

February 2024

EAA Chapter 25

ON FINAL

“Waypoint”

John Schmidt, 2023 Ch. 25 President
EAA Lifetime 250021



Odds and Ends

1) Please - Pay your Dues!

Show your support of our chapter - pay your 2024 dues, ASAP.

Not sure if you did or not? Contact our hard-working treasurer, Kim Johnson - kvince989@gmail.com 1834 Karis Way, Eagan MN 55122.

It's easy to put off. It makes it hard on the membership chair and other volunteers, working on behalf of the chapter, if people are slow on paying dues.

Just drop a check for the low, low, bargain rate of \$25.

2) Please - Send an email to confirm your being included in the list of volunteers (my name is the list so far) for duty at the pancake breakfast!

Our breakfast is Sunday, June 16, 2024, 730am to 1130am.

If you are interested in volunteering, please send me an email (subject line: “I wanna pancake!”), and you'll be thusly honored with your name on the list!

3) Food for our meeting this month: chili, brought by volunteers. The Ch. 25 Meeting Elves will have tables set up, we will bring paper plates and paraphernalia, schleped over from our chapter hangar.

4) Our meeting this month is at the venue for our pancake breakfast, that big honkin' hangar on the south side of the field - take Cedar Ave. South, to 225th St. W., to the first driveway on the right.

5) We have had some members come up to me to offer their services in the effort to increase our membership - thank you! Our goal, set by me (the unrealistic eternal optimist) is hanging on our hangar wall.

6) 'Flying season' (warmer weather - technically, year around is 'flying season') is upcoming. I'm looking at the calendar and planning on when I'm supposed to be where. The planning is half the fun!

Our speaker this month is my friend, Bill Tischer, who will talk about transitioning to other airplanes. I hope to see you there.

John Schmidt

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.

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>

Chapter 25's Website

Brian Francis is our new website updater and the site is improving. Give it a look see -
<https://chapters.eaa.org/eaa25>

\$5k Match Campaign Donors

These 2 donors were inadvertently missed in last month's announcement. With apologies, Greg Cardinal and Jeff Coffey helped to enable Chapter 25 to receive the full \$5,000 match incentive from an anonymous donor. Thanks to all 18 Donors!

2024 Chapter Scholarship Drive

by Jim Fischer

In the month of March our chapter has its annual Scholarship Fund Drive. This year is no different where the need for donations is no less. We still offer scholarships at two schools, with a total of three scholarships. The scholarships total is \$6,500.00. The amount our chapter is obligated to cover is \$3,500.00. The difference is covered by other partnerships we have.

When you get your Chapter 25 newsletter next month in March, there will be a more informational article on our scholarships. Also we will have a donation form for you to fill out along with your donation. There will not be a mailing campaign again this year to help reduce our chapter expenses during this scholarship fund drive. Please remember this fund drive for next month in your budget.

2024 Jan 17 EAA 25 meeting minutes

By Karen May

- Call to Order 7pm by President John Schmidt
- Pledge of Allegiance to the Flag of The United States of America and to the Republic for which it stands.
- Attendance clipboard was sent around and a reminder names badges are available for members and guests.
- President thanked all for participating by wearing and replacing badges in badge case. Counted 38 (estimate) attendees in the hangar.
- Food - Thank you to those who brought food today.
- \$5K - Recognition to 18 members who made it possible for the \$10K match. Through an oversight, with apologies, Greg Cardinal and Jeff Coffey were not listed.
- Welcome and introduction to New Members: 5: Bill Tischer 30 years in aviation FAASTeam and will be February 2024 speaker. Andy also FAASTeam 20 years in aviation. Dave Polensky long time love for aviation. Dan Baskey wants to move forward in pilot certification (his dad piloted). Josh Welter was with Chapter 237 which meets on Mondays but he is also a scoutmaster on Mondays, so joined and will come to Chapter 25 meetings on Wednesdays will be beginning a personal full scale P51 build.
- Brian Francis is to run the Chapter 25 website.
- Jerry Schiroo brought Morgan Hill, a senior at Rosemount High School. Morgan has been in aviation for a year through her school. She has been accepted to UND.
- Gold Chapter updates: To recognize chapters that have demonstrated outstanding commitment to general aviation. This recognition is based off criteria that have shown to correlate with active and engaged chapters. President reminded group of the Doable EAA's requirements. President thinks 9 of the 11 criteria are achievable for Chapter 25. Missed opportunity to send out a Chapter Blast for 2023. A Chapter Blast is when the EAA sends out an email notice to all EAA MEMBERS in the area. We only need one Chapter Blast annually. Our chapter receives one point when meeting each of the following criteria:
 1. Attends a chapter leadership training session
 2. Growing or steady membership
 3. Offers IMC or VMC Club programs
 4. Participates in Young Eagle or Flying Start programs
 5. Has EAA-approved Flight Advisor or Technical Counselor
 6. Participates in EAA's Annual Chapter Member survey
 7. Participates in Young Eagles Build and Fly, Young Eagles Workshops, send a youth to the EAA's Air Academy, or fully completes a Ray Scholarship program
 8. Requests an EAA Chapter Blast email

9. Hosts at least two public events each year
 10. Owns/leases a facility
 11. Extra credit activity, such as a chapter build project, youth build project, chapter scholarship (separate from Ray Scholars), a chapter tool crib, IAC competition, etc.
- Chapter Leadership weekend at EAA, for 2023 Mike and Marsha Drake attended for Chapter 25. John will talk to others about attending, possibly as soon as January 2024. Chapter 237 has a boot camp, being involved in a boot camp is also an ideal of a Gold Chapter.
 - Thank You to Mike and Pam Tompos for hosting Chapter 25's 2023 Christmas party. 50 aviation enthusiasts attended and shared in chili extravaganza.
 - Jerry Vecoli made Chapter 25 stickers and donated them to the organization, asking that they're put someplace visible.
 - Gene Poole: works in schools teaching aviation and writes aviation education curriculum. A self proclaimed "addicted to aviation" who recently trained at the AOPA headquarters in Frederick, Maryland. In the USA, 900 schools have aviation curriculum for high school students. There are 16 teachers who have been selected as exceptional leaders from across USA and Chapter 25's Gene Poole is one of them. A woman from Pequot Lakes, a Lt Col with Civil Air Patrol with an expanding program has also been selected. Gene Poole thinks the curriculum should also focus on vocational training along with pilot focuses. There are large needs for aviation jobs other than pilots. Gene Poole has an ACTION item for the Chapter, there is a need for ADULT assistance with the local school programs. John Schmidt also teaches aviation in the schools. Gene Poole will be retiring from aviation in the schools programs and handing his portion of school teaching to a younger, full of aviation energy woman to take the program to the next level. There are open jobs at AOPA. AOPA offered \$7 million dollars in scholarships in the last 6 years. ACTION Gene Poole wants to spend \$5K on tools for the high school programs and needs assistance on WHAT to buy and needs a secure place to STORE those tools.
 - 723pm into the meeting
 - John Schmidt: 3-4 years to organize the Ray Aviation Scholar information. EAA grades RAY Aviation Scholar applications and offers \$10K to Chapters of selected recipients. Questions on the Ray Scholar application: What are costs of flight training your area? Do you have a youth aviation day camp? Does your chapter offer a ground school? Does your chapter offer RC modeling? Is there a youth build program at your Chapter? Does your Chapter offer aviation education at local schools? Chapter 25 may receive a Ray Aviation Scholar award. John Schmidt and 2 others will look at applications and select who will receive a RAY Aviation Scholarship from chapter 25. The Ray Foundation was founded

by James C. and Joan L. Ray. James' dedication to aviation began shortly after the December 7, 1941, attack on Pearl Harbor, when he enlisted in the Army Air Corps. His support for numerous EAA initiatives is part of his legacy, as he made possible both facilities and programs that extended EAA's ability to grow participation in aviation. The most visible of those gifts is the Air Academy Lodge. Since 1998, this facility has hosted hundreds of young people each summer at the EAA Air Academy, which gives those ages 12-18 the opportunity to discover more about flight. The Ray Aviation Scholarship Fund is sure to deliver an equally impactful experience for youths who are passionate about aviation.

- Treasurer's Report: close to \$52K in hangar fund, looking for \$120,000.
- The Chapter is hosting a pancake breakfast at the Lakeville FBO which has water and services. The Pancake Breakfast Fly-In will be Father's Day Weekend Sunday, June 16, 2024. You will want to volunteer by saying to John Schmidt " I need a pancake". (planning, parking, set up, operating breakfast, clean up, tear down, restore).
- John reminded people that Chapters have a moniker such as Chapter 1229 is the Food Chapter. (note taker added; Chapter 25 can be the Chapter who is Most Physically Fit, the Most Successful Builds, Most Willing to Teach Aviation, Most Authors of Aviation Books, Most Master Pilots award recipients, Most Master Mechanics award recipients, Most Members who have fun in Aviation, etc...)
- IMC CLUB Terry Carmicheal does zoom 1st Tuesday monthly which is high value. You can join the Zoom meeting via the FAA Wings program or email Terry Carmine at tlcarmine@gmail.com for the Zoom link (added by notetaker; website: EAA.org/pilots/pilotresources/IMC CLUB.) (EAA - The purpose of EAA Instrument Meteorological Conditions (IMC) Clubs is to promote instrument flying, proficiency, and safety. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency in instrument flying. EAA IMC Clubs are extensions to local EAA chapters and offer monthly IMC program meetings where pilots can network and share knowledge and experiences.)
Contact: Terry Carmine Email: tlcarmine@gmail.com
- Young Eagles: Kris Olson. Dec 2023 event was canceled due to weather. Jan 20, 2024 forecast is -5° F, 24 kids are signed up. Totals for 2023; 6 events and 117 student rides. 2022 had 148 student rides. There were \$731 dollar credits that were given to Bennet Aust age 12, Belle Plain. Credits were given as a scholarship towards his Air Academy camp registration.

- Kris has information about the Aviation Explorer post at Eden Prairie and Blaine. Air Academy Aviation Explorers age 14-20 and have completed 8th grade, meet 2 times monthly.
- 735pm
- Speaker Tad Tessier. The acronym guy, spoke for 30 minutes giving engaging insight into how airliners are purchased by airlines. Tad T. explained who (all departments of an aviation company are represented during the buying process) and what it takes to put the purchases into service. Read the interview later in the February Newsletter. Be sure to note the job titles and of course the acronyms.
- John Schmidt Thanked the speaker and gave him the Chapter 25 Pint Glass. Gave reminders: members – pay your dues – it is January. World of Flight calendar \$20.00 pick it up now. EAA chapter 25 Annual Banquet costs came to \$15.74 which Pat Halligan wrote a personal check, concluding annual banquet expenses.
- The end of meeting.

2024 January EAA Chapter 25 Speaker Interview of Tad Tessier

By Karen May

Buying and Selling Commercial Airplanes

Speaker Tad Tessier for the January 2024 EAA Chapter 25 meeting. The acronym guy, spoke for 30 minutes by giving engaging insight into how airline companies purchase airplanes as used vehicles. Tad Tessier explained who (all departments of an aviation company are represented during the buying process) and what it takes to put the purchases into service. He used a plethora of acronyms. It was fun.

His titles at work:

at Boeing - AMT-I/lead/MRB

at Endeavor - Sr. Engineer in Cognito (lol)

How airline companies' purchase used aircraft is kind of like buying a used vehicle on a much more involved larger scale. Tad Tessier explained that when an airline looks at an airplane or group of airplanes to buy all of that companies' departments are involved in the buying process. At first, I didn't grasp that he meant ALL the departments of an aviation company go thru the process together.

Ownership, leadership, marketing, sales, accounting, human resources, flight attendants, administrators, operations, avionics, mechanics,

painters, dispatchers, ground support, meteorologists, passenger service, flight instructors, and pilots. All have expertise and a say about the situation. The speaker told how everyone involved in aviation was involved in the adjustments of having a new/used airplane in the air and on the ground. I was thinking of all the jobs – so many jobs... On the visual side; there is retrofit and conversion. On the technical side what is the best value for the least resources? On the Operations side people are handling the negotiations.

Acronyms: CSD – constant speed drives. MEL/NEF/CDL (MEL – minimum equipment list, NEF -nonessential equipment and furnishings program, CDL - configuration deviation list is a listing of regulator-approved non-structural external parts that may be missing but the airplane remains airworthy.

FYI, if something is broken in the airplane, it is customary to let the flight crews know with a placard.

New airplanes typically have special scaffolding, jigs, and a type of custom hangars and gates. Once an airplane is purchased it is flown to an estimate 80 airports and the ground crew including jet way people and other aviation staff; pilots, flight attendants, mechanics, hangar personnel, use all their equipment to see if it will work on/ in the new airplane, will it fit into gate area? Which ground markings will need to be adjusted so the airplane will be parked to fit the needs of the ground crew? Will service vehicles be able to reach the aircraft openings?

Delta/Endeavor buy a lot of used aircraft. Engines are typically all they need so to spend \$2.5m on an airplane and need to convert is an equation. An equation is offered when purchasing new aircraft that comes with training and warranty. Used aircraft costs less, however, to redo the internal configuration and all the other adjustments are weighty considerations. As an example, it is less to buy used; 6 airplanes at \$24m add labor and parts, Capx, Mx, STC's \$800K or buy new?

More Acronyms:

Capital expenditure (CapEx) is the funds used by a company to acquire, upgrade, and maintain physical assets such as property, plants, buildings, technology, or equipment.

(Added by interviewer for the math-ers:)

Formula and calculation of CapEx:

CapEx = PP&E (property, plant and equipment) of the current period - PP&E (prior period) + Depreciation (current period). This formula is derived from the logic that the current period PP&E on the balance sheet is equal to prior period PP&E plus capital expenditures less depreciation.

STC's A supplemental type certificate (STC) is a type certificate (TC) issued when an applicant has received FAA approval to modify an aeronautical product from its original design.

MX: safety is of utmost importance. Aircraft maintenance, often abbreviated as MX, encompasses a wide range of activities that are vital for keeping aircraft in optimal condition.)

Airline Fleet Planning & Management - The aircraft on which you are flying is not there by coincidence. Airlines follow a very long and complex process to decide on the aircraft types and model they acquire Aircraft fleet planning then allocates the most suitable aircraft for each specific route and flight.

The Fleet management department has all fleet adjustments. Contracts take 6 months they are lengthy and big contracts.

Engines have their own secondary contracts.

Every 10 airplanes may have a need for 2-3 spares - spend \$millions on spares. Audience Question:

comfortable seats? Answer: laughing, NO. Comfort isn't a consideration. The most spacious seat

configuration is at 31 inch pitch all others are at 27 inch to 28 inch pitch. There are 5 classes of seats;

first class, next class, comfort class, comfort plus class, and forget-about-it-class.. Companies are always looking for cheaper, lighter, and a less maintenance oriented seat.

Negotiations can include a 2 year warranty, maybe possibly 3-4 year warranty in options. Rolls Royce engines tend to hiccup. Genx are good engines. Gas turbine engines tend to not have gas bleeds. Interestingly, while engines are out of the airplanes they use cement blocks on hoists to maintain balance. The humor is cement blocks use less fuel than the engines... LOL, the orange/yellow item in the picture is the concrete.



Did you know: The 787 wing tip can be pulled up and down 12" before someone is yelled at to quit messing with wing. True story. A concession letter = x number of times to make same repairs. Conformity and modifications are used to bring airplanes as conformant. There are a lot of undeliverables and swap outs, such as life vests, wheel chairs, and medical kits .. that the new owners don't use. They use their own items and the new owner's staffers; ground crew, flight attendants, gate staff, use the standard company equipment not some hand-me-down thrown-into-a-sale just to be compliant. These adjustments take 2-3 days to renew and reconfigure. IFT – high speed wifi which is a flat bubble antennae on the top of the aircraft. It is a new idea and will soon be available on more aircraft going forward.

The BOEING deals take place at the Everett Delivery Center (EDC) near Seattle, WA. 180,000 sq. ft. facility. Go and find a Tour of the EDC when possible. All aviation departments for the buying and selling side are at EVERETT. The speaker told how many, many times at the signing day both sides are still renegotiating the price of the airliner deal citing defects and nonconforming specs in their most sincere voices in an effort to move the deal in their favor. AS you can probably imagine there are brokers who will do all the nitty and the gritty of these deals: It sounds like an amazing job to hustle the buying and selling of other people's and companies' million dollar assets. Bombardier at Montreal may be the place for brokers. This type of job could be within reach for those wanting to stay in an aviation related position.

I found this interesting, as we are painting and have painted the Pietenpol. For me, it seems all airline companies would be constantly bringing airplanes and other vehicles in for painting as it is routine. However, Tad Tessier indicated that new paint on a purchased airliner is a BIG SMOKIN DEAL ... the slightest overspray, the hint of a non-likable color is highly contested as a reduction in price. Paint is a subjective and a painful part of the buying/selling process. When Clear Coat came into being on airplanes it was welcome until they clear coated and painted shut all the moving parts of the wing, which then all the moving parts of the wing broke and needed to be repaired. (Companies typically have people for repair situations.) Usually, the wings are painted at the factory prior to ever being put on an airplane. As it happens when you find something that works well and is done properly; now clear coat is a standard finish on aircraft.

The speaker Tad Tessier told of the 787 - his area of technique.

The Test Flight process:

B1: is Boeing's initial "flight." They roar up the airplane and take it to the end of the run way, run it up, do some tests, shut it down and turn the airplane around.

C1: The first actual flight leaving the ground including many airborne maneuvers pushing the limits, one engine off while pushing to red line another engine... etc... The initial flight takes about 3.5 hours to check all the items on the list. Some buying customers decline the C1 flight and just take the full fuel tanks (\$250,000 value) and fly it home.

CLOSING DAY is a BIG day of acceptance by maintenance and everyone to be involved in the airliner purchase. There is a temporary registration with Fly Wire. (The temporary certificate of registration or "fly wire" is issued when all documents have been processed for the aircraft registry and the aircraft is registered by FAA. The fly wire is valid for 30 days and can be used for international operations)

Did you realize that airlines have experimental aircraft? They do. There are 2 CRJ's. Question: once an aircraft is deemed experimental, can it become nonexperimental? Answer: Yes. The SDC (structural damage capability) is redone. IF it expires it will need a ferry certificate. The airline cannot be its own ferry certificate.

THE absolute question of the negotiation... Question: how much revenue is generated from each airplane? Answer: only the bean counters know. It would be highly confidential. There is humor in the idea: The most revenue comes from the Delta credit card which far surpasses the aircraft revenue.

The interview was enlightening and informative! It takes just a few moments to realize when talking with Tad Tessier, he enjoys his job and acronym usage very much.

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

Build Updates

Hatz Classic Project by Kevin Knutson

Feb 2nd - So it is Groundhog day today, but it's felt like it all week. Got the Forward flying wires attach tabs re-made to a longer dimension. After a careful re-measuring, I discovered the aft flying wires (all four) were long enough, but only about one and a half threads were past the witness holes in the terminals. Not comfortably enough to allow any future adjustments. Better to build longer attach tabs for these too.

Lastly, the lower landing wire attach tabs on each side where both wires attach are the proper length, but I drilled the holes too close together. The end terminals interfere with one another. I contemplated welding them shut and then re-drilling. Abandoned that idea since I wasn't confident it would be as strong as a re-made new one. Are you keeping count? Yeah, it comes to re-making another ten attach tabs. The parts are pictured below in the first picture, less the bushing stock which I needed to order more of.



The second picture below shows the terminal ends coming up a bit short. The top one is the forward flying wire, the check nut is located where it was against the terminal when installed. The witness holes in the terminals are also visible just beyond the threaded ends of the rods. The lower wire is an aft flying wire, where the threads made it to the witness holes, but only just.



The powdercoated tabs pictured also displays my sloppy drilling on the right one. Thought I'd just drill it full size (5/16") in one step, but it wandered off before I noticed it was happening. Had I drilled a smaller pilot hole first, likely wouldn't have had the problem.

I've got four more tabs to go in the welding process. After that, drilling, fitting, reaming and powdercoating to go to finish things up and get back to where I was.

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

EAA Homebuilders Week by Karen May

A few years ago, I attended a brand new engine tear down and rebuild at the Lycoming booth at OSH. It was beautiful. Here is the recap of the EAA 2024 Homebuilders Week Lycoming Engine Installation webinar. According to EAA, the webinars are available on the EAA website if you have an EAA member number. Even though, it is a Lycoming topic some hints and engine tricks can be used in non-Lycoming applications. At the very least, food-for-thought.

Webinar- Lycoming Engine Installation
Join FAA Designated Airworthiness Representative Dave Prizio as he discusses considerations when installing a Lycoming engine.

<https://www.eaa.org/videos/6294026727001>

Chapter Talent builds a New Tow Bar by Pat Halligan

If you read last month's article on my C-206 and looked at the picture, you probably noticed that the airplane sits pretty high on those Wip 4000 amphib. Not only is the cabin fairly high up, but the top of the beacon on the vertical tail is 13'4" off the ground.

Since my family has a lake home in northern MN, I wanted to find a hangar for rent or sale, in that area, so when I have the airplane at the lake I would have a safe place to put it, should the weather turn nasty. My airports of choice were Pine River (KPWC) or Longville (KXVG). Both airports are about 20 miles from our lake home and have a hard surface runway. Well, I found an older hangar for sale at Pine River. Since I owned a pole barn close to our lake home, I decided to sell the pole barn and buy the hangar. That way I still had a storage building for boats and trailers plus a place for the airplane. The only issue with the hangar was the door opening height was 13'. Yep, four inches too short.

I had seen motorized lifts that raise the nose of a floatplane up, which allows the tail to fall, but they were expensive. I've also seen ramps that raise the nose and a few other ideas, that get the tail low enough to get the airplane into a hangar. While I was pondering my options, I got talking to our EAA Chapter 25 member, Les Kapaun about the issue. I showed him a few pictures of others lifts and he said "that's not a problem to weld up a lift." I said "really?"

So, I invited him to the hangar at Flying Cloud (KFCM) and we measured the width of the floats, the height of the tow bar attach point on the floats, and decided how high we wanted to raise the nose as the airplane is tugged into the hangar, etc... Les went home and went to work drawing up a lift. We then visited about his plans and talked about what the parts might cost and number of hours it would take to build. After that, Les went to work. I visited him in his garage about a week later and he had a good start on the lift. A short time later he said it was done.

I headed to Les and Vickie's house one morning where we took it apart and loaded it into the back of my pickup truck. One of the cool things about this lift...it comes apart. We took it to KFCM, where I was renting a hangar spot, and proceeded to put it together and attach it to the 206. It worked beautifully!!



Since our Pietenpal paint booth was still set up at John Schmidt's hangar, I took it apart again and drove it to Forrest Lake and spent a couple days painting it.



The lift is now at my hangar at KPWC waiting for a visit from the 206. I can't tell you how lucky I am to have met Les at our Piet build

sessions, and gotten to know him at chapter meetings. We have so many talented Chapter 25 members and Les is one of them. If you are having an issue building, or fixing something, raise your hand at a monthly meeting and ask for help. You will be amazed at how many people will volunteer to help you. And they are smart talented people.

RV-9 at night, in cloud and heavy icing
from Reddit

https://www.reddit.com/r/homebuilt/comments/18vybuo/anyone_know_steve_gross_rv9_builder/

"Thanks for listening and your concern. I'm Steve Gross, the infamous pilot of N1119A.

I do have a well equipped, all-glass, RV-9A.

On climbing out of Cleveland on Friday night, targeting 9K, we hit ice at 5K. The controller said that tops were at 6K, so we pressed on, on an IAS Autopilot climb. At indicated 6.2K (radar later showed it to be 7.1K), our rate of climb deeply degraded, along with airspeed. Air speed dropped from 100 kts to 60 knots in a couple of seconds. Zero visibility. We had ice on the windshield, and a shine on the leading edge of the wings. All indications were that we were stalling. I put the nose down and started a turn back to Cleveland. The controllers saw my left turn and immediately helped us out. They were great and vectored us into Cuyahoga County. Airspeed and altitude readings down to 4,000 were all over the place.

The radar profile of the flight shows airspeed never getting below 105 Kts, but my Airspeed indicator was showing a stall. Altimeter readings were 6200, when we were showing on radar at 7100.

First I assumed that the pitot heat failed, and/or the breaker popped, and that I didn't notice it in all the excitement. I checked the pitot heat the following morning. The breaker was engaged, the heat was drawing amperage, and the pitot was hot to the touch.

I believe both static ports iced. This had the effect of showing a rate of climb of zero, when we were still climbing, and a low air

speed. The flawed information getting to the Air/Data computer made the autopilot wonky until we got down to 4000, when things evened out.

Taking off was a mistake. I thought that temperatures in the clouds (low 20's) would mitigate liquid water presence.

Should have stayed snug in the Hilton.”



Young Eagles Update

by Kris Olson, Ch. 25 YE Coordinator

Our Young Eagles group canceled our January 20th Young Eagles event, due to the forecast cold temperatures. We had kids signed up and pilots and ground crew signed up.

Our next Young Eagles rides event is Saturday, February 17th at Air-lake Airport. We welcome more pilots and ground crew to help at our events. Contact me if you are interested at ksimpson2@yahoo.com

The EAA Young Eagles 30 for 30 Challenge

Following the launch of the program at AirVenture 2022, EAA kicked off its “Young Eagles 30 Flights for 30 Years”, which will award a commemorative Young Eagles anniversary themed polo shirt to all aviators who fly 30 program participants from August 1, 2022 to July 31, 2023. EAA will track the flights through their record keeping and contact those pilots who reach their milestones to claim their prize. 477 volunteer pilots met the challenge of flying 30 Young Eagles in celebration of the Young Eagles 30th anniversary. Two pilots with our Young Eagles program at EAA Chapter 25 completed the 30 flights during that time frame, John Schmidt with 31 kids and Keith Treptau with 47 kids. Congratulations guys!



IMC Club Update

IMC Club meetings are the first Tuesday of each month via Zoom. Our next meeting is scheduled for March 5th, 2024. Contact Terry Carmine for more information at tlcarmine@gmail.com. All are welcome to attend.



Trivia Challenge

Who built the first home-build aircraft in Minnesota and when?
Answer next page.

This Month's Quote

From Bob Hoover



Trivia Answer

Alexander T. Heine

Year Of Birth: 1883

Year Of Death: 1960

1913

A decade after the Wright Brothers' maiden flight in North Carolina, Minneapolis machinist **Alexander T. Heine** builds Minnesota's first homemade airplane.

South Minneapolis native Alexander Heine worked for the Milwaukee Railroad but caught the flying bug at an early age and learned to fly at the Curtiss School in San Diego. He built his own airplane when he returned to Minnesota, modeling it after the Curtiss Pusher aircraft prevalent then, and flew it from the grassy meadows near Fort Snelling, Minnesota. He designed, built and flew eight airplanes and earned fame by flying around the Minneapolis Courthouse in 1913.



Photo from MNopedia

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

8 Brands 5 Locations

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