

# WINTERFALL



EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

DECEMBER 2002



## **Kitfox Update**

*by Craig Nelson*

**Vrrooom! Vrrooom!!**

Well, it's not quite what a Rotax 912S sounds like, but it's the best I've got for now. Late this summer I hauled *(Continued on page 7)*



## **First Flight of 888LD**

*by Larry Daudt*

After about ten years of looking at various home-build projects, I decided that I would like to build a two seat *(Continued on page 4)*

**Member Profile: Pat Halligan p5**

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**Nov/Dec Meetings—Washburn H.S. p3**



# Cleared for the Approach

by Frank Hanish

# ON FINAL



Minneapolis/St. Paul

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Thank you so much. It has been a wonderful eight years and truly a pleasure to serve this organization as a chapter president. I very much appreciated the confidence that previous presidents Earl Adams and Steve Beach had in me when they first offered me a decade ago the opportunity to become an officer in the chapter. You have read this before, and I get to repeat it just one last time. Whatever you give to an organization like this will be returned ten-fold. Thank you all for your generous support.

Starting next month you will be hearing from President Pat Halligan. Pat has been a member of the chapter for a couple of years. He has recognized the need to have a periodic member profile article within ON FINAL. This will serve to introduce members to other members, and newcomers will have an opportunity to see a commonality amongst the membership. Since Pat made this suggestion, Pete Gavin asked Pat to be the subject of the first member profile, published with this issue (see page 5). I think you will agree that given Pat's aviation background, he will bring a great deal of experience to the position. Lets all give Pat our continued support.

The state of this chapter is very good. We (and I stress, *We*) have accomplished a great deal. There are organizations that would be envious of just a few of the things we have been able to do given the size of our membership. As a charitable organization we are doing an outstanding job. You should be proud that you are a member of this group of aviation enthusiasts who have become so involved with youth. We have flown a good number of Young Eagles throughout the years. We have funded the attendance of several young individuals at Oshkosh aviation camps. We have promoted and assisted in education, specifically by working with the students of Washburn High School on the Gusto restoration project as part of their aviation magnet program.

We have accomplished these milestones without changing the true grassroots nature of this EAA Chapter. We are still a group of aviation enthusiasts that design and build amateur-built aircraft. We have seen a noticeable number of younger members join the chapter and become involved. This past year we have seen an increase in project completions. Congratulations to Larry Daudt on completion of his F-1 Rocket. Thank you Larry for sharing your story with our readers.

We need each and every one of you. Don't be shy. Please participate.

Happy New Year, and keep your speed up.

-- Frank



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# November Meeting at Washburn H.S.

November was our first meeting at Washburn High School this fall, and we were all most impressed with the progress the aviation students have made in restoring the Gusty. Even better, because our meeting happened to coincide with the high school Open House, we saw firsthand the public reaction to the Gusty project.

Students were on-hand to greet the public and answer questions about the restoration. Parents were very curious about the project, and many Chapter members spent time in the project room sharing information about aviation with students and parents alike.

Many Chapter 25 members have volunteered to mentor aviation students, and Peter Denny has matched each member with a student. Mentors are listed below with their students.



## Aviation Program Students and Chapter 25 Mentors 2002-2003

BENTLEY Joshua  
BUCKNER Jon  
EATON Sean  
FLATEN Russell  
FORSMAN Zachary  
GROFF Matthew  
HAUPT Andrew  
KEITH Anthony  
LORSUNG Cullen  
MANOS Shawn  
OLSON Marques  
PENN Charles  
PICARD Patrick  
POLOMNY Jeremy  
POLSFUSS Henry  
VANG Meng  
VUE Tom  
WESELY Nick  
XAYAVONG Bouanma  
YOST Andrew  
DENNY Peter (teacher)

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anhau001@mpsedu.org  
ankei001@mpsedu.org  
culor001@mpsedu.org  
shman002@mpsedu.org  
malos001@mpsedu.org  
chpen001@mpsedu.org  
papic001@mpsedu.org  
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MICHAEL CARLAND  
CHRIS BOBKA  
STEVE ADKINS  
PETE GAVIN  
JIM LUDWIG  
MIKE DOLAN  
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dreinke@unique-software.com  
schaffpa@sprynet.com  
nancyb@mninter.net  
hhavir@nbs-inc.com

## This Month—Dec 18th—Washburn HS 6:30pm

**From the South:** Stay in the left lane of 35W and take exit 108 at the Crosstown. Continue north on Lyndale Ave to 50th Street. Right turn and proceed 3 blocks. Turn left into the parking lot and park anywhere space is available. Door #9 facing the south parking lot should be used to enter.

**From the North:** Take 35W south to the 46th street exit and turn right. Proceed west on 46th street to Nicollet Ave. Turn left. Proceed south on Nicollet to 50th. Turn right. Continue

west on 50th past the Junior High School (at 50th and Nicollet) to the Senior High School 2 blocks west of Nicollet. Turn right into the south parking lot and park anywhere space is available. Use Door #9 to enter.

If the south parking lot off 50th is full, drive around to the parking lot off 49th Street on the north side of the school. Enter the school from the south using Door #9.

# First Flight of 888LD

from J-3s and T-Crafts to P-51s and P-40s to the 747-400, and this little Rocket is truly the most thrilling and properly named. At about a 1500 lb. takeoff weight it leapt off the ground in less than 500 feet and climbed at 100 mph and about 30 degrees nose up. It was way faster than me and I had to pull the power back at 2000 feet to let myself catch up. First flight speed was kept at 160 mph. Flight controls are direct and the roll rate is rapid. The landing was nothing unexpected or surprising on the mains with a long roll out.

The second flight was similar with a speed of 180 MPH maintained. The air-

speed indications were checked against my GPS and found to be right on. Stall speeds were confirmed at 68 MPH clean and 62 MPH with full flaps. I will do that again for it should indicate about 10 MPH less. Approach speed of 90 MPH seems to work best and was rock solid. Touchdown about 75 or less seemed right.

The third flight was the best and I finally was far enough ahead of the airplane to get all the power in for the takeoff by which time I was airborne and climbing.. I accelerated out to 200 MPH at 22 square, flew for comfort and familiarity and returned to a 3 point landing and 600 ft. braking roll to a stop.

The airplane is a work in progress and I have a lot of finishing and paint to go. I am pleased with its performance and handling and am eager to get the AD complied with so I can go fly. Other owners flying are boasting 230 MPH at 75% power for cruise and I think No. 001 will do that as well.

See you in the pattern.

## First Landing of N888LD



(Continued from page 1)

tandem all metal airplane that cruised at a reasonable speed for cross country flying. I decided that the RV4 was too small and was not a QB, then Vans came out with the RV8. Larger, faster, and of course in the QB version. That was the airplane for me.. I started with the -8 tail and when finished with that, heard about the F-1 Rocket, which was a beefed up RV4 on steroids.. It was going to be available in short order and would require the Lycoming IO-540 250 to 300 HP.

I met with Mark Frederick and found that it would be a QB 49/51% rule similar to the RV8 but with the bigger engine. I opted for that project and moved kit no. 001 into my hanger after OshKosh in 1999. I secured a IO-540 250HP runout case from Darrel Bolduc the following spring and we struck a deal for his company to build me a certified engine by June of 2001. It was ready for me to pick up in March of 2001.

I continued building and spending money with the helpful advise and encouragement of Ken Beene, Cliff Carpenter, Jim Thompson, Rick Paige, Tom Kefauver, Mike Papenthien and many more enthusiastic onlookers. The project was ready for inspection in late September 2002. It was inspected by the local DAR and received no deferred items. I planned flight no. 1 the next day but the weather turned nasty and I had to leave, driving, for my home in TN.

I returned to MN in October and was able to get the first 20 minute flight in over the field at KLVN on October 12th. In subsequent days I was able to fly two more times for about a total of 4 hours and then found out about the Lycoming crankshaft bolt AD. Unfortunately, I will have to have the accessory case removed before it flies again and that may have to wait till next spring.

So. How does the F-1 Rocket fly and handle? I've flown many types of airplanes in 40 years and 26,000 hours. Everything

# Chapter Member

## Pat Halligan

*At the suggestion of our incoming president, Pat Halligan, we are going to begin a monthly column featuring chapter members. This month, we asked Pat to be our first subject.*

### **VOLUNTEER WRITERS NEEDED FOR THIS COLUMN:**

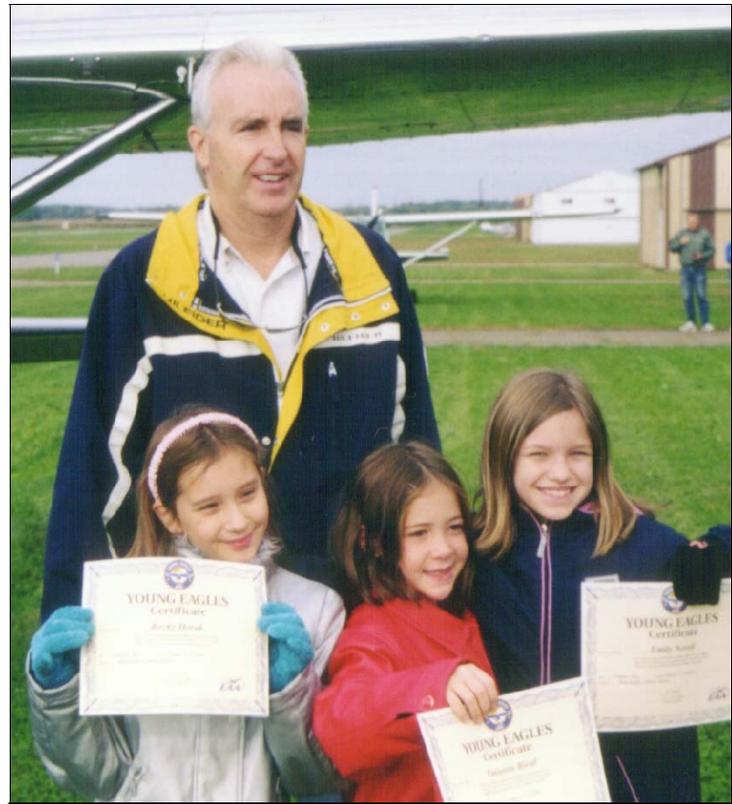
*As always, we are looking for volunteers to write articles for On-Final. In particular, we would like a number of volunteers to sign up for the duty of writing this column on a rotating basis. We plan to select the members to be featured by random drawing each month. Please help out by volunteering to take a turn at writing up a profile. As a volunteer, you will call up the member to be featured and arrange for an interview. Interviews can be conducted in person or over the phone. This would be a great way to get to know your fellow members! If interested, please contact On Final newsletter editor Pete Gavin at 612-866-6676 or by email at [petegavin@mn.rr.com](mailto:petegavin@mn.rr.com)*

Pat was born and raised in North Minneapolis, and was introduced to flying by his uncle, a pilot with North Central airlines. Pat remembers flights from an early age in his uncle's J-3 Cub and in a Cessna 170, flying from Southport field and private grass strips in the south metro area. (Southport was located on the southeast corner of Cedar Avenue and County Rd. 42 in Apple Valley. The field was closed in 1974, and is now occupied by a shopping center. Pat's uncle is Jerry Farrell, now retired and a new member of our chapter).

Pat began his private pilot training from Jerry Wolfgram at Anoka County Airport, and enrolled in the early aviation program at the University of North Dakota, where he earned his private and commercial licenses and his instrument rating. After graduating UND, Pat returned to the Twin Cities and earned his CFI rating at IFT located at Downtown St Paul Airport. Pat began flight instructor duties at the University of Minnesota Flight School at Anoka Co. under Waldo Anderson, a designated flight examiner well known in the metro area.

While instructing, Pat joined the Minnesota Air National Guard. Each year, one member was selected for the Air Force pilot training program in Lubbock, Texas. Pat was selected for this training, and joined 60 regular Air Force pilots for the year of training. There he was trained to fly T-37's and T-38's, the jets used by the Air Force Thunderbirds in their air shows.

After the training in Texas, Pat returned to Minneapolis and flew C-130's for the Minnesota ANG. About a year later, Pat signed on with Republic Airlines, now part of Northwest Airlines. There he has flown Boeing 727's, Convair 580's, and McDonnell Douglas DC-9's. Pat remembers the Convair 580



**EAA Chapter 25 incoming president Pat Halligan with young eagles at our October 5 rally.**

assignment as one of his favorite because of the way the aircrews worked together. He currently flies DC-9's on domestic and Canadian flights.

Pat is married, and his wife Sandy works part time as a nurse. They have two children, a daughter majoring in forensic science at the University of North Dakota, and a son at Eagan High School who aspires to be a pilot, and has started with ground school at Thunderbird Aviation in Bloomington.

For personal flying, Pat owns a '57 Cessna 172 hangared at Airlake. Pat also has a seaplane rating and once belonged to a flying club at Lake Riley with a Hawk XP on floats. He loves flying seaplanes, and hopes to have his own someday.

One of Pat's favorite flying destinations is Voyager Village, a golf community with a paved runway near Siren, Wisconsin. Pat maintains a lake home there, and would like to plan a chapter event there in conjunction with Siren's July fly-in event.

What does Pat dream of flying? The F4U Corsair!



# Two Stories *from Chris Bobka*

## STORY NUMBER ONE

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare. He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific.

One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier.

Reluctantly he dropped out of formation and headed back to the fleet. As he was returning to the mother ship, he saw something that turned his blood cold. A squadron of Japanese bombers were speeding their way toward the American fleet. The American fighters were gone on a sortie and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor, could he warn the fleet of the approaching danger.

There was only one thing to do. He must somehow divert them from the fleet. Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 caliber's blazed as he charged in, attacking one surprised enemy plane and then another.

Butch weaved in and out of the now broken formation and fired at as many planes as possible until finally all his ammunition was spent. Undaunted, he continued the assault. He dove at the planes, trying to at least clip off a wing or tail, in hopes of damaging as many enemy planes as possible and rendering them unfit to fly. He was desperate to do anything he could to keep them from reaching the American ships.

Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier.

Upon arrival he reported in and related the event surrounding his return. The film from the camera mounted on his plane told the tale.

It showed the extent of Butch's daring attempt to protect his fleet. He had destroyed five enemy bombers.

That was on February 20, 1942, and for that action he became the Navy's first Ace of W.W.II and the first Naval Aviator to win the Congressional Medal of Honor.

A year later he was killed in aerial combat at the age of 29. His home town would not let the city forget and O'Hare Airport in Chicago is named in tribute to the courage of this great man. So the next time you're in O'Hare visit his memorial with his statue and Medal of Honor. It is located between Terminal 1 and 2.

## STORY NUMBER TWO

Some years earlier at that time, Al Capone virtually owned the city. Capone wasn't famous for anything heroic. His exploits were anything but praiseworthy. He was, however, notorious for enmeshing the city of Chicago in everything from bootlegged booze and prostitution to murder.

Easy Eddie was Capone's lawyer and for a good reason. He was very good at keeping Capone out of jail for a long time. To show his appreciation, Capone paid him very well. Not only was the money big; Eddie got special dividends. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago city block.

Yes, Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him.

Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had the best of everything; clothes, cars, and a good education. Nothing was withheld. Price was no object. And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong.

Yes, Eddie tried to teach his son to rise above his own sordid life. He wanted him to be a better man than he was. Yet, with all his wealth and influence, there were two things that Eddie couldn't give his son. Two things that Eddie sacrificed to the Capone mob that he could not pass on to his beloved son: a good name and a good example.

One day, Easy Eddie reached a difficult decision. Offering his son a good name was far more important than all the riches he could lavish on him. He had to rectify all the wrong that he had done. He would go to the authorities and tell the truth about "Scar-face" Al Capone. He would try to clean up his tarnished name and offer his son some semblance of integrity.

To do this he must testify against The Mob, and he knew that the cost would be great. But more than anything, he wanted to be an example to his son. He wanted to do his best to make restoration and hopefully have a good name to leave his son. So, he testified. Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago street.

He had given his son the greatest gift he had to offer at the greatest price he would ever pay.

What do these two stories have to do with one another?

Butch O'Hare was Easy Eddie's son.



# Kitfox Update

(Continued from page 1)

all the components of my Kitfox Series 6 project up from the basement and put them together in the driveway. I did this for several reasons. First, I needed to trial-fit a few components (like landing gear) to ensure there were no assembly issues (which of course there were). Second, I'm getting close to covering some of these components and I needed another set of eyes to look them over. I thought it would be easier and more thorough to have things assembled for this inspection. Lastly, I really needed the motivation of seeing everything put together so that I could see that what I was working on indeed did look like an airplane and that someday it will fly. With it assembled I could sit in it, make engine noises, and dream of the end game.

Chris Bobka was kind enough to do the inspection. Frank Hanish also came over since he lives near by and participated in the process. He snapped the pictures that are included with this update (thanks Frank!). The inspection went well with agreement that the wings and tail feathers can be covered. Chris suggested waiting on the fuselage until I mount some of the additional equipment (ELT and the like) into it. It is so much easier to mount this stuff if you can reach your arm in through the side.

Next up is the covering of the wings and tail feathers. Sally and I did attend a covering workshop on a getaway weekend to Seattle in August. I have been studying up and talking to other Kitfox builders on proper procedures and feel we are ready to go. I have also been making the last few "adjustments" to the components. This includes adding a thin strip of plywood on top of the root rib capstrip on the right wing to bring it level



with the fuel tank (which is raised on the inboard end) and fairing in the ribs to the horizontal stabilizer frame. The kids are going over to stay with the neighbors next weekend so we can hit it hard. By the time you read this we will hopefully have some of these components covered.

I recently had a great experience watching the FAA air worthiness inspection of Eric Broderson's Series 5 Kitfox. Eric recently completed his plane and now has it flying out of Lake Elmo. Eric has been a mentor for me during this project and it was really fun to see the completed "Fox" and watch the inspection process.

Seeing Eric's completed plane and putting my plane components together so I could sit in it has got me charged up and ready to drive on. Vrrrooom, Vrooom....let's go!



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## Sayings from Mike Dolan

You've never been lost until you've been lost at Mach 3. (Paul F. Crickmore - test pilot)

Never fly in the same cockpit with someone braver than you.

There is no reason to fly through a thunderstorm in peacetime. (sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970).

"Now I know what a dog feels like watching TV." (A DC-9 captain trainee attempting to check out on the 'glass cockpit' of an A-320).

Without ammunition the USAF would be just another expensive flying club.

Blue water Navy truism; There are more planes in the ocean than there are submarines in the sky.

Flashlights are tubular metal containers kept in a flight bag for

the purpose of storing dead batteries.

Navy carrier pilots to Air Force pilots: Flaring is like squatting to pee.

Just remember, if you crash because of weather, your funeral will be held on a sunny day.

The Piper Cub is the safest airplane in the world; it can just barely kill you. (Attributed to Max Stanley, Northrop test pilot)

Airspeed, altitude, or brains. Two are always needed to successfully complete the flight.

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

Mankind has a perfect record in aviation; we never left one up there!

If the wings are traveling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe.



# Chapter Events and Fly-Ins

**Dec 18 Chapter 25 Meeting,**  
**WASHBURN Sr. H.S. 6:30pm!**

**Dec 19 Metrodome Model Flights**

**Future meetings** Jan 15 Feb 19

**Mar 2 Chapter Hangar, Airlake**  
2nd Annual Ch 25 Chili Feed

**Dec 21 Glencoe MN (GYL) 10am**  
Ultralight Ch 92 December Meeting

**Dec 21 Tea, SD (Y14) 7-11a**  
Ch 289 Fly-In Bkfst

**Jan 18 Marshfield WI (MFI) 10a-3p**  
Ski-Plane/Wheel Plane Fly-in and  
Chili Feed. Packed snow runways.  
Contact Dave LeVoy, 715/687-4120

**Jan 18 Oshkosh WI (OSH) 8:30a-5p**  
Pioneer Airport Ski-Plane fly-in/Chili  
feed, shuttle for wheel planes  
selliot@eaa.org

**Jan 25 Wautoma WI (Y50)**  
2nd Annual Wheel & Ski plane  
Chili Fly in. Chapter 1331.  
Ultralight friendly. Denis Winter or

Dave Reich 920/787-5163  
**Feb 1 Brodhead WI (C37)**  
Ch 641 Groundhog Chili Fly-in  
NOTE: Runway will not be plowed!  
BillWeber, 262/374-0465  
airknocker7AC@aol.com

**Feb ? Eden Prairie MN (FCM)**  
Pancakes at Marv Getten's hangar  
**Feb 9 Mondovi WI Log Cabin Apt**  
Chili Lunch Fly-In  
Doug Ward 715/287-4205

**Feb 23 Warroad MN**  
Lions 25th Annual Ski-plane  
Fly-In/Breakfast  
David E. Paulson 218-386-1818

**Apr 2-8 Lakeland FL (LAL)**  
EAA Sun 'n Fun  
**May 16-18 Kewanee IL (EZI)**  
Midwest Aeronca Festival,  
Jody Wittmeyer 309/852-2594  
jodydeb@inw.net

**Jul 29-Aug 4 Oshkosh WI (OSH)**  
EAA AirVenture 2003

# Stuff for Sale/Wanted

For Sale: 150 Lycoming exhaust system from Beech Musketeer—\$200  
Folding bike for aircraft travel, new—\$200  
Cape Canaveral 6'x4' drafting table w/drafting machine—\$300  
Roger 320-358-3763 or call Benson Airport 651-429-0315

For Sale: One Share in J-3 Cub Club, currently \$110 per quarter plus \$22  
per hour wet. Hangared at Crystal, priority to Chapter 25 members.  
Dan Carroll 952-593-5785

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

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

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

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



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