

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

AUGUST 2002



Dave Kujawa

I got out of bed Sunday at 5 a.m. in preparation for an air-to-air photo shoot for Sport Aerobatics magazine. The sky was blue when I looked out the window. When I walked out to the car a half hour later the sky had clouded up considerably. The scud was moving fast to the east but conditions continued to deteriorate.

My compatriot in this adventure was Rob Holland from Nashua, NH. Rob had flown the 1929 Great Lakes 2T-1 to Oshkosh from St. Augustine, FL. After determining that standing around looking at the sky wasn't going to make the clouds go

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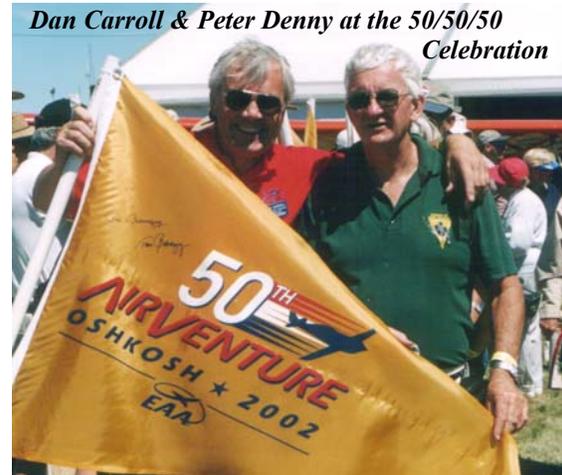
Peter Denny Norm Tesmar

Here is a little story about a couple of

young geriatric pilots and their travel adventure to the world of dreams... Oshkosh.

Once upon of time...two little pilots, Norm Tesmar and Peter Denny ventured east across the Mississippi to a land rich in aluminum (sorry...al-ooo-min-om). Traveling in a single engine Subaru, loaded up with camping gear and exceeding AOW, they

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The Return of the Cygnet! *By Eric Sisler*

The year was 1977. I was a 20-year-old kid who had recently gotten interested in aviation. I knew that my Dad loved airplanes and had been working on them for years, but I didn't quite realize that he was just about to fly his dream machine.

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Cleared for the Approach

by Frank Hanish

ON FINAL



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For those just returning from AirVenture 2002, welcome back. I am not one of those in your company, as I again missed out on Oshkosh. We have already heard from a number of you. In this issue of ON FINAL there are experiences that members have opt'd to share with us. Dan Carroll represented Chapter 25 at the "50 Chapters/50 States/50 Years" celebration, where we received a pennant for being the first EAA chapter chartered within the State of Minnesota. Pete Gavin was honored as our editor, and once again placed second within the EAA chapter newsletter competition. Several members reported being at the EAA Memorial Wall ceremony, where member Burleigh Peterson's name was read amongst those added to the wall this year.

I have truly appreciated the support from those of you who have already been made aware, but my wife (Caren) has further become seriously ill. She has met with more difficulties this past month. The result of which has me on leave from my regular employment, and attending to her needs. Because of these present family concerns, I have not had the time to effectively manage the month-to-month business issues of this organization. So, in as much as Caren's immediate future is unknown, Vice President Ed Hansen has agreed to serve as Interim President. This will remain in effect until changed, quite possibly for the balance of this year's term. Thank you in advance for your support.

The chapter hangar is beginning to become a regular aero-plane factory! Already three members with nearly completed projects have requested short-term use representing the final assembly of their aircraft. At this month's gathering you will see components from Ron Hoyt's Kolb and Jeff Coffey's Sonex in the hangar. Thanks goes to Greg Cardinal, Lee Hurry, and others that held a hangar clean up night near the end of July.

Need an interesting place to fly? Do you find yourself flying to the same old destinations? Getting in a rut, then try a *Stop at the top!* I recently visited Rushford, MN. This south-eastern Minnesota airport (55Y) is rather unique, with the north end of the runway about ten feet higher than the southern end. The landing was to the south on my visit...meaning a slow approach with a downhill landing. Better have good braking. Here is what proprietors Mike & Barb Thern have written about their FBO, Rushford Aviation, and the airport:

The Rushford Airport is beautifully situated on a ridgetop above the Root River Valley – look sharp, it's small and simple and might be hard to spot. Easily accessible lounge with comfy couch for a snooze, snacks in the refrigerator on the honor system, best popcorn in the world, and flying spoken with a country accent. Nice laid-back place to stop. Self-serve 100LL via credit card access 24-hours. We strive to always have the most economical fuel price in the area.

My departure again to the south was downhill. About the time I rotated looking at the far end of the runway, I first noticed a large flock of what appeared to black birds just lifting off in flight moving from my left to right. Having just lifted off myself and with ample speed, remember the take off run was downhill. I was able to aggressively raise the nose of the plane to climb above these birds. Shortly after lowering the nose to maintain the airspeed I was greeted with a most spectacular view. Like jumping off a cliff, there far below me spread out on an east west orientation was the river valley. Stop in for a little flying excitement, and top off your tanks to boot. Say hello to Mike Thern. It was great fun!

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Brodhead Fleas & Things

by Bob Stone

Airventure is a 10 hour dash for me now from Northeastern Minnesota, but the chance to be with a bunch of Flying Flea enthusiasts at 8:30 Friday morning led me to drive all night. I arrived just in time to hear Chapter 25's Marv Getten, Stan Grapp's partner in the beautiful Flying Flea HM-360, give a great talk about his visit to the annual Flying Flea meet in Europe with fellow acquaintances Paul Pontius of Canada and Don Campbell of Chicago.

Paul is an absolutely delightful gentleman I first became acquainted with when admiring his Skypup Ultralight with a three cylinder radial engine.

Don is the editor of the *Pou Renew*, the newsletter he publishes for Flying Flea or *Pou du Ciel* lovers in North America. Don has managed to import a large number of Flying Fleas in containers from Europe and likely has more of these planes than anyone in the world! Some of you may recognize Don as the editor of a Pietenpol newsletter and owner of several Piets as well!

Don is usually at Broadhead on the weekends and I thought I might take a chance and dash down there Friday night. I'd only seen one Flea, Stan and Marvr's, and really wanted a little more exposure to the design I've been considering building for some time. I certainly got what I was looking for and a lot more!

Don was just starting to clean out one of his (4) hangars when I arrived, so I volunteered to help as best I could. (Like volunteering to clean out the candy store!) I found Don and I share the same interests in airplanes, cars and boats! And they were all stacked, tipped on end or hung from the rafters in the hangars.

Don has a beautiful replica of a Bleriot that is probably the real prize of his collection. It sits in a hangar with his Piets and numerous Flying Fleas, from a 1935 British built HM-14 to a later Bifly version of the flea. He has a lot of the most famous and unique Fleas in the world. Everywhere I turned there was a flea that I had admired on the internet or the old books or magazines I've been collecting since becoming interested in these planes. Wow! Radial engines and motorcycle engines, and just about any-

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Stanley Steamer and Mignet Wankel Balerit

Psychology I

by Lee Hurry

Going flying? You can't! Not, that is, until you have figured out about your pre-flight, destination, fuel etc. all the details entailed in flying successfully. Have you sold your fair share (or more) of the raffle tickets so we can pay for our new hangar home? You can't! Not, that is, until you have figured out how to do it!

You haven't finished dressing in the morning unless you have verified that you have at least one pack of tickets in your billfold or pocket. No matter where you are going, you can't sell 'em if you haven't got 'em! Remind yourself constantly (I know this is impossible but if you think about doing it, you will remember about doing it.) Plan to try to remember to offer an opportunity to buy a ticket to every person you talk to. Again I know this is not possible, but if you tell yourself that is your goal, you'll find that you will remember to do it throughout the day. The mind works in ways like this. When you reach for that billfold you'll remember the tickets in it because you verified that morning that you had enough with you.

Pull out the pack, hand it to the person while saying, "Hey, I've got the best bargain for you that you'll find today". They may not really hear, much less comprehend what you just said, but they will automatically take what you are handing them (the tickets) AND READ IT. Many will ask, what is EAA? Your response should include that we are paying off the mortgage on our hangar home and as much about the Chapter as they want to listen to. I frequently add the fact that member Mark is donating the Lease cost since it is tax deductible. All of this worked very well at the Flying Cloud Breakfast Fly-in. The sponsoring Zurah Shriners graciously parked us inside, along the dining tables, positioned so the guests had to pass us enroute to the serving line.

We had small signs plastered all around the truck, along with pennants draped from poles in the bed rail sockets to catch their eyes. This all was constantly visible while they were eating and many came up after eating with money in hand - we even had short lines sometimes. The day before at our Packard Car Club outing I successfully used the "bargain" ploy and the guys took 20 some tickets away from me. Only one declined the opportunity. Coffee time after church works too (more discretely, of course). Give this all a try - you'll be surprised at how it works - who knows, you might even have to call Ed for more tickets!

This Month-Aug 21st 6:00 pm

Grill hot at 6 pm, Meeting starts at 7:00

Chapter hangar 34A on India Ln at Air Lake (LVN)

South on I-35 to Hwy 70 (Megastop), then East to Hamburg Ave (3rd stop sign.) Right turn and South to airport perimeter road. Left on airport perimeter road then right on Hotel or India Lane. Park in open grass areas between hangars rather than in front of hangars.

Peter & Norm (Continued from page 1)

stopped for coffee abeam the Menomonie Omni. After Norm's third cup of coffee, a decision was made to track via Mauston, a decision they never regretted. The road appeared to be better, (I think it must have been all down hill), the flowers on the side of the road were nicer, and the beer was colder.

Turning at Ripon, and following the arrows on the side of the road, our two little pilots arrived at the field camping ground. Not an exciting trip was it? Only 285 miles, 8 cups of coffee and 11 bladder stops. Well, plumbing ages too you know!

Arriving at the gate mid-morning, and after setting up camp in the north end of the west woods, the plan was first to check out the vintage barn. Where, wait for it... to guess the mystery airplane! Both now proudly support a "Atta Boy" badge (in Australian it would be called a "Ducks Guts Mate!" badge for the correct answer. Peter had more than a little help from Norm. The two then took in the presentation of the 50th year banners in which Dan Carroll did Chapter 25 all proud.

Like most people at the show, they simply drifted from airplane to airplane, with their hands in their pockets, dreaming, salivating and realizing they needed more money than they had. Peter personally found it very difficult to come up with a favorite plane. "Too many to choose from" he said. However,



Lark

Peter said the Lark (above, don't know what model) would look nice in his hangar. Of which he doesn't have. (I told you, he doesn't have enough money!

Norm, on the other hand, fell in love with the Earl Luce's "Buttercup" (Website www.luceair.com) reproduction of one of Steve Whittman's early builds. Both little pilots were overjoyed with this find, and are excited about presenting a project for consideration by the members at the next meeting. By the end of the show, both agreed, it was their pick of the displayed aircraft. Oh, and of course, the Ercoupes in second. Followed by the Piper Tomahawks and all the model "A" powered Pietenpols.

Much socializing took place. One evening, around midnight, in the middle of a field, Chris Bobka, Norm and Peter spent



Buttercup

the odd hour discussing the mysteries of aerodynamics, DC 9's, spooky things, a man's cylinder index and what Chris did while living and working in the town of Twin Beaches, (you really would have had to be there to appreciate the latter).

All up, our two intrepid little pilots spent the best part of five days, living on baked beans on toast washed down by the odd can of Guinness, walking the hallowed grounds of Whittman field, experiencing the many wonders and achievements of homebuilders, aircraft restorers and aircraft manufacturers. What a display of craftsmanship, skills, passion and talent in one place and at the same time.

Norm suggests that next year, the chapter may like to consider holding the July meeting, or an extra ordinary meeting at Oshkosh to encourage more Chapter 25 members to attend and camp out as a group. What do you think?

George Erickson

My take on AirVenture 2002 might be too narrow because I spent my time at the Seaplane base working for the Seaplane Pilot's Assoc. and at the Authors' Corner in the Wearhouse selling hundreds of copies of True North until the SPA, the Wearhouse and I sold out. Impressed as I was with sales, I was floored by the SRO crowd that enjoyed my forum titled Bush Flying for Beginners, which was based upon True North. The one "event" that I did get to see was the Harrier, which was impressive - and loud!

Noel Allard

I think the most interesting part of Oshkosh for me is visiting with people. I'm interested in the antique airplanes, especially those that I have provided data plates for, like the restored Pasped Skylark, and the Laird Super Solution replica. But, to see my old airplane on the line and to be able to have Pete Gavin and Tom Koskovich spend time with Rich Klepperich and me was what made the event.

away we went to look for a cup of coffee and to wait and see what would happen.

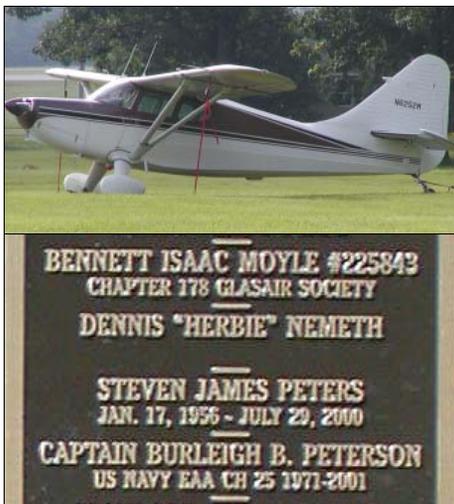
Around 9 a.m. some blue holes appeared. We untied the jaunty orange and yellow open cockpit biplane and pushed it out to the flightline. At 10 a.m. we got the call from Photo 1, EAA's Cessna 210 photo airplane, to launch and meet them over the east shore of Lake Winnebago. The 185 hp Warner Scarab radial engine added its voice to the already raucous air around Wittman Field.

Photo 1 joined up on our right side over the shoreline just north of Fond du Lac. The farmlands and the lake seemed an ideal backdrop for photographing a vintage biplane. As we completed a turn out over the lake, I looked up above the top wing and saw the B-2 stealth bomber heading north over the shoreline. I watched its angular shadow in the water as it passed from right to left.

After completing the photo shoot we dropped down and flew along the beaches, rocking our wings in response to waves from admirers on their boats below. Back at Oshkosh we followed a ride-hopping New Standard biplane in for a landing.

Ron Oehler

I and some other friends of the Ladwigs sure missed them. It didn't seem right to not see the Winne parked in its usual spot. Attached is the one and only airplane that I saw in Vintage Camping when I arrived on July 8th. It was still there when Bob Reed, Steve Beach and I departed on Tuesday, July 30th. I also took a close up of Burleigh Peterson's name on the memorial wall.



Don Sektan

I talked to different people including some from Canada and they thought that the air show wasn't as good as other years. I kind of got the same feeling. There weren't very many people selling aircraft items in the fly market. The four buildings were the ones to spend time in. The GPS booths were really crowded as were the headset people selling the new type of noise reduction like the ones that Boise sells. They are kind of expensive for me. At the Peltor booth they were selling noise canceling sets to use on the ground, shops, lawn mowing, etc for \$8 at a 27 db attenuation ratio. At home it works just perfectly. It is a better than anything that I have ever used, even my Air ones. Wished that I had bought more. The water in the showers was always warm and never crowded this year. Recommend that a bicycle be used to get around the camp ground. I put a lot of miles on mine. There is a bicycle parking area by the main gate to get on to the flight line.

Dan Carroll

The summer always seems to fly by and this year is no exception. I started prepping for AirVenture early in July, but was not sure that I was ready for 10 days of camping and the change in my normal routine that comes from the lack of everyday conveniences. I convinced myself that it was the camaraderie, the break in routine and being part of the aviation community that counted. It turned out that I wasn't disappointed.

Notwithstanding the weather, I had a terrific time and was glad to see old friends. Rob Johnston and his son Diego, Tyler Sibley, Chris Bobka, his son Eric and a neighborhood friend of his and I camped in the same spot this year. It was a little crowded but what the heck, it was home for a few brief days. Peter Denny and Norm Tesmar also showed up and made a camp call one night. Peter is forever entertaining and knows how to spin a story and even make a duck call using a beer bottle cap. Ask him about it. I'm sure he would love to demonstrate his abilities.

Like so many of us that volunteer our time, there is a certain sense of reward and fulfillment that comes from being part of the EAA gathering. I worked at the Eclipse Plaza forums again and found the crowds larger and the programs longer than last year.

Rod Machado and Scott Crossfield were my two all time favorite speakers. Both are exceptional speakers. The crowds loved their humorous and sometimes serious stories about flying. If you didn't hear them speak, I think audio tapes of the forums will be made available later on this year.

I'm looking forward to next year's gathering and to possibly organizing a camp site for friends and members of Chapter 25.

Pete Gavin

What a blast! Flying into Oshkosh for the 1st time, spending time with Noel Allard and some of his long-time friends. Catching up with former Chapter 25 editors David Kujawa (now editor of Sport Aerobatics and a CFI in Arizona) and Bob Stone (see Bob's story on p. 3). Discovering Budd Davisson's "Taming the Taildragger" forum. Late night stories with the campers at 38th & Oak, watching a storm gathering to the south. Swapping stories with fellow Aeronca lovers who drop by to see the Chief. Sleeping under the wing with rain drumming on the fabric. Flying home over the beautiful farmland of southern Minnesota.

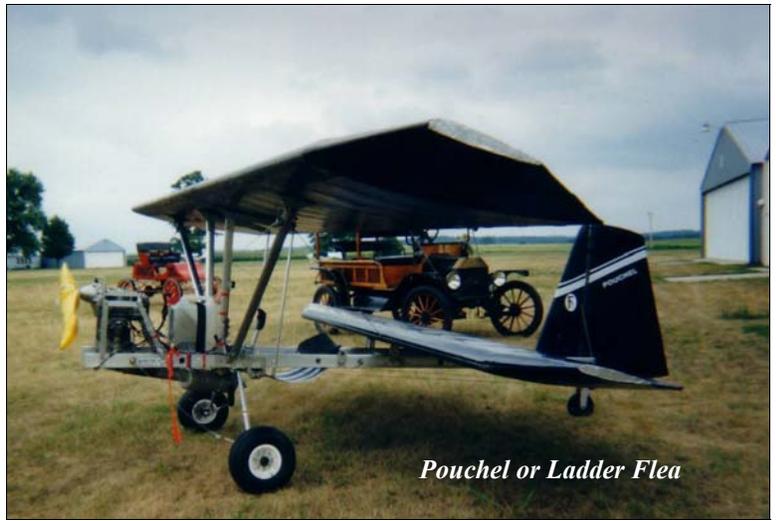


David, Pete and Bob



Brodhead Fleas & Things

(Continued from page 3)



ning gear that was built in the Twin Cities in the mid-70's. I had only seen one of these in my life, an orange one with black spots and "Lady Bug" painted on the back, at the Orphan car show in Anoka a few years ago. You guessed it. Don owns it. And two more too. I was warned that I was to be careful driving this one as there had been two rollovers already. Not the most stable of vehicles to drive, but really something I'll never forget.

Oh, then there was a really nice Model T that rode far better than the Freeway. And would you believe a Stanley Steamer? And a German folding wood sailboat! And a Curtis Pusher, or at least most of one.

Getting back to the Fleas, there was one really unique one, a simple and inexpensive one to build that uses an aluminum ladder for a base and even for the spars in the two wings! Looked like you had to be a very slim Frenchman to fly it though. We never did figure out where you'd put your feet! Someone recently completed one in Mexico for \$1,000 with a VW engine. Mignet's dream was to get everyman flying and designs like this one still aspire to do that!

What a fine group of gentlemen and ladies you meet in aviation! I don't remember when I've ever been able to visit so many lifelong fantasies in one day!

Thanks Don!



thing you might imagine—even a Wankel—the German one, not a Mazda. This one had been built to make a transcontinental US trip by a Swiss pilot, but never made it. Don made sure it got to the US though.

There were some really interesting late model production fleas, including a beautiful Cordouan with a Rotax 912 and a Balerit on floats! These really need to get to Oshkosh for Airventure. They would really make a big splash if they all got there together! Not many Americans



are aware that they are in regular production in France by Henri Mignet's son. Still spin proof and incapable of a stall—they just come down at about a 45 degree angle like a parachute! A very safe and easy-to-learn-to-fly machine. A great candidate for Sport Pilot!



I had a special treat moving a BMW Isetta mini car from one end of the airport to the other. That's the car with the front end that's a door with the steering wheel attached, swinging out with the door when you open it.

Don's even got the 600 model with a back seat. There was a Citroen 2CV in beautiful condition—an appropriate choice as many of the 2CV engines have found their way into Flying Fleas as well. Then there's a two-passenger pedal car, standing on end next to a smaller Isetta 300. And does anyone remember the Freeway, a 3 wheel, one passenger car with snowmobile-like run-



The Return of the Cygnet!

(Continued from page 1)

This flight would be the culmination of over thirty-five years of active interest in aviation, including:

- Being the first president of the first EAA chapter in the area
- Building a Stit's Playboy
- Restoring a Piper Clipper
- Helping others on their projects
- Designing & building his 1st original plane, the Pipit
- Designing & building his 2nd original plane, the Whistler

And now here he was ready to test-fly his newest airplane design, the Cygnet. A plane that was to win the Outstanding Design Competition award at Oshkosh in 1977. A beautiful plane which had an amazing combination of stability, easy to fly characteristics, great take-off and landing stats, slow stall speed, two-passenger comfort, and best of all, outstanding visibility which provided the pilot 360 degree vision. He then went on to make plans, sell them, and start the Sisler Aircraft Corporation.

Well, now the year is 2002. Twenty five years later much has changed in the world of experimental aviation. The RVs have taken the world by storm. Many builders and pilots are lured by the excitement of faster speeds and composite designs. But certain things haven't changed. The Cygnet still stands unparalleled as an outstanding and fun plane to fly with unbeatable visibility. The original Cygnet (there are reportedly over 100 flying now) had a long strange journey. My dad sold the plane, rights to the plans, and the whole ball of wax to Hapi Aircraft in 1980. He was at that time pursuing other projects and later sold his hanger, his Pacer (which he also beautifully restored and which now is proudly owned by Mike Dolan), and lost track of the Cygnet. Every once in a while he would get a call from someone with a question or advice but he lost track of the Cygnet when Hapi went out of business.

A little over a year ago he received a call from someone wondering if he had an interest in buying the original Cygnet back. He was told that this Cygnet had gone through several owners, had sat for nine years, needed new skin and a few other repairs but for the most part had all the parts and an engine (a VW 2180 Great Plains). His initial feeling was that it was not something he was interested in, but thought he would ask me. I had also been out of aviation for almost 15 years and was busy raising my son as a single parent and barely managing to keep all my plates spinning. But I had often thought over the years of what a fantastic plane the Cygnet was, and how great it would be to get one again, as it embodied everything I loved in an airplane, not to mention my own father's brilliant design. Biased perhaps, but Cygnet lovers wouldn't disagree! Having recently bought some property in Pine River I even had a practical reason why it would be great to have a Cygnet! I told my dad of my feelings and I was happy to see that his interest was starting to pick up as well. So... as partners we decided to buy it. It gave me a chance to marvel at his workmanship and gain experience working with a homebuilt side by side with my dad. My dad may be 78 years old, but according to his wife Barb,

working on the Cygnet made him a young man once more. He spent countless hours in the garage with the old airplane juices flowing again.

Over the last number of years my dad had tinkered with the idea of a tri-motor bush utility plane that would serve a huge need at a fraction of the cost of what is out there. He called it the 6-Pac and had worked through a number of design configurations. He had heard of a new engine, the Jabiru, that promised excellent performance and might meet the 6-Pac's needs. We decided to buy one as it looked like a great engine for the Cygnet and would serve as a test for the 6-Pac as well. This of course complicated things as the "new" Cygnet would need a new instrument panel, engine mount, cowl, fairings, prop, firewall, etc. The plane came with the wings recently covered so it was the fuselage that needed covering. I got over to help when I could and he received great help from his old and new friends. Here is a brief rundown on some of the help.

Dad's wife Barb's son Jim machined pins for the engine mount. Forrest Loveley welded the mount up. Chris Bobka sand-blasted it and Dale Johnson powder-coated it. It's been that way all along. Ron Hoyt provided some surplus fabric materials, Jeff Coffey and John Koser helped with engine know-how. Ron Oehler provided invaluable help with the electrical system. Chris Bobka helped us both with our check-outs. A huge Thank You to Howard Longpre who came over religiously on Tuesdays. Last but not least, his wife Barb made the cushions and, understanding of his love of working on the airplane, provided total support for the project. She also enjoyed her first ride in the Cygnet just the other day.

To make a long story short, with my dad's passion and work ethic the plane was finished this summer as good, or I should say *better* than new. My dad got behind the controls about two weeks ago for its first flight. It was a thrill indeed to see it pop off the runway and climb into the sky. This was the culmination of a year of hard work, lots of red tape, and lots of fun. After about fifteen minutes Dad gently landed and taxied back to the hanger, beaming with a smile from ear to ear. All thumbs up! We have been flying (16 hours as of this writing) and my dad is still amazed at how good the visibility is in the Cygnet! We are both checked-out now and look forward to many hours in the air with our "new" Cygnet. My dad felt like it was just like old times with all the help, and he has really enjoyed getting back involved with Chapter 25 once again. Ironically it was the Cygnet that has become the first plane assembled in the new EAA hangar. Who would have thought it? Bert Sisler, first chapter president almost fifty years ago, becomes the first one to have his plane assembled in the new hangar!



Chapter Events and Fly-Ins

Stuff for Sale/Wanted

Aug 21 Chapter 25 Meeting

Chapter hangar on India lane, LVN (see p3)
Future meetings **Sep 18, Oct 16, Nov 20**

Aug 18 Mankato MN (MKT) 7a-noon

Annual Fly-in Breakfast Chapter 642

Aug 18 Boyceville WI (3T3) 7:30-11a

FlyIn Bkfst followed by airshow at 11

Aug 18 Litchfield MN (LJF) 7a-noon

French Toast Bkfst 320/693-6189

Aug 24 Durand WI (pvt) Chippewa

Valley Airport Fly-In 507/452-6235

Aug 25 Owatonna MN (OWA) 7a-1p

Fly-in Bkfst, free shuttle to Cabella's

Aug 25 Windom MN (MWM) 7:30a-1:30p

French toast & pancake bkfst 507/831-5995

Aug 26-Sep 1 Mon-Sun Duluth MN (DLH)

B-29 Superfortress Tour Stop

Aug 31 Shell Lake WI (SSQ) 7:30a-noon

FlyIn Bkfst

Sep 1 Willmar MN (ILL) 7a-noon FlyIn

Bkfst, airshow at 1:30p 320/214-6303

Sep 7 Osceola WI (OEO) 8a-4p

Pancake Bkfst 715/294-5622

Sep 7-8 Albert Lea MN (AEL)

Mid Amer. Region NC Aerobatic Contest,
IAC Ch 78. 612/727-6055

Sep 8 Thief River Falls MN (TVF) 8a-1p

Fly-in bkfst Joe 218-681-5585

Sep 8 Maple Lake MN (MGG) 11:30a-2p

Fly-in/Drive-in Pork Chop Dinner
Wright Aero; 320-963-5094

Sep 8 Mora MN (JMR) 8a-noon

Swedish Pancake Bkfst Al, 320-980-1607

Sep 8 Moorhead MN (JKJ)

FlyIn Bkfst 218/287-1400

Sep 8 Thief River Falls MN (TVF)

8a-1p FlyIn Bkfst 218/681-5585

Sep 8 Tomah WI (Y72) 7-11a

Pancake Bkfst 608/372-3125

Sep 14 Tower MN (12D) 8a-11a

Bkfst, lunch noon-2p

Sep 15 Hector MN (1D6)

Flight Bkfst 320/848-2745

Sep 29 Eden Prairie MN 11:30a

Twins Baseball Fly-In, Elliott Av.

For Sale: 1936 Piper J-2 Project, three A40 Continental engines & parts, in hangar at LVN. Al Morphew 952/898-1640

Wanted: Kit project, new or used, partially built OK. Partnership OK. Looking for cruise range ~150. 952/435-5597

For Sale: Lycoming O-235C, 0 SMO, no accessories, all logs. \$4900. John Curry 952/983-0742

For Sale: 62-29 VW prop, beautiful for plane or den, \$300, plus numerous new/used gages. Bert Sisler 952-8848920

For Sale: One Share in J-3 Cub Club, currently \$100 per quarter plus \$20 per hour wet. Hangared at Crystal, priority to chapter members. Keith Miesel 651-227-6199

For Sale: one yellow tagged engine mount for a 1977 Decathlon. Mark Kolesar H 763-544-6766, W 612-371-5171.

For Sale: Hartzell propeller from Piper Cherokee 180 Ronn Winkler 952-829-5654

For Sale: 1/2 interest in RV-6A, completed and flying. George Jevnager's partners are selling their half. George 952-933-2485



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