

J A N U A R Y 2 0 2 3

EAA Chapter 25

ON FINAL

“Waypoint”

John Schmidt, 2023 Ch. 25 President
EAA Lifetime 250021



This is my first column as your president of EAA Chapter 25. I have a large number of topics, observations and opinions that have crossed my mind as I compose this. Don't know that I can get them all in one column (and, for some of my opinions, I don't know if I should), but hey, I've got more columns to go.

Although I consider this leadership position within the Chapter a serious responsibility and an honor (it's truly an honor to lead a chapter of our high level of membership talent). I am only in this office, unfortunately, because many other worthy candidates (i.e., most of you, our membership, reading this) didn't want to do it. I am notorious for being over-busy. My friends say that I'm not burning the candle at both ends, instead they say I've broken the candle in half and I'm burning it at FOUR ends.

Who is 'busier' than the next person? Who is 'too busy'? Did Paul Poberezny ever say that he was 'too busy' to run EAA (at one point in time, out of his own basement, with no salary, publishing a monthly newsletter, handling membership, hosting meetings, etc., while working full-time in the National Guard, and trying to raise and support a family)? How important is Chapter 25 to YOUR aviation life? How much are you, as a member, willing to do to make our Chapter strong(er), and therefore contribute to the furthering of aviation?

Opportunity abounds in this Chapter; we have an incredible talent/skill/experience/intellectual level amongst the membership. It's a little like the story of Stone Soup – if everyone contributes, before you know it, great things can be accomplished. And, we have before us, a multiplicity of opportunities. Here are some that I see (just because this is what I see, doesn't mean that we need to prioritize these; feel free to edit / delete / add your own).

We have a Young Eagles program about which we should be proud, but we could use more participating pilots. We have a Chapter hangar project for which we need fundraising, construction skills (does anyone know of a master plumber or electrician that can help us?), planning, work parties, and maintenance. We have airplane build projects that are being completed, but we have many more in the Chapter in which you can participate, if you wish. We could do a better job of reaching those local south metro members of EAA who don't yet belong to a Chapter. We could organize a Chapter work

party to volunteer at Oshkosh for a weekend. We could send more kids to Air Academy, EAA's week-long summer camp. We could organize more fly-outs to various local airports, and, with a new hangar's kitchen and bathroom facilities, organize our own fly-in pancake breakfast. We could do all kinds of programming in cooperation with Lakeville South and North High Schools (private pilot ground school, or I see school-built RV-12's at Oshkosh, and I wish....).

And on and on. Those are just a few ideas; we are only limited by our imagination – and willingness to get up off the couch and do something. Do we have to lead every Chapter in the state in every measurable category? No, but it'd be nice if we did. Could we lead in total membership numbers? In Young Eagles flown per year? In programs and activities offered. Maybe. Is there room for our Chapter to improve and grow? Certainly.

I want to thank every volunteer whose name is listed on the masthead of this newsletter, now and in years past. Webmaster, Newsletter Editor, Board Member, Secretary, Treasurer, GrillMaster General, Tool CribMaster, Waste Basket Emptier, and those who have volunteer(ed) in any way for our Chapter, **thank you**. Let's not stop there. **Let's do more. Let's move the throttle forward.** I urge you to set a personal goal of some kind, related to our Chapter. Let's set (member-supported!) measurable goals, and then work to make it happen. It doesn't matter what I want, what do YOU want? With commitment and drive, and your time and talent, this Chapter has its best days ahead.

This month's Chapter meeting will be conducted on **Wednesday, January 18, 2023**, at the **BSAEC** hangar at the south end of Hotel Lane at **Airlake Airport**. We are going to have pasta (hotdish) for our potluck meal. Contact Jim Fischer: fischermailstop@gmail.com if you can bring a hotdish to share. Otherwise, bring a \$5.00 donation to cover the cost of the condiments and staples.

November 16, 2022, Chapter 25 Meeting Minutes

Call to Order: Pat Halligan called the meeting to order at 7:00 pm. Gary Stinar led us in the Pledge of Allegiance. Pat asked members for a moment of silent reflection for those who gave the ultimate sacrifice for our freedom, especially those who died in the recent P63 Kingcobra and B17 crash at a Texas Airshow. Sandy Halligan and Shirley Fischer provided Chili. Pat reminded members that Jim Ladwig and Mamie Singleton would appreciate rides to Chapter meetings. Give them a call and offer to pick them up. Contact Mike York or Kim Johnson for their contact information. Zoom videos of our meetings are not feasible due to our limited internet accessibility.

Visitors/Membership: Brian & Daniel (age 16) MacDonald. Brian is a flight instructor and a neighbor to Jerry Schiroo. Daniel wants to fly; John Youngdahl (uncle to Tom), Glencoe, MN, low time Private Pilot and a darn good mechanic; Tom Richards, flew 120's in the 60's, ground instructor in the 80's, had a career in the intelligence field.

New Hangar: Status quo, no new report.

Treasurer's Report: Assistant Treasurer, Kim Johnson, reported that Ch. 25 accounts are current, and all invoices have been paid. Our annual Dues letter will be mailed during the first week of December and please pay your dues by 12/31/2022.

Young Eagles: Kris Olson, Young Eagles Coordinator, reported that we gave rides to 30 kids. She has 18 kids signed up for this Saturday's (11/19/2022) event at the Airlake FBO. Four pilots have signed up. She could always use more pilots and ground crew. Kris reported that there are still summer camp openings for the younger age groups. The higher ages are filled up.

IMC Club: The Club meets on the 2nd Wednesday of each month via Zoom. All Chapter members are invited to participate whether instrument rated or not. Contact Terry Carmine tlcarmine@gmail.com with questions.

Build Projects:

Glastar: Jerry Schiroo reported that they are working on riveting the firewall and fiberglassing the wingtip lights.

Piet 1: Jim Fischer reported that the first color scheme is being changed. Stewart System Techs say that yellow fades, blue is the easiest. The spray compressor and guns are being worked on. Preparations are being made to practice spraying vertical surfaces, which are the hardest due to an increased likelihood of paint drips.

Piet 2: (Kaplar Piet). The engine is being disassembled to inspect and/or replace cylinder seals which can breakdown more easily in a cast iron engine. The airframe needs a good deep clean wash with ammonia.

Murphy Rebel: Ron Hoyt reported on his Murphy Rebel project.

Mark Elliot suggested that builders consolidate Aircraft Spruce orders to save money on shipping. Anyone interested in consolidating orders should see Mark after the meeting.

New Business:

Tree of Hope: Pat thanked members who brought Christmas presents to the meeting. There is still time to bring gifts. They are being picked up by the Tree of Life staff on December 3, 2022.

Holiday Party: Mike Tompos and his wife, Pam, are arranging a Holiday party at their condominium on January 14, 2023. More information is forthcoming. Reserve the date on your calendars.

Scholarship Update: Ana Paulson, United Christian Academy student and recipient of the EAA \$10,000 Ray Scholarship, is studying for her written flight exam, but she also has lots of school homework.

Chapter Officers: Pat Halligan stated that John Schmidt has volunteered to serve as President in 2023. Greg Cardinal has offered to serve as Vice-President, and Ned Lebens volunteered to serve as Secretary. We have a Treasurer lined up once we get a volunteer to be On Final Editor next year. Ron Oehler has offered to serve as website updater. Chapter 25 is on our way toward a vibrant 2023.

First Wing Rib: Peter Denny built a case containing the first rib of our first airplane build project in 2010. It was signed by all Chapter members at the build session and is hanging in the BSAEC. We are a builder's Chapter.



EAA Chapter Survey: We will be emailing an EAA Chapter Survey to all members. The Survey is intended to provide feedback on what Chapters are doing well and what EAA might do to improve Chapter participation and interest.

Presentation:

Doug Envik from Tanis Corp. (recently bought by Hartzell) discussed the importance of pre-heating airplane engines. The primary goals of pre-heating engines is to reduce engine wear, increase engine life, reduce warm up time and facilitate starting. Every engine part above the oil line should be warmer than the oil in order to prevent condensation. Airplanes take off at high power, cars only need about 15% of an engine’s power capacity. Doug said it would be ideal if airplane engines could be under a 240-watt electric blanket 24/7 from October – April. He said it would cost about \$1.00 a day. Some Hartzell engine heating products are made in Glenwood, MN.

Adjournment: The Meeting adjourned at 8:45 pm.

Respectfully submitted,
Kim V. Johnson, Acting Secretary



IMC Club Update

IMC Club meetings are on the **second Wednesday** of each month via Zoom. Our next meetings are scheduled for February 8, and March 8, 2023. Contact Terry Carmine for more information at tlcarmine@gmail.com. All are welcome to attend.



Q: What aviation engine company names its engines after rivers?

(answer on page 10)



Young Eagles Update

by Kris Olson, Ch. 25 YE Coordinator

We ended up cancelling our November Young Eagles rides event due to weather. There were strong winds. We also cancelled our December Young Eagles rides due to weather. There were low clouds.

Our Next Young Eagle rides event is Saturday, January 21st at Airlake Airport. We can use more pilots and ground crew. Contact me if you are interested in helping.

We used our Young Eagles credits from EAA to give 2 scholarships to students attending EAA's Air Academy camp in summer 2023. I will provide information about the students in the coming months.

Two Ch. 25 Members Have Taken Their Flight West

Sadly, we announce the recent loss of two Ch. 25 members, Steve Adkins and Duane Duea.

Steve Adkins was a Ch. 25 member for 28 years, and died on December 6, 2022 at age 83. He was born in 1939 in Omaha, NE and earned a BS degree in Electrical Engineering, Iowa State University and a Master's Degree in Business, University of St. Thomas. He worked 36 yrs for Control Data, now Ceridian. At the time of his early retirement, he was the 7th most tenured employee. Steve was also VP for two aviation organizations, one of which being Ch. 25. He was an active power and sailplane pilot who also enjoyed sailing his iceboat in winter. Steve and his wife, Judy, enjoyed their retirement years traveling and supporting local performing arts activities. He successfully wrote grants for Judy's choral group, Velvet Tones. His Memorial Service was held on January 5, 2023.

Duane Duea died on December 25, 2022. Duane built the first Corvair-powered Piet other than Bernard's, when he was in high school and flew it often. It is still airworthy in the hangar he owned at FBL. No services are planned at this time.

Duane's Famous 2014 Trip to Brodhead

By Greg Cardinal (with input from Bob Poore and Chris Bobka)

In July 2014, Bob Poore and I were organizing our annual trip to Brodhead and Oshkosh. That year, we were joined by Jill Oakes, a professor of First Nation's history along with her husband from Winnipeg, Canada and Duane Duea in his Corvair powered Pietenpol. We met at Stanton for fuel and final instructions before launching to our planned fuel stop in Viroqua, WI.

We were flying in a loose diamond formation with Bob in the lead, myself, and Duane in the #2 and #3 slots, with Jill bringing up the rear. About 45 minutes into the flight, Jill announced on the radio that Duane was "going down". Duane was descending but, without a radio, he couldn't tell us what the problem was. Bob, Jill and I circled and watched Duane land in a 600-foot-long field, the only good landing site within gliding distance and about ½ mile from the nearest farmhouse. He used every inch of the field and stopped a few feet short of a fence. Bob, Jill, and I discussed our options as we circled. I was flying pretty light so I landed to assist Duane while Bob and Jill proceeded 7 miles south to Vi Kaplar's airstrip 7 miles to the south at Eyota. Duane explained that his engine gradually lost power and then quit for unknown reasons. Between Duane and I, we only had a pair of pliers and a

stubby Phillips screwdriver. This was clearly insufficient to allow us to do much repair work.

By this time, Bob and Jill were at Eyota and we both had decent phone reception so communicating wasn't a problem. Bob offered to collect whatever tools he could and do an "air drop" so Duane and I could dig into the carburetor to see what was going on. We suggested to Jill that she and her husband should continue on to Brodhead without us. Her reply was "No way am I leaving you guys, I want to see how this turns out."

Shortly afterward we could see Bob coming in low and slow. We were expecting a bag of tools to be dropped but he passed right over without dropping anything. The bag of tools was wedged into the tight confines of Bob's cockpit and he was unable to lift the bag in time to drop it. Bob circled and made another pass, this time the bag of tools was dropped right on target.

Duane and I removed his carburetor and discovered that a recently replaced seat had come loose. We tightened it up and found nothing else amiss. The Corvair started on the first pull, and we launched for Eyota.

Not wanting to experience another engine failure, Duane decided to tear down the carburetor again at Eyota and ensure that the seat was tight. Vi Kaplar was there and was visibly excited to have four Pietenpols land at his airstrip. He offered us some good ethanol-free “Iowa gas” and we were on our way.

What normally would have been a 4-hour flight to Brodhead turned into an all-day adventure with memories to last a lifetime.

A humorous footnote: While Bob was collecting tools at Eyota, Jill’s maternal instincts kicked in and she went across the street to a convenience store to get food for Duane and me. Bob had put sandwiches and boxed salads in the tool bag he dropped. Unfortunately, the food did not survive in an edible manner, the lunch meat and lettuce were scattered 200 feet in that farm field. The earthworms in that field are still talking about that delicious lunch to this day.



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Please consider supporting EAA Ch. 25 through using AmazonSmile.

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5. Once AmazonSmile has been activated in your app, future eligible app purchases will generate a donation for the charity you selected.

Note: The tablet app is not yet supported.

EAA Homebuilder's Week – Online Event Starts January 23, 2023

By Charlie Becker, EAA Homebuilt Community Manager

EAA will be hosting our third annual Homebuilders Week online learning event for aircraft builders. See: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will start on Monday, January 23, 2023, and run until Friday, January 27, 2023. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 11:30 a.m. CST and run until 8:30 p.m. CST daily. Go to <https://www.eaa.org/ea/aircraft-building/homebuilders-week/schedule> for schedule particulars.

Upcoming Chapter Events

Saturday, January 14, 2023: Holiday Party at Mike & Pam Tompos' complex at 1830 Eagle Ridge Drive, St. Paul, MN 55118; mjtompos@yahoo.com; 4:00 pm – 7:00 pm

Wednesday, January 18, 2023: Chapter Meeting; 6:00pm – 9:00pm; BSAEC

Saturday, January 21, 2023: Young Eagles Event; 9:00am – noon; Airlake FBO

Wednesday, February 15, 2023: Chapter Meeting; 6:00 pm – 9:00 pm; BSAEC

Saturday, February 28, 2023: Young Eagles Event; 9:00am – noon; Airlake FBO

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 with worker's faces are preferred.



Pietenpol1 (2010): We are researching with Stewart System technicians. It would be easiest to go with yellow, white and blue colors. We are ordering our paint spray gun and practicing on cardboard. Vertical surfaces are the most difficult because of the need to avoid paint drip runs.

Pietenpol 2 (2018): A new head and crankshaft seal will be installed this winter.



Pietenpol 3 Fokker Piet (2020): Repairing ground loop damage.



Greg Cardinal testing Fokker flight controls

Pietenpol 4 (2022): Material for the empennage was milled to shape using a router table. The elevator jig was laid out on a piece of 3/4" MDF and most of the beam material cut to fit. Piet 4 is being built at Jerry Vecoli's Shop, Wednesday evenings 6:00 pm – 9:00 pm, followed by wing-leveling. All Ch. 25 members are invited to attend. 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).



Peter Denny, Greg Cardinal and Mike York working on the elevator jig. Jerry Vecoli researching

Murphy Rebel: By Ron Hoyt. I am building a 160 Hp Titan IOX340 engine with low compression cylinders intended to use mogas. I am essentially finished tin bending and cleaning up things I skipped over. I need to finish painting the windshield retainer and the nose bowl. I would have had them finished last weekend if the paint hadn't blushed on me. Then the windshield needs to be installed. I need to integrate the avionics systems; the power wiring is checked out. In the next warm spell, I plan on doing the initial engine break in. I am currently doing the seat upholstery. All the fabric and foam is on hand and the patterns have been developed for the seats and backs. I expect to trailer it to the airport in the spring to do the final assembly. I would welcome anyone who wants to look at and comment on the build. I am still looking for an available Tech Counselor.



The Murphy Rebel is a two- or three-seat, strut braced, high wing, taildragger monoplane which is sold in kit form by Murphy Aircraft in Chilliwack, British Columbia, Canada. The Rebel was designed by Murphy Aircraft President Darryl Murphy and Dick Hiscock, who was one of the designers of the De Havilland Canada DHC-2 Beaver.

Glasair Glastar (2021):

We just riveted the flange to the firewall that is used to attached it to the fiberglass frame. The rivets used are monel rivets. These are extremely hard and are used to secure the two stainless pieces together. Bucking them tends to be a frustrating process at best to make it work. Dennis Vanatta to the rescue. Denis designed a tool he called "the ugly machine". In the pictures he shows Reggie Roorda and Andy Johnson how to use it to hydraulically put up to 20,000 lbs of force needed to set these very hard rivets. The result are perfectly set and consistent monel rivets, thanks to Dennis Vanetta. 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. All members and friends are welcome. Contact Jerry Schiroo: jerryschiroo@msn.com with any questions and location information.



Dennis teaching Reggie how to use "the ugly machine"



Andy Johnson & Reggie riveting under Dennis' supervision



Reggie & Andy riveting



Andy & Reggie with the finished project

Trivia Answer

(from page 4)

A: Rolls Royce, with models named after the Spey, Nene, and Trent Rivers.

The practice of naming after British rivers is to reflect their steady flow of power. Rolls Royce, which acquired Bristol (who started the tradition of naming engines after Greek gods), also featured the Odin, Olympus, and Thor.

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Anton Chekov
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