

January 2024

EAA Chapter 25

ON FINAL

“Waypoint”

John Schmidt, 2023 Ch. 25 President
EAA Lifetime 250021



Another Year

2024's dawning brings to mind the chapter 25 list of things to get done this year:

- We would like to again host a Ray Scholar;
- We'd like to increase our Young Eagles numbers, and increase the quality of the YE experience at ch. 25;
- We are planning on hosting our first, and hopefully, annual, Father's Day Sunday, June 16 pancake breakfast as a fund-raiser for our new hangar project;
- We continue to work towards making ch. 25 165 members strong by Dec. 31, 2024;
- I continue to plan for a series of interesting speakers for our chapter's meetings (and I'm always open to member suggestions);

- We again will offer our Univ. of N. Dakota and Minn. State-Mankato (jointly-funded with generous partners) college scholarships;

...and on and on it goes.

(this, of course, doesn't even include all of YOUR personal aviation goals - finish that project? Or just finish another portion of that project? Take an aviation trip? Pancake breakfasts? Fly to all of Minnesota's airports? Purchase a hangar or plane? Get another rating? Plow through those volumes in your aviation library at home? Trip to Oshkosh/Volunteer at Oshkosh? Webinars? Wings credits? Etc....)

I tend to be an idealist; I have to be careful to not bite off more than I can chew. I often times bounce ideas off of members in passing conversation, if nothing else to test the viability of the thought. As some of you know, I'm a bit obsessive about what I see as the importance of writing down plans. Over the last few weeks, I've been planning and writing some lists for my 2024, and planning details on what I'd like to accomplish. I'd be interested in hearing your plans, too.

This chapter's membership is full of talented, knowledgeable, experienced people; that's one of the biggest attractions we have to offer to those EAAers out there who are not yet part of a chapter. I think we present a welcoming environment to all comers - members and guests alike. I'm looking forward to accomplishing the list of things to get done this year, and the surprises that lie ahead. Great things can emerge when like-minded people work together.

John Schmidt
President, EAA chapter 25.

Our speaker for the January 2024 meeting is our own member Tad Tessier, who will speak on the topic "Purchasing an Airplane at an Airline."

\$5k Match Campaign Donors

These 16 donors enabled Chapter 25 to receive the full \$5,000 match incentive from an anonymous donor. Four of these donors became new Chapter 25 Lifetime Members.

These donations and the matching amount were applied to Chapter 25's general operating fund for 2023.

Jon Cumpton,	Kevin Knutson	Gordon Duke	Tealah Koran
Simon Fenton	Bill Norton	Jim Fischer	Ron Oehler
Pat Halligan	Reggie Roorda	Richard Hedeem	John Schmidt
Kim Johnson	Mamie Singleton	Don Johnston	Mike Tompos

2023 SCHOLARSHIPS CENTURY CLUB DONORS

By Jim Fischer

As in every year we as a chapter offer scholarships to young kids in college who are pursuing a dream to be involved in aviation. The two schools we offer the scholarships through are the University of North Dakota and Minnesota State University, Mankato. In 2023 our total obligation of the three scholarships we offer is \$3,500.00.

In March of each year we do our scholarship fund drive for the year. The 2023 Chapter 25 Scholarship donors who met the threshold of \$100.00 or more to our scholarship fund drive become Century Club members for that year. As part of that recognition I have listed, not in order of amount donated, the 2023 Century Club donors. Without these donors stepping up this year as in past years, we would not make our obligation to cover the scholarships.

The class of 2023 Chapter 25 Scholarship donors who are Century Club members are;

Mike and Marsha Drake, John Schmidt, Mark Kolesar, Les McNamee, Jim Fischer, Shirley Fischer, Dana Lynn, Mark Elliott, Kevin Knutson, Bill Norton, Les and Vicki Kapaun, Richard Hedeem, Greg Cardinal.

If your name is not listed and you did meet the threshold of donation, please let me know.

Many of this year's Century Club members are also past Century Club members. I give a big Thank You for your donations and commitment to help others. As always I want to thank those who donated but didn't give to this level. Your donation also make it possible for others to enjoy aviation but need a little more help. Our scholarship fund drive had a balance of \$4,770.00 for 2023. A lot of this was from our matching offer by our chapter President John Schmidt who wrote an extra check for \$970.00.

Pat yourself on the back for stepping up everyone. Thank you!

Build Updates

SE-5 Project



Bob Poore's SE-5, holding the Holy Hand Grenade of Antioch



Greg Cardinal, Mike York and Jim Fischer helping out on the build.

Hatz Classic Project

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

Glastar Project



Glueing non-skid covering on floor panels



Selecting correct rivets for completing the flaps



Bleeding the brake's hydraulic lines

Chapter Built Pietenpol - Painting Report

By Jim Fischer

On December 6, 2023 the last few parts for the original Pietenpol chapter project was painted in a spray booth in John Schmidt's hangar in Forest Lake. This painting phase of the building process took longer than anyone expected.

Starting in October of 2019 our spray booth was build in about two months. Then life and the world changed the schedule. This resulted in a three year pause in this project.



In January of 2023, the three partners of the Pietenpol (Kim Johnson, Pat Halligan and myself) started to learn how to paint a airplane using the Stewart System. This is a water base paint, so there is no harsh chemicals to be weary of. It paints a different way then a petroleum base paint and that was a learning curve for all three of us. We used a HVLP spray gun as recommended by Stewart System. We also had some issues with removing water from the air hose lines, contaminants on painting surfaces and finally a big issue with a additive (Flattener) to the paint that makes the finish from high gloss to a satin finish.

Every issue was corrected as we moved along. These issues consumed at least six months of this process where we had to stop and regroup each time. After many problems with the flatter for the paint we elected

to have a high gloss Pietenpol. The painted parts, wings and fuselage are now in a hangar in Lakeville.



The next phase of this project is to assemble all the parts to look like a airplane and then complete it to a flying aircraft. This whole project started over 14 years ago as a effort to invite any chapter member come and learn how to build a airplane plus meet fellow chapter members beyond the monthly meetings. That offer still stands. There will be more articles on our progress as well as some of the things we learned.

Once again, the painting of the Pietenpol is done!

Homebuilders Week at EAA

By Charlie Becker, EAA Homebuilt Community Manager

Homebuilders Week Starts January 22 and is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days.

We start on Monday, January 22nd, 2024, and end on Friday, January 26th, 2024. Each day, we offer six live webinars back-to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central.

The sessions are live and allow time for questions. For more information and to sign up for the sessions, visit www.EAA.org/HomebuildersWeek

The topics cover a wide variety of areas of interest to anyone curious about building their own aircraft. We try to make sure there is something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on our anniversary date, January 26 th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week coincides with the anniversary of the founding of the EAA in 1953. We have come so far since that first meeting. Back then, information on homebuilding was sparse and hard to come by. I know that if our founder, Paul Poberezny, was still with us, he would give us a big thumbs up for this effort to support the homebuilder.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce, Dynon, and Scheme Designers, Inc. To sign up, visit www.EAA.org/HomebuildersWeek

Pat Halligan's Aircraft Buying Adventure

It's been almost two years since a good friend of mine passed away from a covid related illness. Just prior to him getting sick, we stood in his hangar looking at his beautiful C-206 on amphibious floats. He said he was going to put a new engine in the airplane and then possibly sell it. I asked him why he would sell it and he said he had a chance to fly a Cessna Caravan and only needed to pay for the gas, when the owner wasn't using the plane. I said "Well, I'd be interested in buying your 206 if and when you decide to sell it." Little did I know that the opportunity would materialize so soon, because of his death.

I found myself dealing with the executor of his estate. I made it known the airplane had a tired engine and I was willing to buy the airplane at a reasonable price, since I would pay for the new engine. I wasn't going to pay for an engine twice. We agreed on a price and I started researching factory new engines vs rebuilt vs overhauled. The problem with overhauls were all the engine shops were out a year and even then they weren't sure about the time, because of back orders on parts and shipping issues. A factory new engine was a few thousand dollars more than an overhauled engine, so I bit the bullet and ordered one in June. A new IO-550 from Continental.

My mechanic went to work disconnecting all the hoses and cables, etc. from the old engine, so we would be ready when the new one arrived. I was told the new engine would arrive in 8 to 10 weeks. Sure enough, the new engine shipped and arrived Labor Day weekend. I made friends with an airport employee who had access to a forklift. He unloaded the new engine from the FedEx truck and delivered it to the hangar. A few days later he returned to take the old engine off via a big chain and his forklift.

The scariest part of the whole adventure was when we hooked up a chain to the new engine and lifted it up to be set on the new engine mounts. That engine hanging about 8 feet in the air, by a chain, had me thinking awful



Pat and son Kevin

thoughts. Once the engine was secure, I could breathe again. The next few weeks were spent hooking up all the cables, hoses, and replacing one of the mags with an ElectroAir electric mag. Running spark plug wires and installing a Tanis engine heater and hooking up all the probes.

The first break-in flight happened in early November. I've flown it about thirteen hours and so far, so good. Another flight or two and we will do the first oil and filter change.

I took my wife for her first ride, in the 206, today (Dec. 20th). We flew non-stop to Hutchinson, MN, borrowed the airport car and drove a couple miles to a nice family restaurant that had good food. We flew home over Lake Laconia and Lake Minnetonka. She enjoyed it and said she was looking forward to more flights.



It's a real joy to fly. It has a Garmin GTN-750 and a Garmin G-5 installed. It has wing extensions, a co-pilot door, LED lights, long range fuel tanks, a beautiful interior and a nice paint job on Wip 4000 amphib.

I have four grandsons ages 5, 3, 3, and 1. I can't wait to give them a ride. They know about the plane and are excited to go for a ride. They also know it can land on water, so they are already talking about that.

I tell myself to take good care of the plane, because I feel I'm lucky to have it and I'm really just the caretaker of it, until someone else buys it from me, hopefully, many years from now.

Next month I'll tell you about an airplane tug/hoist that Les Kapaun, one of our chapter members, welded up for me.

Recap of Ch 25's 2023 Christmas Party
By Karen May

Our Chapter's Christmas Party was so delightfully hosted by Pam and Mike Tompos.



There was a Chili Extravaganza, many varieties. All were delicious! Desserts were great, plenty of choices.

There were highly mobile Women in Aviation hence the blur of the photo.



There were aviators sitting at the same table all on their phones. Another group of aviators circled their chairs and were talking ... to each other ... in person.

Many conversations were being shared around the room as people mingled and flowed.

See you next year!

Interview of the CH 25 speaker, a new ATC Controller (Fall 2023)
By Karen May

Dear Controller,

I enjoyed our conversation after the EAA Chapter 25 meeting.

1. How do you like working in the dark, (at ATC)?
It Beats being aware of your surroundings (lol).

2. How do you like telling, older, wiser, more experienced, Pilots
where to go? (totally laughing) with Brevity.

3. What are your favorite ATC responses from Pilots?

Answers:

- a. controlling is a lot of fun, once you know how (lol)
- b. duly noted
- c. ATC, We have your request (lol)
- d. quiet response
- e. I'll get back to you, I was on a land line (lol)

4. How long should it take to build an airplane?

a. It is done when there are no extra pieces

5. Force and Power?

a. too much power is almost enough

6. Who is your ATC idol?

a. Archie League (Archie William League (August 19, 1907 - October 1, 1986) is generally

considered the first air traffic controller in the United States)

b. Hoot Gibson (Robert Lee "Hoot" Gibson (born October 30, 1946), (Capt, USN, Ret.), is a

former American naval officer and aviator, test pilot, and aeronautical engineer. A

retired NASA astronaut)



Young Eagles Update

by Kris Olson, Ch. 25 YE Coordinator

Our Young Eagles group flew 13 kids on November 18th at Airlake Airport. The pilots were Jim Fischer, Josh Irlbeck, Bryan Kaufmann, and Pat Moynihan. The ground crew were Marsha Drake, Mike Drake, Ron Hoyt, Jill Mount, Ron Oehler, and Keith Treptau.

We cancelled our December 16th Young Eagles rides due to forecast low clouds and rain. We had kids signed up and pilots and ground crew signed up to help.

Our next Young Eagles rides event is Saturday, January 20th 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 Feb 6th, 2024. Contact Terry Carmine for more information at tlcarmine@gmail.com All are welcome to attend.



Trivia Challenge

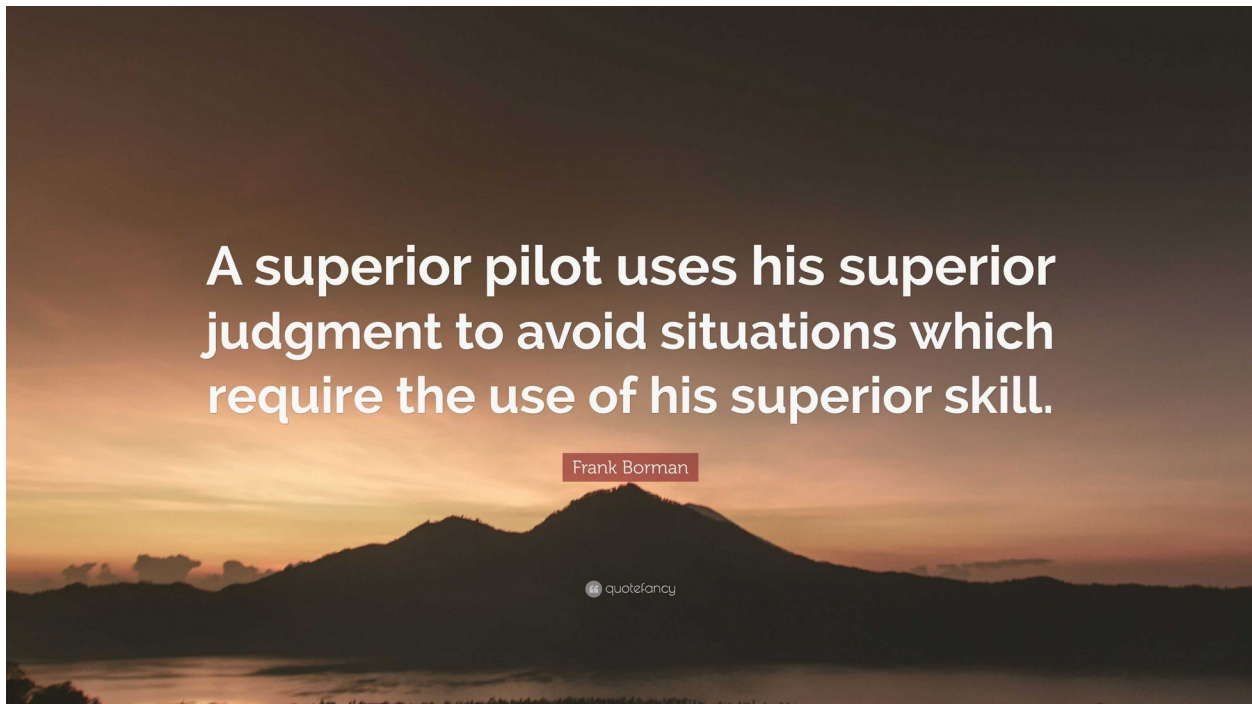
When was the first recorded flight of an airplane in Minnesota and who was the pilot?

Answer on page 15.

This Month's Quote

Two NASA Apollo astronauts died within a few days of each other last November. Ken Mattingly, Apollo 16 and Frank Borman Apollo 8.

This Month's quote is from Frank Borman.



Trivia Answer

1911

Hugh Robinson takes off from (then) Lake Calhoun on the start of a leapfrog expedition to New Orleans.



Courtesy of MN Historical Society



HUGH A. ROBINSON IN A CURTISS HYDRO-AEROPLANE - 1911

Hugh Robinson's Curtiss seaplane, with its "lucky" number thirteen medallion, on the bank of the Mississippi River, at Prairie du Chien, Wisconsin, on October 19, 1911, during his attempted flight down the river, from Minneapolis, Minnesota, to New Orleans, Louisiana. He cut short the flight at Rock Island, Illinois, after 375 miles and after learning that a prize for completing such a flight was rescinded.

For the whole story - https://storage.googleapis.com/mnhs-org-support/mn_history_articles/51/v51i04p153-156.pdf

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

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Rich Hedeem	Ass't Treasurer
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Jim Fischer	Board Member
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Terry Carmine	Board Member
Kris Olson	Board Member
Mamie Singleton	Board Member
Mike York	Board Member
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Terry Carmine	IMC Coordinator
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(available)	Website Updater
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(available)	Social Media Guru
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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.

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