all available to youth. Are you aware that EAA offers schools (with a certain percentage of economically-disadvantaged students, commonly called "Title 1 schools") reimbursement money for the cost of bussing kids to the EAA Museum for free tours?

I think, if we were more active in an organized effort to teach and involve young people (either through our own aviation camp, or one-day event, or an ongoing private pilot ground school and/or aircraft build at a local high school), we'd be in better shape to receive another Ray Scholarship. A few chapter members flying Young Eagles is laudable, admirable, but we can (and should, in my view) do more. Saying 'hey, we have 7 pilots who fly Young Eagles' is not enough to get a \$12,000 Ray Scholarship.

Two: We have sold our latest airplane donation, an RV 9 wing and tail kit, to a happy buyer from Atlanta, Georgia. We are grateful for the donations we receive, and, lately, we've been fairly successful at moving them along to someone in the aviation community who will put them to good use. As always, I do not lead in a vacuum; your EAA Ch. 25 Board will decide how to best use the funds. In the past, we've usually taken a portion of those proceeds and put it toward the New Hangar fund, and to our own General Fund.

Three: We are about to embark on our first (I hope, annual; I certainly hope profitable) Pancake Breakfast, the funds going to our new Chapter 25 Hangar Project. As of this writing, notices have been sent out to EAA, AOPA, Minnesota Flyer, Midwest Flyer, and the MN DOT Dept of Aero websites with the date: Sunday, June 16, 2024, from 730am to 1130am. Your Board will meet soon to discuss more logistics, but those Board meetings are NEVER closed-door; ANY member of the chapter may attend.

You may notice elsewhere in this newsletter a list of those who have volunteered to work at the pancake breakfast so far. With your time being precious, I am grateful to those who's names currently appear on that list. If your name isn't on that list, and you'd like it to be added, please send an email to Bill Norton, Newsletter Editor, and/or me (our email addresses, if they aren't already in your book, are found elsewhere in this newsletter).

Test Flight! We will serve pancakes and sausage as our evening meal for the Wednesday April 17 Chapter 25 meeting, as kind of a 'test run' (so, while I appreciate your food donations every month for our pot luck, we are going to suspend those donations at next month's meeting to see if we can serve 40 hearty chapter members, before we unleash the power of our new pancake cooker to the public). I am looking forward to the learning that will take place that night!

(One more note: we signed up at least 7 new members in just the last month. I put that membership goal on the wall for a reason; we have what it takes to continue to be a great EAA chapter. Make sure to welcome them and get to know them - again, a reason that name tags are important. We are moving forward!).

John Schmidt
President, EAA ch. 25 KLVN
EAA lifetime 250021

Our speaker(s!) this month are:

Trent Taylor, pilot with the Commemorative Air Force, who will talk about an emergency landing in his Carbon Cub EX. Link for Trent's speech - https://www.faasafety.gov/SPANS/event_details.aspx?eid=126720&caller=/SPANS/events/EventList.aspx

and Scott Shaffer, CFI and aviation instructor at Minnetonka High School, who will talk about the aviation program there.

EAA chapter 25 members:

Sorry for the shameless plug, but I'm again teaching my "Intro to Aviation" course, this summer (twice!) this time through Forest Lake (June) and White Bear Lake (August) Community Education programs. If you know any kids in the metro that might be interested, would you please cut-and-paste and share this information with them? I think, due to kids/families having to find their own transportation, kids in the north metro might be a target audience. I have, in the past, taught this class effectively to a class size of 28 kids, so please feel free to spread the word.

Thank you.

John Schmidt
651 373 3779 c

Forest Lake Community Education:

Intro to Aviation - Intro Ages 10-15

FLY! The possibility of flight has fascinated people for thousands of years, but only in the last 120 years have we enjoyed powered flight. Learn the history, science, math, personalities and traditions of aviation. We will look at aviation maps, navigation, design, art and the people behind the progress of flight. We will look back at the history and learn the future direction of powered flight. Students will track their own progress through daily journaling and will come home with materials at least every other day.

John Schmidt

4033-SU24 Jun 17-Jul 2nd Mon-Fri

11 sessions 12:30-3:30pm \$245

FLAHS 372 (door 4)

No class Jun 19

<https://indd.adobe.com/view/>

White Bear Lake Community Education:

John Schmidt: Intro to Aviation-Lets Fly!: Gr 5-9 This class will educate you on the history, science, math, personalities, and traditions of aviation. We will look at aviation maps and navigation, design, art, and the people behind the progress of flight. Students will track their own progress through daily journaling, and will come home with materials at least every other day. 0829-041 | 12 Sessions | Mon-Thu, Jul 29-Aug 15 1:00-4:00 PM | \$199 | Lincoln Elementary School | Schmidt

[https://resources.finalsite.](https://resources.finalsite)

Pancake Breakfast

We are accepting names of those Ch. 25 members who wish to volunteer for our first annual Pancake Breakfast, Father's Day, Sunday, June 16, 2024, 7am-1130am, Lakeville Airport Main hangar.

Names of those who volunteer will be published in the February, March, April, and May newsletters. Come and join us!

If you are interested, and want your name added to the list, send an email with "I wanna pancake!" in the subject line to:
jeschmidt@hotmail.com

List of Pancake Breakfast Volunteers, so far:

John Schmidt
Pat Halligan
Mark Elliot
David Machaj
Bill Norton

EAA Ch. 25 Meeting Minutes

2/21/2024

Meeting was called to order by President John Schmidt at 7pm. The meeting was held at Adam Fosbergs' new large hangar on Hawker Lane on the south side of the airport

ANNOUNCEMENTS

- tonight is a Wings Credit Event
- Ray Scholar - 3 active applications and Pres. Schmidt will convene a selection committee in the near future for a decision on next steps
- Alan Knutson shared pictures of his rotating pancake griddle to be used for the EAA ch 25 first annual fathers day breakfast. A test run likely planned before the big breakfast - TBD
- Brian Francis has been working on a new EAA ch 25 website
- Chris Olson updated the group on Young Eagles. March 16th will be the next event – wx permitting.
- EAA Ch 25 dues are \$25 per year NOT the \$150 rumor. Period. Any additional money a member wants to donate (hangar fund, scholarships, etc) is welcome.
- EAA Ch 178 located in the west metro Lake Minnetonka area has been dissolved. The remaining funds balance of approx \$1000 was donated to the EAA Ch 25 funds.

- Lots of new faces at the meeting - It was great to see. We didn't have time for introductions as we have 2 speakers tonight and like to keep the meeting in a reasonable timeline.

SPEAKERS

- Rogers George
- Many aviation accomplishments - one of which is member of the Red Wing Soaring club
- developed an iOS app for the Apple Watch called PilotAWOS.
- Free app, donate to the developer if you feel it has value. Download through the apple app store.
- It uses location data to download and uniquely display local AWOS weather
- also has developed a "Flying app" called EAR Pilot for blind pilots using sound to give clues or directions as to pitch attitude and roll.
- A demonstration of both applications was given

- Second speaker is Bill Tischer
- Local CFI
- Wings Credit Event
- Topic was Transition Training into a new aircraft type
- lots of information about the CFI qualities
- insurance requirements of both the CFI and aircraft owner to solo
- aircraft handling differences

Bottom line of the presentation was:

- importance of realizing any unfamiliar aircraft needs transition training for EVERY pilot of all levels of skill and experience.

Lots of great information and well presented course.

Meeting adjourned at 8:30pm

Respectfully submitted

Mark Elliott
EAA Ch 25 Secretary
c.651-398-8637

2024 Chapter 25 Scholarship Drive

by Jim Fischer

Once again we at chapter 25 have our annual Scholarship Fund Drive in March. We're providing scholarships to students wanting to be part of aviation and for some, reaching for that dream of having a career in aviation, when financial resources are limited.

We as a chapter, co-sponsor scholarships at two different universities. Our name is in the title of each name scholarship. The schools we have been working with are the University of North Dakota in Grand Forks and the Minnesota State University, Mankato. There are two UND scholarships we cosponsor and share half of the cost. The first one is for \$1,000.00 and the second one is for \$3,000.00. The chapter has one scholarship that we share the financial obligation at Minnesota State University, Mankato. Our new partner at Mankato is, Pro Train Aviation. They will add \$1,000.00 to our \$1,500.00. This will be a total of one scholarship for \$2,500.00. The scholarships total for each school is \$4,000.00 at UND and \$2,500.00 at Mankato. The grand total is \$6,500.00.

The goal for the chapter this year is to raise \$3,500.00 (same as last year) to cover our obligation. The normal request each year is for a \$50.00 donation from each member for the Scholarship Fund. Chapter 25 has a bundle donation, which some of you have signed up for. That bundle included your chapter dues (\$25), scholarship donation (\$35) and a future hanger fund donation (\$60). To those who bundled, I say, thank you for selecting that donation. You still can add to the Scholarship Fund with an additional donation this month. For those who wanted to donate separately and not bundle, please donate this month as well. As in the past years, if your total yearly donation is \$100.00 or more, you become a member of the Century Club for the current year. Last year we had 13 members who joined the Century Club (total donation of \$100.00 plus). To those who are part of this club, I say thank you very much for your past gifts and please continue at that level. The Century Club members are a major contributor to meeting our goal. If you are unable to donate \$50.00, then donate what you can, but please donate to this great cause. 100% of your donation goes to the scholarships we co-sponsor and is always tax deductible.

There are two ways you can make your donation this year.

The first: give cash or write a check payable to "EAA Chapter 25 Scholarship Fund" and print the donation slip below. Please mail your donation and donation slip to the address on the slip. Thank you for your support.

The second way is electronically, go to "www.GiveMN.org". On the "find a cause to support" line in the middle of page, type "EAA Chapter 25" on the line and enter/click. On the chapter home page, scroll

down to "Donate" and click on "donate" and enter/click on amount. Now enter information below that (name, card information , etc.) then click on green " pay button " at the bottom. They do have a small service fee. You will be sent a confirmation email of your donation. Thank you for your support.

THANK YOU FOR YOUR TAX DEDUCTION DONATION

—————Detach and include a completed slip with you donation —————
Mail to: James Fischer, 17107 Jasper Lane, Lakeville, MN. 55044

Payable to: EAA CHAPTER 25 SCHOLARSHIP FUND

Your name:

Amount of donation for Scholarship Fund Drive: \$_____.

Your email address please:

MN Pilots Association Scholarships

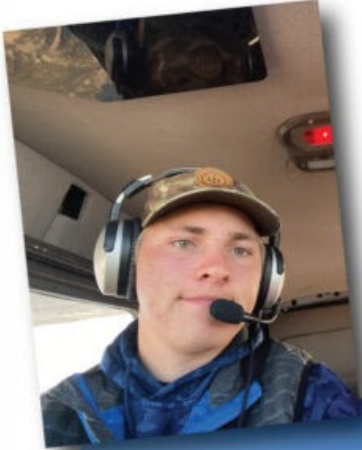


One of the important missions of the Minnesota Pilots Association is to promote aviation through provision of scholarships, and we have been very successful in doing so! Many thanks to the leadership of board member Patrick Halligan, who has been instrumental in leading these efforts.

Patrick has teamed up with our graphic artist extraordinaire, Sarah Dickerson, to produce a flyer, (ed note: flyer next page) that we hope you will share with others in your aviation community. April 1 is the deadline for applications for pilot scholarships, aviation maintenance and avionics scholarships. If you have young people who you feel would benefit from a scholarship please ask them to visit our website at www.mnpilots.org/scholarships and apply!

MINNESOTA PILOTS ASSOCIATION SCHOLARSHIPS

The Minnesota Pilots Association currently offers three different scholarships for aspiring aviators and maintenance technicians:



- **Captain Edward L. Erickson Aviation Scholarship**
- **Janette Strathy Aviation Scholarship**
- **Minnesota Pilots Association (MNPA) Aviation Maintenance/Avionics Technician Scholarship**

For more information on these scholarships, please visit: <https://mnpilots.org/scholarships>

Applications due by the end of the day April 1.



Pictured top left is 2023 MN Pilots Aviation Maintenance / Avionics Technician Scholarship winner Ethan French; left center, 2023 Janette Strathy Aviation Scholarship winner Erika Krei; right center, 2023 Aviation Maintenance / Avionics Technician Scholarship winner Ethan Sprague; and bottom right, 2023 Captain Edward L. Erickson Scholarship winner Spencer W. Peterson.



**www.mnpilots.org
info@mnpilots.org • 612-367-7708 • www.facebook.com/mnpilots**

EAA Chapter Leadership Boot Camp Sign-Up

April 6, 2024 - Blaine, Minnesota
Hosted by EAA Chapter 237

The boot camp runs from 8:00 AM to 5:00 PM local time. Seating is limited. We will provide confirmation via email after receiving your registration.

We look forward to meeting you! If you have any questions, do not hesitate to contact us at chapters@eaa.org.

<https://www.eaa.org/eaa/eaa-chapters/chapter-leadership-training/chapter-leadership-boot-camp>

34th Annual Minnesota Aviation Hall of Fame Inductee Banquet

Saturday, April 20, 2024
Mystic Lake Center (west side of the casino)
2400 Mystic Lake Blvd., Prior Lake, MN 55372

445pm Social Hour
600pm Dinner
Semi-formal, Coat and Tie

Ticket order form available at www.mahof.org
or:
Tickets may be purchased online at www.eventbrite.com. (search bar: Minnesota Aviation Hall of Fame)

Ticket purchase deadline: April 12, 2024
No tickets sold at the door.

Questions or assistance? email: BanquetReservations@mahof.org or call Carol at 952 906 2833.
General info - <https://mahof.org/awards-banquet/>

Upcoming Fly-Ins

Sunset Lodge Fly-In on Oak Island
Mar 24, 2024

Oak Island, Northwest Angle Lake of the Woods
Fly-in weekend starts Friday! 8 AM - 4 PM
Pilots breakfast Sunday 8am - \$15-pilot in command eats free
open to the public

Full and 1/2 day fish house rentals available
Welcome dinner Friday night
Fish fry Saturday night
Contact information: 218-223-8211

(As of 3/16, the ice is good for the fly-in)

Build Updates

Hatz Classic Project by Kevin Knutson

March 5th update - Aileron Setup

I've been busy completing the connections for the ailerons setup. The project to this point has been mostly a part-task, bit at a time affair. Now, the disparate components are coming together for the first time looking a little more like the finished product.



This leads to the next challenges. While the wings are on and generally rigged in position, time to finish the aileron connections and get them working properly.

Interference problems tend to pop up unexpectedly. So far, just a bit of sanding and filing which will require some touch-up paint and varnish once disassembled again. Each one takes time to resolve and make sure I'm not creating more problems. The most concerning interference problems haven't developed - yet anyway.

I was concerned the aileron pushrods crossing the lower longerons may bump at the neutral (centered) stick position. Was prepared to splice in smaller diameter tube to the pushrods, but unnecessary. I think the 2.5 dihedral on the lower wings caused the miss. The same pushrods cross under the #1 inboard compression tube under the wing-walks as well. At a full 30 degree control stick roll input, the math looked as if they would collide as well. So far, it's a clean miss. Still making measurements, but I think I'm reaching other travel limits before getting to 30 degrees of stick input. Have been monkeying around trying to adjust aileron travel and differential. There's no information on this in the plans, so it's been a bit of trial and error to see what the next thing does.

For updates and more pictures on Kevin Knutson's Hatz Project - <https://eaabuilderslog.org/?blproject&proj=7dAZ6sqil>

A 5 Year Old is Part Owner of a Cessna 206

by Pat Halligan

A number of months ago, I was visiting with my daughter and I was telling her how expensive general aviation airplanes had gotten. The planes, parts, fuel, insurance, etc...I told her I must be crazy, because I was in the process of buying a Cessna 206 on floats and was going to have a new engine installed. We were at her house and my five year old grandson was asking to see pictures of the airplane. As my daughter and I continued our discussion, my grandson jumped down off my lap, and bolted for the kitchen area. A few minutes later he showed up and said "this is for you grandpa." He handed me \$30 and said it was all he had in his piggybank and wanted me to have it, so I could buy the airplane. I told him "thanks, but you need to keep your money", so I gave it back to him. On a few more occasions he tried to again give me the \$30. I kept saying no thanks.

Well, finally I told my daughter to have Eli bring his \$30 over the next time they visited. In the meantime, I typed up a Certificate of Ownership. It had his name, the aircraft N number and it said he now owned 30 shares of the airplane. I decided 30 shares for \$30. I even had a picture of the plane developed and fastened to the front of the certificate. When they showed up I made sure he was still ok giving grandpa the \$30, and he was, so I tried my best to explain he now owned part of the airplane. I know he didn't understand "shares", but he did understand that he and grandpa "owned" the airplane. I'm not sure if you, or anyone else knows of a 5 year old who "owns" part of a Cessna 206 on amphibious floats?

Yesterday, March 2nd, I took Eli, his mom, his dad and his younger brother, Luke, for an airplane ride. It was their first ride in the 206.



Luke 3 Eli 5

My wife and I picked them up at the Buffalo, MN Airport and flew them to the Olivia, MN Airport for lunch. Everyone had a blast. Eli even got a few minutes of stick time. I found out afterwards that Luke cried almost all the way home, in their car, because he didn't want to go home...he wanted to go back to the airport and go for another airplane ride with "my buddy, grandpa." Not grandpa, but his buddy grandpa.

Eli was already asking about jumping off the floats and swimming, when we land on Birch Lake this summer, where our lake home is located. Now, I need to figure out how to get Eli his \$30 back. I think I'll have him clean a small area on the floats and give him \$5 each time. So, by the time summer is over he will have earned his money back, but still own part of a 206. Thirty shares to be exact.

Grandkids are the best, especially when they may be heading towards being pilots, someday.



Young Eagles Update

by Kris Olson, Ch. 25 YE Coordinator

Our Young Eagles group cancelled our February 17th Young Eagles event, due to the forecast of gusting winds.

Our next Young Eagles rides event is Saturday, March 16th at Airlake Airport. We welcome more pilots and ground crew to help at our events. Contact me if you are interested at ksimpson2@yahoo.com



IMC Club Update

IMC Club meetings are the first Tuesday of each month via Zoom. Our next meeting is scheduled for April 2nd, 2024. Contact Terry Carmine for more information at tlcarmine@gmail.com All are welcome to attend.



Trivia Challenge

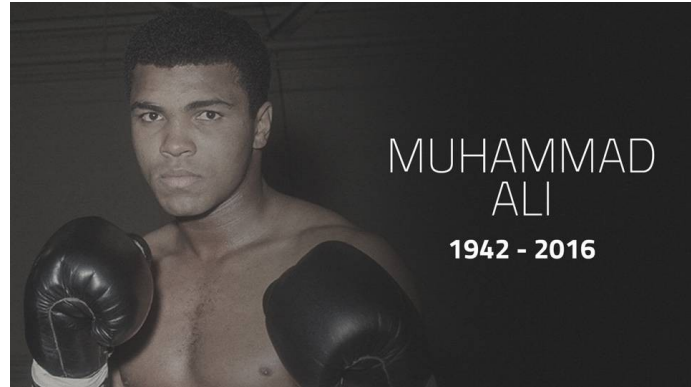
How many rivets are in each Boeing 747 wing?
How many total parts does it take to make a 747?

Answers on next page -

This Month's Quote

**"Don't count the days,
make the days count."**

— Muhammad Ali



Trivia Answer

There are nearly 40,000 rivets in each 747 wing.
It take more than 6 million parts to assemble the 747.

Source and more airliner parts information -

<https://simpleflying.com/airliners-how-many-parts/>

Need parts from Aircraft Spruce?

Chapter 25 member Mark Elliot often (monthly, sometimes even weekly) orders from Aircraft Spruce. If you'd like to save the shipping costs (works well with small orders), and pay NO SALES TAX consider this strategy:

- 1) Find the Aircraft Spruce part number(s), and the amount of that item, you want.
- 2) Email your 'order' to Mark, and he will combine it with his next Aircraft Spruce order.
- 3) Wait for Mark to contact you, letting you know your material has arrived, and
- 4) Meet up with him to get your goods.

DreamLandAviation@gmail.com Phone 651-398-8637

Contact any of these folks if you have questions or suggestions on what we might do differently to improve our Chapter 25.

Name	Position
John Schmidt	President
Greg Cardinal	VP
Mark Elliot	Secretary
Kim Johnson	Treasurer
Rich Hedeem	Ass't Treasurer
Mike York	Membership Coordinator
Pat Halligan	Board Member
Jim Fischer	Board Member
Bruce Anthony	Board Member
Terry Carmine	Board Member
Kris Olson	Board Member
Mamie Singleton	Board Member
Mike York	Board Member
Kris Olson	Young Eagles Coordinator
Terry Carmine	IMC Coordinator
Bill Norton	On Final Newsletter Ed.
Jeff Coffey	Webmaster
Brian Francis	Website Updater
Gary Stinar	Food Coordinator
Pat Halligan	Banquet Coordinator
(available)	Social Media Guru
Greg Cardinal	Tool Crib Manager
Thaddeus (Tad) Tessier	Technical Advisor
(available)	Flight Advisor

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Submissions for publication, questions or comments on articles, etc. are encouraged and should be addressed to: Bill Norton

e-mail: **loribill123@gmail.com** Submission deadline: 1st Wednesday of the month.

New or renewal Chapter membership (\$25/year) should be addressed to: **Mike C. York, 15860 Jocko Ct., Shakopee, MN 55379-7512.** Membership forms will soon be available at our new website <https://chapters.eaa.org/eaa25> 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.

On Final

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