

April

2023

EAA Chapter 25

# ON FINAL

“Waypoint”

John Schmidt, 2023 Ch. 25 President  
EAA Lifetime 250021



## A Variety of Thoughts Here ...

1. Spring is here, and with it, the removal of rust of pilot skills. I haven't flown a tailwheel in months, and, although I've logged some time in a 172 over the snow season, I'm still looking forward to getting my feet to dance on the rudder pedals in a (not too) gusty wind again. I hope you are, too.
2. Our chapter members typically attend a fly-in or two during the summer months. IF you go in your airplane, please consider not going alone; flying is best shared with a friend, a fellow chapter member, or someone that would like to understand and share in the privileges we enjoy.

In this same vein, if you have any aviation adventures this summer, you may wish to consider making an article for our chapter newsletter. Our editor can hold on to 8 (to 20? To 30?) stories for use in future newsletters, so let's pitch in and attack that keyboard, once you get checked out in an F-16, or other such aviation adventure.

3. I have to mention the volunteerism that was displayed March 20-25 for our chapter, when we were up against a deadline to acquire another kit project donation for our chapter from the Chicago area. After a number of phone calls and conversations (looking at my phone, I made 27 phone calls on Wednesday, March 22), we managed to line up Kim Johnson and Les Kapaun as the Ch. 25 heroes who drove to Chicago, loaded up, and returned, all in one 16-hour day, a partial airplane kit donation (a Zenith 650 wing and tail kit). We'll be marketing/selling it soon on the usual outlets. (let me know if you or anyone you know is interested!) Kudos to Les and Kim; make sure to thank them when you see them.

4. I see that FLYING magazine has bought out Plane and Pilot magazine. As you might know, Flying is kind of an 'aspirational' magazine, featuring articles about planes that most (and I) will, most likely, never get to fly, while Plane and Pilot is more geared to the piston-powered GA market. In an unrelated move, Flying also bought out ByDanJohnson.com, a website and YouTube channel devoted to very light / sport pilot / ultralight airplanes. They are re-branding it as 'Affordable Aviation.' (Little known Oshkosh fact: if your company advertises in the pages of Flying magazine, your employees (at least, back in my days of financing airplanes at GreenTree) get to eat lunch every day, catered(!), behind the media building, at Oshkosh, for free. To this day, I still walk by there during AirVenture, seeing vendors enjoying FLYING's largesse).

5. There was an error in my last month's column. I wrote about chapter money being split up into hangar and scholarship fund from the sale of an airplane project. I tripped up on that; it SHOULD've been stated that the decision on how to utilize donation money will be decided by the Chapter 25 Board of Directors.

6. I was planning on being at Mankato State on Tuesday, April 4, for the awarding of our EAA chapter 25 scholarship. I received a phone call from the good people at the aviation development office at MSU, stating that our scholarship recipient at Mankato State this year wouldn't be able to attend the banquet, because ... he is studiously taking a class on Tuesday nights!

While on the phone, I learned that interest in Mankato State's aviation program, along with that of Univ. of North Dakota, is WAY up; demand for professional airline personnel has boosted enrollment numbers. Univ. of N. Dakota is now, reportedly, only accepting applications in Sept. and Oct., while Mankato State used to have 800 applicants to the program *per year*, and they now have had 800 applicants in the last 2 months. While I generally see this as a good thing, I always wish to simply see more private pilots in this world, not necessarily just those who want to fly the line professionally.

7. and lastly, a few years ago, I decided to go to EAA HQ in Oshkosh for two days for Chapter Leadership Academy, and am I glad I did. I met chapter members from all over the US (the EAA chapters at Fergus Falls and Wausau are doing great things), and the camaraderie alone was worth the drive there, MUCH LESS the experience of getting a behind-the-scenes look at EAA HQ, outside the calendar boundaries of AirVenture. Decent, free accommodations in the Lodge at Pioneer Airport, tours, food, libations, and conversation with all aspects of EAA (Young Eagles, Legal, Museum, Advocacy, Development, Sport Aviation, Chapters, etc....). I had a great time, and I added some names and phone numbers to my aviation Rolodex, which I've since used.

I cannot too enthusiastically recommend this experience. Time spent with Charlie Becker alone is worth the trip. He is the embodiment of Paul.

EAA is again offering Chapter Leadership Academy Sat/Sun, April 22-23. If you can't go this time (sorry for the late notice), they will offer it again in the future.

See [EAA.org/ChapterTraining](http://EAA.org/ChapterTraining) if you are interested. Talk with me about it, if you wish.

John Schmidt  
EAA lifetime 250021

## Chapter 25 members:

I received this email from Danielle Carlson. I talked with her, and was impressed. She is attempting a special placement for a foreign exchange student. Please consider hosting a young aspiring aviator for a school year. It could change his life (and yours, too).

John Schmidt

Hello,

I got your information because of your love of flying. Marco is a 17 year old from Italy who attends an aeronautical school and has a dream of being a pilot one day. Would you or someone you know be interested in the life-changing adventure of hosting him for the upcoming school year?

Marco speaks English, will have health insurance, and monthly spending money. Our hosts provide a place to sleep, 3 meals a day, and transportation. Are you interested in expanding your world view and heart this year as you share your passion for flying?

Let's chat!

daniellemcarlson@gmail.com@



**MARCO S.** 

Marco enjoys going to the **gym**, playing **soccer**, and **gymnastics**. While in the US, Marco would like to play soccer, **tennis**, or **rugby**. In his free time Marco enjoys listening to **music** and watching **movies**. At home Marco attends an **aeronautical** school, as he hopes to become a **pilot**. Marco is excited to come to the US to improve his English and explore a new country and culture



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## **EAA Chapter 25 Meeting Minutes for 15 March 2023**

The meeting was called to order by Chapter President John Schmidt at 7pm at BSAEC, KLVN.

The Pledge of Allegiance was led by Gary Steiner.

John thanked Gary Steiner and the cooks for the food at the meeting.

President: The Chapter needs more YE pilots. Meeting attendance sheet going around. There are 1634 EAA members living within a 25 mile radius of KLVN, so let's all try to recruit them to the Chapter.

Assistant Treasurer: Kim Johnson. Accounts up to date, bills paid. New hangar fund \$37k. Rainy day fund \$18k.

Young Eagles, etc: Kris Olson. Flew 13 kids last time. 5 kids signed up this month. Attended student career fair at Cannon Falls HS and handed out YE brochures.

Girls in Aviation event is Saturday, 9/23 at Flying Cloud.

Women in Aviation group next meeting is at Feed My Starving Children in Eagan.

MN Ace Camp applications open until 4/17.

Wipaire is looking for adult maintenance workers.

Ray Scholar: Ana is studying for the written exam.

Scholarship Fund: Jim Fischer. Chapter is committed to fund \$3500 towards four matching scholarships yearly. Have collected \$1900 so far for this year. The \$120 bundled membership option contributes \$35 towards scholarships. Century Club donors will be recognized. Please be generous.

Chapter IMC Club is changing meeting days. See Chapter newsletter for details. Bill Norton has taken on Newsletter Editor. Thank you!

Program: Ami Sela presented his turboprop project.

Respectfully submitted,

Ned Lebens - Secretary

## Zenith 650 Arrives at Airlake by Kim Johnson

Les Kapaun & I spent a whirlwind 3 days picking up the Zenith 650 kit donated to Ch. 25 by Greg Cotteleer in Arlington Heights, IL.

Drove to Princeton, MN on Thursday to pick up a 12 ft trailer loaned to us by Sharon Sandberg and Duane Kruse. Les told me to be at his house at 5:00 am on Friday and we took off for Arlington Heights. We passed Eau Clair before sunrise. Got to Greg's house in Arlington Heights at 11:30 am. Spent 2 hours loading and securing the Zenith 650 parts and chatting.

Greg Cotteleer and his wife, Rose, are super people. They are moving to a retirement community and ran out of time and space to work on the project. He will be happy to see it get finished. Greg has a daughter who lives near Airlake and comes to Lakeville often so he is planning on attending a Ch. 25 meeting in the near future.



Greg Cotteleer was a Huey crew chief in Vietnam.



Took off for Airlake at 1:30 pm, where Greg Cardinal met us at his hangar at 7:30 pm and unloaded.



The Zenith 650 parts safely in Greg Cardinal's hangar

Les & I left his house at 9:00 am yesterday morning to return the trailer in Princeton.

Encountered no issues. The parts survived the trip intact. Duane made sure the trailer was in tip top shape. Les & I did not run out of things to talk about after 18 hours together.



Sharon Sandberg's Tsunami project in Princeton

## Build Updates

### GlaStar



Tuesday night, April 11<sup>th</sup>, the GlaStar earned it's wings. Installing a Lycoming 180hp engine next.

### Pietenpol - Ned Leben's



Rudder and Elevators  
glued up.  
Working on Vertical Stab.



**Build Updates from Greg Cardinal:**

1. Fokker Piet has been moved to Greg Cardinal's hangar for final touch-ups to fabric and other miscellaneous items before it returns to flight status.
2. The Vi Kapler Pietenpol is getting a new head and oil seal improvements.
3. The Bob Poore Sonex is getting new brakes and will be flying soon.

**Minnesota May Fly-ins****The Great Minnesota Aviation Gathering**

May 19 and 20<sup>th</sup>, 2023

Buffalo, MN Municipal Airport

More info - <https://mnpilots.org/gmag/>

The Gathering will feature educational sessions and a variety of vendors of aviation-related products. Our "Hangar Flying" sessions will cover a broad range of timely topics, including VFR and IFR flight operations, preflight considerations, seaplane operations, aviation medicine and medical certification, engine maintenance, flight seeing, US Forest Service and DNR flight operations, experimental aircraft building, local and state governments ...and much more!

**Le Sueur Lions Club Pancake Breakfast Fly-In**

May 21, 2023

8 AM to 12 PM

Le Sueur Airport 12Y

Le Sueur Municipal Airport Breakfast, Pilots eat free. Sponsored by the Le Sueur Lions Club

General Aviation aircraft get a \$0.30 per gallon fuel discount for the day. Our event is well known for fantastic Buttermilk Pancakes, real 100% Wisconsin maple syrup and sugar free syrup also, sausage, coffee (regular and decaf), Orange juice, milk. Plenty of aircraft parking available.



## Young Eagles Update

by Kris Olson, Ch. 25 YE Coordinator

We cancelled our March 18th Young Eagles rides event, due to weather. They were forecasting strong winds 18-30 mph for that morning. We had some kids signed up and pilots and ground crew signed up.

Our next Young Eagles rides event is Saturday, April 15th at Airlake Airport. We have some kids interested in signing up. We can use more pilots and ground crew. Contact me if you are interested in helping.

For our May rides event at Airlake Airport, we are moving it to Saturday, May 13th. The Minnesota Pilots Association GMAG event is the next weekend, Friday and Saturday.

The EAA is celebrating the 30<sup>th</sup> Anniversary of the Young Eagles program. <https://www.eaa.org/eaa/youth/free-ye-flights>

If interested, the EAA has a Young Eagles webinar this Tuesday, April 18<sup>th</sup> at 7:00pm.

Here's the webinar link:

[https://pages.eaa.org/2023-04-18YE\\_WBN\\_PlanningIYED\\_2023\\_LP-Registration.html](https://pages.eaa.org/2023-04-18YE_WBN_PlanningIYED_2023_LP-Registration.html)



## IMC Club Update

IMC Club meetings are on the second Wednesday of each month via Zoom. Our next meeting is scheduled for May 10, 2023.

Contact Terry Carmine for more information at [tlcarmine@gmail.com](mailto:tlcarmine@gmail.com).

All are welcome to attend.



Charles Townsend Ludington learned to fly as a teenager; became a director of Keystone Aircraft, North American Aircraft, Curtiss Flying Service, and Avco; was a director of Kellett Autogyro and Jacobs Aircraft Engines; and helped develop National Air Transport (airline). Yet, another of his accomplishments to this day affects over 400,000 pilots world-wide, including many in EAA chapter 25. What did Ludington do to still have influence on many GA pilots today?

(Answer on page 17)

### Chapter 25 members:

You may be interested in this FAA Wings webinar.  
If you already have an account at [FAASafety.org](http://FAASafety.org), you can search for it by number.

Topic: The Top Five EAB Building Mistakes highlights common errors builders make and how to avoid them.  
Tuesday, April 25, 1030am.

#### **Select Number:**

EA39121035

#### **Description:**

Lisa Turner is an EAA Technical Counselor, flight advisor, and former AB-DAR. A Private Pilot and A&P, Lisa retired as an aerospace manufacturing engineer working on Boeing and Lockheed Martin aircraft components to help run her husband's business restoring antique aircraft at KRHP, in Andrews, North Carolina.

Lisa built a Pulsar, a Kolb Mark III, and half of a Rotorway Exec helicopter.

A five-time book author, Lisa is best known for her Pulsar story, called Dream Take Flight. Her aim is to inspire others to build and fly. Lisa writes the EAA's Sport Aviation Airworthy column.

## **MN Pilots Association Supports Transient Parking**

We received a message from Kyle Lewis, Great Lakes Region AOPA Ambassador, requesting that the Minnesota Pilots Association consider endorsing a letter expressing our strong support for an effort being led by the Aircraft Owners and Pilots Association (AOPA) that calls for the construction or implementation of transient parking ramps at public-use airports. This endorsement was approved by the Board of Directors of the Minnesota Pilots Association (MNPA) and that approval was communicated to AOPA. We will be one of many aviation entities listed as co-signers of the letter. Mark Baker will be testifying in front of a Senate Subcommittee tomorrow, March 9, and our endorsement will strengthen his testimony.

Please take a moment to read the letter:

March 9, 2023

Honorable Sam Graves, Chairman  
House Committee on Transportation & Infrastructure  
2167 Rayburn House Office Building Washington, DC 20515

Honorable Rick Larsen, Ranking Member House Committee  
on Transportation & Infrastructure  
2167 Rayburn House Office Building Washington, DC 20515

Honorable Garret Graves, Chairman  
House Aviation Subcommittee  
2167 Rayburn House Office Building Washington, DC 20515

Honorable Steve Cohen, Ranking Member House Aviation  
Subcommittee  
2167 Rayburn House Office Building Washington, DC 20515



Dear Messrs. Graves, Larsen, Graves, and Cohen,

We write today to express our strong support for an effort being led by the Aircraft Owners and Pilots Association (AOPA) that calls for the construction or implementation of transient parking ramps at public-use airports.

Our organizations represent hundreds of thousands of pilots who own and operate virtually every general aviation aircraft type in the fleet, and we cannot agree more with AOPA and applaud their efforts. We believe individual owner-operators of aircraft should not be required to pay fees to a private business on a public-use airport when their products and services are not used, needed, or requested.

Most Fixed-Based Operators (FBOs) provide excellent service and are integral to our nation's aviation fabric. Unfortunately, there is a lack of competition at many airports in our system which has led to increasing prices and above normal profits. We have and continue to see unprecedented consolidation in the FBO market, which has led to monopolistic behaviors at many of our nation's public-use airports. Clearly, private equity firms have prioritized returns on their investments and placed the burden on the backs of pilots.

Simply said, we need policies at federally funded airports that create competition and help incentivize aviation activity, not unfettered practices that allow users of our aviation system to be penalized.

Unlike the airlines, private pilots do not have a process available to negotiate fees and charges at airports. Today, pilots are subject to a multitude of fees including tie down fees, security fees, maintenance fees, building fees, handling fees, habitat fees (offset for FBO employees working in high-cost areas), and others even when no fuel is purchased or when their services have not been requested.

Many FBOs waive or reduce these fees when fuel is purchased but those entities most often have extraordinarily high, above market, fuel prices. Again, we firmly believe policies at federally obligated public-use airports should allow access without requiring private pilots to pay businesses for something they did not need or request. We also believe public-use airports

should be required to provide access to an itinerant ramp for parking with the ability to impose a fair and reasonable fee.

In order for general aviation to grow and prosper in this nation, we respectfully request the House Transportation and Infrastructure Committee address this issue in the impending FAA Reauthorization.

We are more than happy to provide any additional information the Committee may need.

Sincerely,

\* Hundreds of Aviation co-signers including Chapter 25.

For the seven pages of signers - [https://download.aopa.org/advocacy/2023/230309\\_GA\\_Transient\\_Ramps\\_Industry\\_Support\\_letter.pdf](https://download.aopa.org/advocacy/2023/230309_GA_Transient_Ramps_Industry_Support_letter.pdf)

Mike York took Simon Fenton and his son James for a ride in the CH 701 before the Ch. 25 meeting on 3/15.



WANTED

I have an old Makita 10 surface planer in a sorry state and in need of parts. Does anyone have one that's not working that I could use for parts, I would like to get this one working and working safely.  
Model #.....AP-10 Type II

Peter Denny - 763-226-0473

**“If black boxes survive air crashes, why don’t they make the whole plane out of that stuff?”**

– George Carlin

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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(available)	Flight Advisor



## Trivia Answer

**A** Ludington was the founder and first president of AOPA. He is the one credited with coming up with the name "Aircraft Owners and Pilots Association," (at 230am one night) after other suggestions (including 'Pilots, Incorporated,' and 'Private Fliers Association') were debated. He flew west in January, 1968.

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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 can be obtained from the Chapter 25 website: [www.eaa25.org](http://www.eaa25.org). 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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