

F E B R U A R Y 2 0 2 3

EAA Chapter 25

ON FINAL

“Waypoint”

John Schmidt, 2023 Ch. 25 President
EAA Lifetime 250021



We’ve had some Chapter 25 members ‘fly west’ in the last few months. They were pilots, builders, enthusiasts; typical EAAers. Every person contributed to aviation in their own way; participating in an airplane build/restoration, contributing money or time to EAA/AOPA/an aviation charity, owning an airplane, volunteering, spending time reading about aviation, etc. They lived the aviation part of their lives having created their own aviation path and experience in a unique manner.

This makes me think two things: 1) we, who carry on, need to replenish the numbers in the aviation community, and 2) get off the couch and get going on those aviation dreams, every day, for one does not know the number of days left.

I look at the Young Eagles we fly and wonder which ones will take the places of those who’ve passed, and what their aviation futures will look like.

What does all of this have to do with EAA Chapter 25?

We have an opportunity, as individual EAA members, and collectively as a Chapter, to shape the aviation future of so many out there, kids and adults who want to participate in some way but don’t know where to start. You and I think nothing of driving to a local airport or going into a hangar. But for too many members of the public, not only do they not know that their local airport is a public facility, but they also don’t even know where their local airport is. I’ve talked to residents of Robbinsdale who don’t know the location of Crystal Airport.

Josh Hosek was 17 years old when I met him at a pizza joint where he was slinging dough and adding pepperoni and mozzarella. I happened to be wearing one of my aviation t-shirts. He noticed it, mentioned it, and the next thing you know, a week later he was taking his first ride in an airplane in the front seat of a Cub at Crystal Airport. That

was in 2011. I just talked with Josh the other day. He is now working at MSP Center as an air traffic controller. He credits his Young Eagles ride with getting him started in his aviation pursuits (he also went for other Young Eagles rides with other pilots and graduated from Minnesota ACE Camp. He is now on the planning committee for the ACE Camp. All it takes is one interaction, one meeting, one chat.

All I did was strike up a conversation. I've had similar conversations with people waiting in line while at the hardware store, for example. We are all 'ambassadors of aviation,' in the everyday things we do. We can grow participation in aviation; one conversation, one word of encouragement, one invitation at a time. I've stated to some of you before; my original goal in 1989 was to create 5 pilots who would take my place after I've flown west. I'm satisfied that I've met that goal a long time ago. Now I'm working on a new goal. I'll let you know if/when I achieve that goal.

I'd like to urge you to take the time to get another person involved in this aviation adventure we all love. We continue to need numbers, votes, hands, minds, voices, and hearts. EAA Chapters and Chapter members can lead the way.

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**. Bring a dish to share or bring a \$5.00 donation to cover the cost of the condiments and staples. Our speaker will be Rob Dockry, Airport Manager for the Lakeville and Crystal Airports. He will talk about operations and plans for both airports.

January 18, 2023 Chapter 25 Meeting Minutes

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

It's Norm Tesmar's 79th Birthday.

Treasurer: Absent.

Young Eagles: 13 kids are signed up for this month's YE event. Need pilots. WX not looking good.

Chapter Christmas Party: Mike York was presented with an EAA jacket for his service as Chapter President.

IMC Club: Meets on second Wednesdays via Zoom. Contact Terry Carmine tlcarmine@gmail.com with questions. All Chapter 25 members are welcome to participate.

Ray Aviation Scholarship: Ana and her mother were present at the meeting.

Chapter 25 Website: Ron Oehler has volunteered to update the Chapter website.

On Final Newsletter: Editor needed so Kim Johnson can assume the Chapter 25 Treasurer position.

For Sale: Bellanca Cruisair. Contact Ron Oehler.

Program: CFI Jim Schulze presented a great refresher on Airspace. Qualifies for Wings Credit.

Respectfully submitted,
Ned Lebens, Secretary



IMC Club Update

IMC Club meetings are on the **second Wednesday** of each month via Zoom. Our next meetings are scheduled for March 8, 2023 and April 12, 2023. Contact Terry Carmine for more information at tlcarmine@gmail.com. All are welcome to attend.



Q: US WWII fighter pilot Louis E. Curdes had the unique distinction of having shot down airplanes from 4 different countries (and having victory flags of those countries painted on the side of his aircraft). Three of the countries were: Germany, Italy and Japan. What was the fourth country, whose plane Curdes shot down?

(answer on page 12)



Young Eagles Update

by Kris Olson, Ch. 25 YE Coordinator

We ended up cancelling our January 21st Young Eagles rides, due to the forecast of low clouds. Our next Young Eagles rides event is Saturday, February 18th at Airlake Airport from 9 am to 12 pm. We can use more pilots and ground crew. Contact me if you are interested in helping. This is a fun way to share aviation with the community. The kids enjoy the rides and both the kids and parents are very excited to learn about aviation.



Boyd Francisco with a young eagle



Mark Kolesar and two young eagles

Fly to Work?

Molt Taylor, designer of the famous Aerocar, predicted a future of personal flying based on LORAN-C. Today, with GPS and drones, we are close to achieving his dream. Decades ago, I won an unsolicited contract from the FAA to study the application of parallel processors to the problems of collision prediction and avoidance. Our demonstration was successful but went nowhere.

A lot of people would like to fly to work. While working at Cape Kennedy, I had a boss in Florida that did just that. I was on a Board in Seattle where the CEO wanted to buy a helicopter to avoid a two-hour drive ... not practical. But now with "work at home" technology, the need for commuting to work is lessening.

S. Steve Adkins EAA 9221

(Submitted by Steve Adkins April 15, 2021. Steve was a Ch. 25 member for 28 years, but died on December 6, 2022 at age 83.)



Lesson in a Pitts from Budd Davisson (Part 1)

By John Schmidt

A pilot should write down his/her own aviation goals. What do you want to accomplish, before the ink is dry on the last logbook entry of your lifetime?

I've written my goals. I review them monthly, usually when paying bills. I have been in the habit of putting a date on them when I created them, reviewing them, and seeing what progress I'm making (sometimes, as you might all too well know, progress is hard to come by). I really believe that sitting down and WRITING DOWN goals is a form of self-discipline; don't just think it – write it down! It's one thing to have a fleeting thought of what to do, but it's entirely another thing to have what you've previously written, with all good intent, stare you in the face, while hanging on the office wall (especially when one has not made any progress).

One of my aviation goals is: to have some well-known instructors' signatures in my logbook. Aviation's history is strewn with examples of a relay race: one passes the baton to the next. I bought, and had autographed, Duane Cole's classic books, and although I had the chance to chat with him, I never got the chance to take some dual from him, a missed opportunity, never to return. I still have a goal of strapping on a parachute and spinning with the Spin Doctor, Rich Stowell (previous National CFI of the Year) in a Citabria or a Decathlon, out in his home base in Idaho. I haven't done that yet, either. The sad reality is these things cost money, and they take time. Time and money. How often in your EAA life have you heard that excuse?

I got my tax refund check back in April of 2022, and I looked at my list of aviation goals. The goal that stood out was the goal I first wrote down in 2012: to get some dual in a Pitts with Budd Davisson, author of numerous aviation articles (and EAA Hall of Fame inductee this year), at his base in Scottsdale, Arizona. The Pitts, as you might know, has wiles that most pilots have heard of but haven't experienced, and has a reputation for being attractive but not being easy to handle (reminiscent of that naughty girl in your 11th grade Lit class).

As a teacher, my life is ruled by the school year calendar (and the need to earn 'aviation dream' money in the summer months). I thought I could get out of town during MEA weekend in October, so I emailed Budd (at www.airbum.com) and asked if he had time available for some Pitts training on those autumn dates. Sure enough, I got a reply that same day, and I had a reservation on his calendar. I got on Delta's website and booked the flight to Phoenix. Now all I had to do was wait. For seven months.

Budd's website states that he wants you to show up for training in the Pitts with either a) special shoes with plastic inserts in the heels, so you can slide on the heel plates while operating the rudders, or b) modify the rear radius of some tennis shoes, so they will slide (he's actually written an article about how to modify some running shoes). I elected to, for the low, low price of \$129, buy the shoes with the plastic heel inserts (I've noticed that several airshow performers wear them, too).



Shoes for the Pitts pilot.

October's MEA weekend came, and I arrived, via B-737-400, at PHX on a Tuesday night in October, and, per Budd's emailed directions, called him as soon as the plane landed. By the time I had my bag in my hand (I remembered logbook, sunglasses, hat, plastic-heeled shoes, shorts, and, most importantly, checkbook), and was in Budd's four-door Nissan toot sweet.

On the way to Budd's house (he offers convenient accommodations in a spare bedroom for a nominal fee, and you can say you stayed in the same room that once accommodated Patty Wagstaff), he discovered that I went to college in Seward,

Nebraska as an 18-year-old, and I, in turn, learned that Seward was his hometown. We discussed local landmarks, businesses, and sights (yes, Nebraska has some sights).

Arriving at Budd's, I noticed his Ford flathead hot rod in his garage, and a 5-cyl radial engine, about 30 inches in diameter, hanging on the wall (apparently, at one time, it was a ground-power unit). Budd's a hot-rodder, a tinkerer, a fabricator. This is going to be good.



The radial engine, a GPU, hanging on the garage wall.

Budd's office is a wonderful clutter of piles of papers. His computer has two screens, with pictures of stuff from BringATrailer.com (cars, trucks, tanks, planes, etc.). I recognized a picture of the Wedell-Williams replica on his wall; he had a hand in the creation of that plane (it was featured in Sport Aviation, years ago).



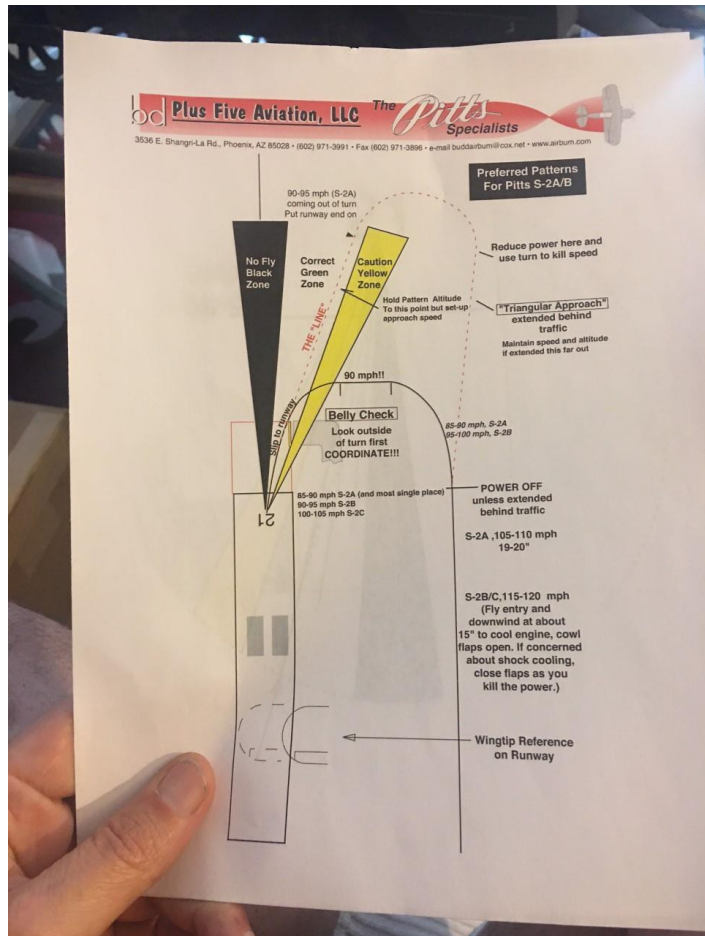
(Budd's office, and clutter)

Budd and I sat down for ground school on the Pitts; V-speeds, handling, how the landing pattern is different, the sequence of training, what to expect. Budd warned that the first 3 flights (each an hour long) will be, 'like a deer in the headlights'.

Some ground school tidbits: "We've thought about naming the airplane 'Sensory Overload.' The Pitts has a symmetrical airfoil – it doesn't produce lift if it's straight and level; it HAS to fly in a nose-up attitude to produce lift... It's as blind, looking forward, as any airplane you've ever been in. The airplane will land at 70 mph, and it's NOT linear – it's exponential, because of all the drag. If you can see over the nose, you're going downhill. The pattern is a bit different for the Pitts – you can't see over the nose, so we always come in at an angle to the numbers. We will only 3-point the Pitts – no wheel landings."

Budd talked about his influences while he was in high school; Mr. Dounting, the basketball coach, who flew SBD's at Midway; Mr. Struthers, the local tailor, who was 5'5" and flew A-20s; and Mr. Deeds, the science teacher who

flew in the 354th Fighter Group. As he was talking, I thought about the lineage of aviation knowledge, and how important it is that all of us who love aviation pass it on.



Budd wants you to come in for landing between the black and yellow triangles. Part of ground school.

I've been a teacher for 40 years; I know what teaching looks like. The 4 hours of Pitts ground school were like a master class on how to teach; Budd doesn't just have 8,000 hours of time in his logbook; he has 8,000 of *dual given in a Pitts*, and it doesn't take long for one to catch on that this guy knows his stuff.

Buddisms: "Pitts Specials are nature's way of telling us we all need to lose weight and stretch more." "Flying a Pitts is like holding up the magnifying side of a shaving mirror to your face – it amplifies the blemishes." "This airplane is precision – if you want to fly a 1929 airplane, fly an Aeronca Chief." "The skid ball looks like the inclinometer off of a Winnebago." "The same hyper-defensive, hyper-aware mentality one uses while riding a fast motorcycle is true on this airplane." "The purpose in life of a Pitts Special cannot be rationalized." "The Pitts is the Great Equalizer, because it takes a 30,000-hour pilot and an 18-hour pilot and treats them the same." "We'll use the skidball to calibrate your butt." "There is NO dead spot or slack anywhere in the controls." "We may need to pry

the seat cushions out of your rear end after your first landing."

After taking care of ground school business, we sat back and enjoyed some conversation, talking about flying adventures, the art of writing for aviation publications, the costs of flying, etc. In Budd's philosophy, 'life itself is editing.' His point: you make mistakes, and you fix them, whether it be flying skills, building a plane, marriage, learning to weld, losing a job, anything. It's an interesting way to look at life. "One should die with dignity. That's why I never fly ultralights."

Budd writes about 45-60 magazine articles per year. (To be continued next month...)

2023 Chapter 25 Scholarship Fund Drive

By Jim Fischer, Ch. 25 Scholarship Fund Coordinator

Once again, Chapter 25 will do its annual Scholarship Fund Drive in March of this year. Rather than mail out the request for the donations, I will be including the donation form in next month's Chapter newsletter. This helps reduce cost by the Chapter.

We as a Chapter co-sponsor/sponsor scholarships at two different universities. Our name is in the title of each 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 co-sponsor and share in half of the cost. The first one is for \$1,000 and the second one is for \$3,000. Our Chapter now has one scholarship in our name at Minnesota State University, Mankato, which we sponsor at 100%. The total value of this scholarship is \$1,500. 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. The normal request each year is for a \$50 donation to the Scholarship Fund. Earlier Chapter 25 started a bundled donation, which some of you have signed up for. That bundle included your Chapter dues (\$25), a scholarship donation (\$35) and a future hanger fund donation (\$60). To those who bundled, I say, thank you for selecting that option. You may still add to the Scholarship Fund with an additional donation next month. For those who want to donate separately and not bundle, please donate next month as well.

As in past years, if you donate \$100 or more, you become a member of the Century Club that year. We have had several who joined the Century Club (a total donation of \$100 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.

If you are unable to donate \$50, 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. Next month is the start of our donation drive for the Scholarship Fund. Please give when you get the newsletter and print the donation form and include it with your gift. If you want to give early, you may do that as well. Any Board Member or Officer of the Chapter can receive your gift if you prefer to deliver it that way. Please donate this year and help give a student a chance to fly. Thank you.

Upcoming Chapter Events

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

Saturday, February 18, 2023: Young Eagles Event; 9:00am – noon; Airlake FBO

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

Saturday, March 18, 2023: Young Eagles Event; 9:00am – noon; Airlake FBO

Saturday, April 15, 2023: Young Eagles Event; 9:00am – noon; Airlake FBO

Wednesday, April 19, 2023: Chapter Meeting; 6:00 pm – 9:00 pm; BSAEC

Isle, MN Private MY72 Will Host a National STOL Series Event Friday, Saturday and Sunday July 7-9, 2023

By Tony Brumm

We are trying something new this year, even though the Airport officially closes December 1st, we have been plowing the runway and taxi areas.

The runway is in excellent shape for both tire and ski aircraft. As with any closed private airport, pilots landing do so at their own risk.

Activities will include STOL practice on Friday and STOL competition Saturday. A free concert Friday night featuring Rhett Walker, aerobatic practice featuring US National Aerobatic team members Craig Gifford and Britt Lincoln.

The annual Pancake Breakfast fly in/drive in will also take place Sunday morning. Weekend under wing camping is available, stay tuned for the final schedule and weekend parking/camping costs.

<https://www.rhettwalker.com/>

For more information on tickets visit the National STOL Short Take Off & Landing Competition Series at: <https://nationalstol.com/2023seasonschedule/>

(Maybe we can enter the Zenith CH 701)

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.



Kim Johnson and Pat Halligan in paint both. Watch your back, Pat!

Pietenpol 2 (2018): Still planning to install a new head and crankshaft seal this winter.



Pietenpol 3 Fokker Piet (2020): Bob Poore and Greg Cardinal bought this Piet, which had been wheel looped and cartwheeled at the Menomonie, WI airport two years ago. (They theorize the cause may have been that the axel was brazed instead of welded and a wheel fell off upon landing.) They have been repairing it for two years now. Last Saturday, they moved it to Greg Cardinal's hangar for more body and engine work. They hope to get it flying this summer.



Greg Cardinal testing Fokker flight controls

Pietenpol 4 (2022): We're finished meeting at Jerry's Vecoli's Bloomington shop for now. Might start to meet at Dale Johnson's in the future. I've been working on gluing up the elevators. Also, I purchased a pair of weld-on 600 x 6 axles thanks to a post on the Pietenpol Facebook Group.



One of Ned Leben's Piet elevators

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):

Finally put the plane on the wheels with help from Jerry Farrell, Dave Machaj and Les McNamee (freshly back from Antarctica) with Reggie Roorda’s supervision. Prior to that we needed the help of Simon and his boys machining door latches. 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. All Ch. 25 members and friends welcome. Contact Jerry Schiroo: jerryschiroo@msn.com with any questions and location information.



James, Simon & Collin Fenton machining door latches.

Who is Jerry Schiroo standing next to in the background photo?

Dave Machaj, Les McNamee & Jerry Farrell preparing to lift Glastar for wheel installation



Jerry, Les and Dave preparing for wheel installation

On all 11 (?) wheels

Trivia Answer

(from page 4)

A: The United States. Curdes, flying in the Pacific, saw a C-47 going to land in what he knew to be a Japanese-held airbase. Instead of allowing the crew to be captured upon landing, he purposely shot at the engines of the C-47, downing the aircraft in the Pacific. After circling to observe and support the crew in life rafts as long as he could, he returned the next day with a PBY to supervise the rescue of all crew aboard. He later married a Russian nurse who was aboard the C-47 and survived his gunnery. He had a US flag painted on his aircraft, alongside the German, Italian, and Japanese flags of his previous victories. Curdes won two Distinguished Flying Crosses and later flew in the Berlin Airlift.

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“Any story could be a comedy or a tragedy, depending on where you ended it.”

Emma Straub
American Novelist and Bookstore Owner

There are a lot of people working on your behalf to make Ch. 25 a vibrant Chapter. Contact any of these folks if you have questions or suggestions on what we might do differently to improve your experience.

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Pat Halligan	Banquet Coord.
(Available))	Social Media Guru
Doug Anderson	Tool Crib Manager
Thaddeus (Tad) Tessier	Technical Advisor
(Available)	Flight Advisor

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