

March

2023

EAA Chapter 25

ON FINAL

“Waypoint”

John Schmidt, 2023 Ch. 25 President
EAA Lifetime 250021



Quality of the Chapter 25 experience:

What makes up the experience of being a member of EAA chapter 25? Is it the airport at which we meet? Is it the airplanes that we build? Is it the presentations that we have during our monthly meetings?

Is it simply the quality of the beans and brats we serve? No, of course not.

It's the people of Chapter 25. The camaraderie, the pre- and post-meeting conversations, the collective personalities, talents, and knowledge of the membership, either in our monthly gatherings, or during the month in our various airplane build projects and chapter activities. The personality, talent, and knowledge in our own chapter is as wide-ranging and diverse as any, but, collectively, makes up our chapter flavor, our ethos, our 'gestalt.' It makes our chapter unique.

Paul Poberezny knew this well. He often stated that, as he led EAA and saw it grow through the decades, he learned more about people than he did about airplanes. As most of you know, Paul was a visionary leader when it came to knowing the heart of a volunteer. So much of the EAA experience that I've been fortunate enough to enjoy comes from the efforts of fellow EAA member/volunteers. Much of our chapter experience comes from volunteers within our own chapter ranks. If you look at the list in this newsletter, there are over 20 people doing various tasks for the betterment of all.

(If you see some project or effort that you'd be interested in leading or pursuing, say something. Talking about ideas is dangerous; it makes them happen.)

Our chapter is a 'Gold' level chapter. What does that mean? EAA now 'grades' chapters, based on certain activities. Some of the activities we're measure by are:

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, Ray Aviation Scholarship program, or sends a youth to EAA's Air Academy
8. Requests an EAA ChapterBlast 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, a chapter tool crib, IAC competition, etc.

I've been thinking about chapter 25 membership growth - I believe that, with bigger numbers, we can do even more to promote and support aviation.

I stated in the last monthly live (February) meeting that I'd like to see our chapter membership be 165 or more by Dec. 31, 2024. I hope you can join me in pursuing that goal, and spreading the word about the worth and value of our chapter to local people who don't yet hold membership.

Our speaker this month is Ami Sela. Ami is based in KSGS, South St. Paul, and is building a turboprop homebuilt.

EAA Chapter 25 Meeting Minutes 15 February 2023

The meeting was called to order by Chapter President John Schmidt at 7pm at BSAEC, KLVN. Gary Stinar led the Pledge of Allegiance. John asked for a moment of silence for all those who have paid the ultimate sacrifice for our country. John informed us that Harold Brown, a Tuskegee Airman and POW from Minneapolis in WWII, took his flight West in January 2023. John asked all present to sign an attendee sheet for a record of attendance. John displayed a Ch. 25 Administrative Staff identifying all the members (17) supporting our Chapter. The Social Media Guru and Flight Advisor positions are still open. Contact John if you, or someone you know, has an interest in either of these positions.

Chapter members applauded Gary Stinar, Sandy Halligan and Shirley Fischer for preparing food for the meeting.

John asked for volunteers to do some welding repair on our chair dollies.

Steve Adkin's Hummel UltraCruiser project has been sold. (Pictured below) The sale proceeds will be divided, \$2750.00 go to the scholarship fund and \$2750.00 to the hangar fund.



Also, Ch. 25 has been notified of the donation of a partially completed Zenith 650. We need volunteers to go to the Milwaukee, WI area with an enclosed trailer to pick it up.

Guests: Paul Sadosky, visiting from Milwaukee, WI.

Membership: We currently have 125 members. John proposed a Chapter goal of attaining 165 members by 2025.

Treasurer's Report: Skipped.

Young Eagles: Kris Olson, YE Coordinator, reported that 13 kids are signed up for this month's YE event. Need pilots and ground crew. The WX looks good for our 2/18/2023 event.

GA News: The Isle, MN Private Airport (MY72) will host a National STOL Series event on Friday – Sunday, July 7-9, 2023. Activities include STOL practice on Friday, a free concert Friday night featuring Rhett Walker and STOL competition on Saturday. The annual Pancake Breakfast Fly/Drive in will take place on Sunday. For more information and tickets, visit the National STOL Competition Series at <https://nationalstol.com/2023season-schedule>. (Perhaps one of the members of the Zenith CH 701 will enter).

Ray Aviation Scholarship: Ana and her mother were present at the meeting. Ana said that she has a goal of getting her check ride this year.

Scholarship Fund Drive: Jim Fischer reported that Ch. 25 sponsors three scholarships at the University of North Dakota (UND) and Minnesota State – Mankato (MSU). The Ken & Betty Dahlberg Foundation, now known as Carefree Capital and the Kevin Gruys Aircraft & Marine Insurance Agency provide matching funds. The annual Chapter goal is to raise \$3,500 for scholarships and the individual annual member target is \$50. 54 members have already contributed a portion (\$35) to the Scholarship Fund through the Bundled Dues approach, but additional contributions toward our Scholarship Fund goal are welcomed. A donation Form will be included in the March On Final.

Program: Rob Dockry, MAC Mgr. of the Airlake and Crystal Airports discussed working with SEH Engineering on airport planning regarding water, sewer, drainage and other problems. Members expressed their interest in obtaining water and sewer in the north side hangars. Rob said that existing wells will not be uncapped. Members also expressed dissatisfaction about the price of fuel at Airlake. It is higher than at other airports. Rob replied that fuel prices are not in MAC's control but recognized that MAC receives a fuel flowage fee. In addition, members expressed dissatisfaction with the condition of the fuel pump at Airlake. Feel free to email Rob with questions and comments at Robert.Dockry@mspmac.org.



Respectfully
submitted,
Kim V. Johnson – Acting Secretary

Lesson in a Pitts from Budd Davisson (Part 2)

By John Schmidt

(Continued from last month...)

I fly a Stinson L-5 for the Commemorative Air Force and learned that Budd owned one (with DC-3 tailwheel tires on the mains). Budd once challenged author Richard Bach to a Lomcevok contest. He's got 11 horse saddles displayed around the house, and can tell you about the different styles, history, eras, and features of each. Budd's got about 60 guns in the house, many displayed on the walls (he makes his own rifles). He visits his daughter and grandchildren in southern California now and then; because of the daughter's career in the Hollywood film industry, he's had occasion to meet and spend afternoons with Leonardo DiCaprio and Justin Timberlake, who were guests at his daughter's house (Budd has pictures to prove it and spoke well of both celebrities).

The City of Scottsdale owns the box hangars at Scottsdale Airport (KSDL) where Budd keeps his Pitts, and does his instruction. Each box hangar is 60 feet wide, by 47 feet deep. Here's the question: how much PER MONTH is the rent for that hangar? (answer below).

KSDL has a LOT of through-the-fence operations there; they regularly have jets taxi up to the airport fence, hit the remote-control button in the cockpit, the gate opens, and they taxi right on to the tarmac. I saw at least 17 private jets, outside, ready to fly, every day for the five days I was there, often times more. Also, I saw a private jet land or take off approximately once every 4 minutes. This, along with 4 flight schools on the field, each with a fleet of at least 6 172s, complete with logos on the tail, made things busy. Benson Airport in White Bear Lake this is not.

To rent a 60 x 47 box hangar at Scottsdale, one must pay \$3,780 per month. That is not a typo. Here's what's worse: Of the 20 hangars that I saw, everyone was rented at that price, and I fear that there is a waiting list. Next question: How much is avgas, per gallon, at Scottsdale?

I listened to the AWOS one day. Temperature 29 Celsius. Dewpoint 3 Celsius; things are dry in Scottsdale. Also, for the entirety of the 5 days I was there, we had wind no greater than 5 mph. With the plethora of private jet traffic at Scottsdale, the tower doesn't always change runways right away, so we were sometimes landing with a 10- or 20-degree tailwind, 5 mph; Budd complains about this. Also, as busy as this airport is, Budd checks the filed private jet flight plans for arrival and departures on the Internet and plans his hour of touch-and-go instruction around the least-busy times.

If you purchase avgas at Scottsdale, it will cost you \$9.30 per gallon. That, also, sadly, is not a typo. You can have as much as you want for that price.

Wake up time is 5am every day (Budd is in the habit of going to sleep at 9 and waking up at 430am). A bit of breakfast, out the door at 6, in the plane and prop turning at 7. First flight is an hour, land, debrief, go get a muffin at the local joint, come back, fly for another hour, debrief, and done by noon. I used the afternoons to walk around Budd's neighborhood. I ate at one of the best deli's (Chompie's) I've ever seen, saw some sports at the local watering hole, walked around admiring the differences in local architecture (compared to Minnesota).

One learns how to get into a Pitts; there are impediments. One MUST put your foot entirely on the black wing root marking; ANY of your foot over the edge is going to pierce the fabric against the top of the nearest lower LH wing rib. You MUST make an exaggerated lean to the left, and then another to the right, without hitting the trailing edge of the top wing to get into the front cockpit; previous students have broken wood rib trailing edges in the wings already (Budd has pictures). The seatbelts are doubled, and once buckled in, there is a ratchet that you crank on to tighten things down (like on cargo), tighter than you've ever experienced before. It is a spartan interior; no leather, no sidewalls, no floor. Just exposed steel tube, and two channels for your feet.

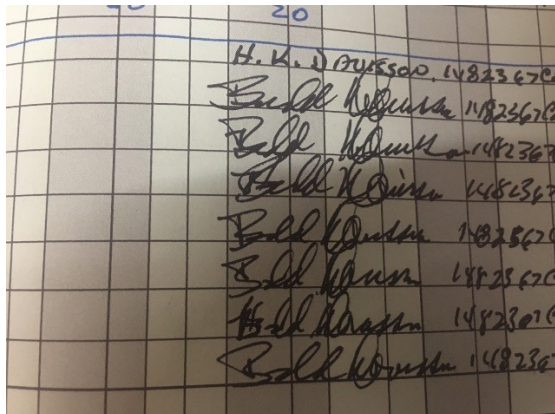
Taxiing out to the active is an adventure in itself. There's a LOT of traffic here; private jets, and 4 flight schools on the field, each with Cirrus, Cessnas and Pipers waiting in line to take off, plus several planes from American Flyers coming and going. Also, taxiing is more blind than any airplane you've ever been in.

The first hour of instruction was maneuvers, the next 3 hours were touch-and-goes, 2 hours of high-speed taxiing, and the last 2 hours were full-stop landings and take-offs. Dutch rolls, stalls, steep turns, loop, roll. Budd is right – there is NO slop in these controls. It's like handling a straight razor on your face for the first time – one must be respectfully precise. Budd told me, on the first flight, flying straight and level at 5,000 feet, to take my feet off the rudder pedals. Upon doing so, the plane lurches, significantly, to the left – and keeps going, until you correct with rudder; this is not your father's 172, where you can fly with your feet on the floor; the rudder is king, no question. Budd states that the plane is perfectly honest – no twist in the wing, no angle to the vertical stabilizer, precious little dihedral, straight engine mount (no offset angle), no aerodynamic tricks at all to lessen the workload or change the feedback for the pilot.

We flew two 1-hour lessons every day, and I thought I was getting better. First maneuvers, then touch-and-go landings and working the pattern to get the right approach-to-runway angle, then high-speed taxiing, then, on the last day, takeoffs and full-stop landings. I look in my hand-written notes from Saturday, October 22, and I see the phrase “The time has gone by too quickly.” And it's true. This is humbling. This is fun. I'm learning. I've looked forward to it for 7 months, since I booked the airline flight, and flying in this Pitts is intense. Budd said I was “... a 7 out of 10 pilot...” when I got here, and he thinks he sees improvement. 7 out of 10? 70%? What teacher is satisfied with a grade of C? But I improved in 4 days, I could tell. Budd didn't have to scream out of terror nearly as often on the 4th day as on the 1st.

The last day of training, Sunday, October 23, was met with the same beautiful weather, light wind, and warm that had prevailed; no wonder people want to move here (except for the low water level of the Colorado River). Budd and I followed the morning routine: up at 5am, out at 6am, prop turning at 7am, 1 hour lesson, debrief, go out for a muffin, come back, fly, and call it a day (with 8,000 hours of dual given in a Pitts, I wonder how many muffins Budd has eaten). Today, the last day, I was doing take-offs and landings without much coaching, and managing not to wreck the airplane. Progress!

On the last hour of instruction, we had flown several takeoffs and landings (that Pitts really zips through the pattern!) and had 20 minutes to go. We taxied back, to find a Gulfstream, with 5 Cessna 172s lined up behind it, waiting to take off. Budd and I decided that the wait in line wasn't worth it (it might take us 20 minutes of engine idling just to get to the runway) so we taxied back to the hangar and called it a day. I specifically remember the shut-down, and watching the prop stop, for what might be, but I hope won't be, my last logged minute in a Pitts. I can still see it in my mind.



What I paid for: Budd's signature in my logbook.

Then it was time to pack up, pay up, logbook up, and get dropped off at the airport. (I was due for a Biennial Flight Review in November, so I asked Budd if he'd sign off a flight review, and he said "Sure" without hesitation, and no extra charge!)

Budd drove me out to Sky Harbor / PHX. I don't like good-byes; it's not that I'm not grateful, it's just that I've had some rough ones in my life, so I don't enjoy them. But I do like looking back on reaching one of my listed goals in aviation. I thanked Budd for the instruction and the ride, and went to the gate.

On to the next aviation goal.



Iceport on Mille Lacs Lake

The annual Iceport Fly-In was on March 5th.
147 airplanes landed on the plowed surface of the lake.
For pictures and info - <https://www.facebook.com/CreateLift/>



Young Eagles Update

by Kris Olson, Ch. 25 YE Coordinator

We were finally able to hold a Young Eagles rides event. We had canceled several over the last few months due to weather. We had good weather with light winds and temperatures around 25-30, for our Young Eagles rides on Saturday, February 18th at Airlake Airport. We flew 13 kids. The pilots were Gary Rosch and Keith Treptau. Another pilot signed up, but had a maintenance issue, so they were not able to give rides. Our ground crew were Ron Hoyt, Ron Oehler, Marsha Drake, Mike Drake, Ana Paulson, Julie Paulson, and Jim Fischer.

Our next Young Eagles rides event is Saturday, March 18th at Airlake. We can use more pilots and ground crew. Let me know if you are interested in helping.



IMC Club Update

IMC Club meetings are on the second Wednesday of each month via Zoom. Our next meeting is scheduled for April 12, 2023. Contact Terry Carmine for more information at tlcarmine@gmail.com. All are welcome to attend.

Trivia ?

by John Schmidt

Claustrophobia is the fear of enclosed spaces. Arachnophobia is the fear of spiders. What name is given to the fear of flying?

Pictures of Kevin Knutson's Hatz Construction Project :



Forming the aluminum windscreen frames to be followed by bending acrylic to fit into the frames.



Wrapping up the sheet metal on the top of the fuselage.

Bob Poore and Greg Cardinal's Fokker Piet Project



Fokker Piet has been moved to a heated hangar. One ignition cable needs to be replaced. Lots of safety wiring and paint touch-up before it's ready to fly.

2023 CHAPTER 25 SCHOLARSHIP FUND DRIVE

By Jim Fischer

Once again this month our chapter is doing it's annual Scholarship Fund Drive. As chapter members love sharing our stories, our talents and our spirit for this thing called, "aviation". Now with the scholarships we support, this helps new members of our aviation society build those stories.

We as a chapter co-sponsor/sponsor scholarships at two different universities. Our name is in the title of each name scholarship. These are for students who are working on a degree in aviation and are pursuing their dream to work in aviation. The schools we have been working with are the University of North Dakota in Grand Forks and the Minnesota State University, Mankato. There are two UND scholarships we cosponsor and share half of the cost. The first one is for \$1,000.00 and the second one is for \$3,000.00. The chapter now has one scholarship with our name at Minnesota State University, Mankato, which we sponsor at 100%. The total value of this scholarship is \$1,500.00. This is a reduction in total obligation for the chapter compared to the past. The goal for the chapter this year is to raise \$3,500.00. The normal request each year is for a \$50.00 donation for the Scholarship Fund. Earlier Chapter 25 started a bundle donation, which some of you have signed up for. That bundle included your chapter dues (\$25), scholarship donation (\$35) and a future hanger fund donation(\$60). To those who bundled, I say, thank you for selecting that donation. You may still add to the Scholarship Fund with an additional donation this month. For those who wanted to donate separately and not bundle, please donate this month as well. As in the past years, if your total yearly donation is \$100.00 or more, you become a member of the Century Club for the current year. We have had several who joined the Century Club (total donation of \$100.00 plus) each year with their donation. To those who are part of this club, I say thank you very much for your gift and please continue at that level. The Century Club members are a major contributor. If you are unable to donate \$50.00, then donate what you can, but please donate to this great cause. 100% of your donation goes to the scholarships we co-sponsor/sponsor and is tax deductible.

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

The first: write a check payable to "EAA Chapter 25 Scholarship Fund" and print the donation slip below. Please mail your check and donation slip to the address the slip.

The second way is electronically, go to "www.GiveMN.org". On the "find a cause to support" line in the middle of page, type "EAA Chapter 25" on the line and enter/click. On the chapter home page here, scroll down to "Donate" and click on "donate" and enter/click on amount. Now enter information below that (name, card information , etc.) then click on green " pay button " at the bottom. They do have a small service fee. You will be sent a confirmation email of your donation.

THANK YOU FOR YOUR TAX DEDUCTIBLE DONATION

—————Detach and include a completed slip with you donation —————

Mail to: James Fischer, 17107 Jasper Lane, Lakeville, MN. 55044

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Your email address please: _____

“You’ve got to get to the stage in life where going for it is more important than winning or losing.”

Arthur Ashe
Professional Tennis Player

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
Ned Lebens	Secretary
Richard Hedeem	Treasurer
Gordon Duke	Ass’t Treas.
Kim Johnson	Ass’t Treas.
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Jim Fisher	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
Gary Stinar	Food Coordinator
Pat Halligan	Banquet Coordinator
(available)	Social Media Guru
Doug Anderson	Tool Crib Manager
Thaddeus (Tad) Tessier	Technical Advisor
(available)	Flight Advisor

Trivia Answer

A According to the National Institutes of Mental Health, aviophobia affects approximately 2.5% to 5% of the US population. Given a population estimate of 330 million, 5% comes to 16.5 million people.

<https://time.com/5330978/fear-of-flying-aviophobia/>

<https://www.stratosjets.com/blog/fear-of-flying-statistics-trends-facts/>

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ON FINAL

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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.

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EAA CHAPTER 25

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