

FINAL



EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

FEBRUARY 2003

BLAST IT!

Part VIII

by Chris Bobka



Jim Markle's Sandblaster

This series was discontinued after the seventh installment when son number two began to walk! That also coincided with David Kujawa leaving the chapter newsletter editorship and taking over editorship of Sport Aerobatics magazine and moving away to Arizona with his lovely wife, Diane. Instead of looking forward to dropping off articles at David and Diane's and sharing a few beers, I was fraught with fear at having to bring articles to ugly Pete and Bob. I hope you can find me some forgiveness for leaving you all hanging. So sorry. Much prodding on the part of Pete, Greg, FrankH, and others from the Pietenpol chat group has gotten me back to finishing off the series with this final installment.

We left off with the gauntlets ready for installation to the front of the box. I have included Figures 13 and 14 which show a cutting diagram for the gauntlet and what the finished gauntlet should look like. As shown in Figure 14, cut some darts into the big end of the gauntlet to help it lay flat as shown in Figure 15 (see p. 4). Put some caulk around the left opening in the box and, using a heavy duty stapler, shoot some 1/4" staples into the box around the circumference of the glove to hold it in place. Don't do what Norm did so make sure you use the left handed gauntlet in the left hole of the box and make sure you orient the thumb so that it is at about the 12 o'clock position. If you put the wrong gauntlet on that hole, you will have to stand on the ceiling in order to sandblast. Like Norm. Put more of the caulk on top of the gauntlet and then take one of the rings from Figure 3 and use enough 1-1/4" drywall screws to hold the gauntlet in place. You can clean up any of the squeezed out caulk at this time. Install the other glove. Thumbs up!

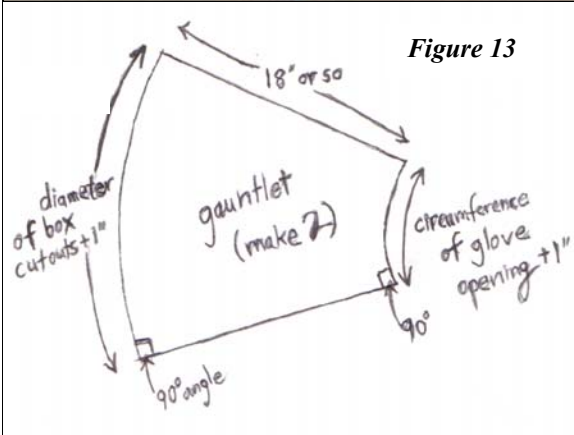


Figure 13

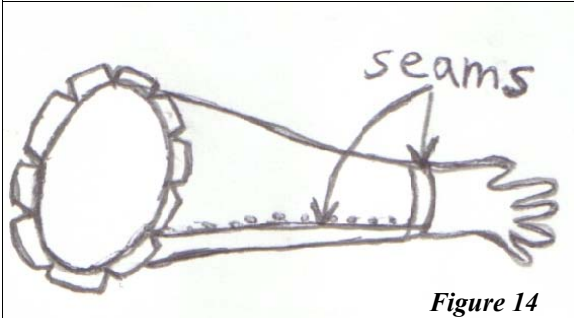


Figure 14

Next we need to install the door. You cut out the door opening in Figure 4 and at that time, I instructed you to save the cut-out piece. Go get it. Have an assistant hold the cut-out piece in the door opening. Take two old door hinges from the junk box and mark off the screw positions on the door and on the frame to the rear of the door. Ensure that the hinge pins lie directly over the cut line and the hinge lines are in line with each other. Now take the door piece and lay it onto another piece of plywood that is bigger than it. Mark

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Cleared for Takeoff

by Pat Halligan

Thanks to all of you who were able to attend our January meeting. We started off the New Year with some great news which I would like to share with the members who were unable to attend.

Steve Adkins donated some shares of stock worth approximately \$800. Not only did Steve donate the stock, but he, along with Chris Bobka and Greg Cardinal, spent a considerable amount of time setting up a Charles Schwab account. We will now have an account open and available for any future stock donations. Dan Carroll announced a \$1500 matching gift fund. Dan will match, dollar for dollar, all cash donations between now and the end of the year, until the \$1500 limit is reached. That makes the gift worth a possible \$3000.

Earl Adams then came forward and donated some aircraft supplies (5 gal. of Polyfiber Aerothane paint & 2 qts. of catalyst). We are in the process of listing supplies donated to the chapter in this paper and on our updated web site. Members will have the first chance to purchase them for a reasonable donation. What our members don't purchase will be listed on ebay or ...?, with the proceeds going to the chapter. Thanks to all for your generosity !!!!

I would like to tell you about a local man named Harvey Tam. Harvey has collected hundreds of rare aviation films and put them on video. He has put together tapes from the military, aircraft manufactures, NASA, private individuals, oil companies and TV stations, just to name a few sources. The two video clips I showed at the January meeting were given to me by Harvey.

Harvey's original plan was to get a local library involved. He didn't get much help and his plan was going nowhere...fast. I've been talking to Harvey and he is now convinced we are the people he has been looking for. He and I have talked about our chapter building a nice collection of aviation videos at our hanger for us to use and share with others. He is excited and is willing to share what he has with us at no charge. What an outstanding asset this will be for our chapter.

If you are interested and would like to help, please let me know. My email and phone number are on this page. We will need some blank tapes to get started. You can start by bring them to the February monthly meeting or by dropping them off at the hanger. Also take a look at your video collection and see if there are any tapes that would be of value to other chapter members.

Finally, I challenged the members at the January meeting to start looking for a few new people to join our chapter each month. We have approximately 110 members at this time and I would like to see the chapter grow by 50 members this year. A good example of a new member is Jay Bjornstad. Look at what he did at his very first meeting in January. (See the article on Jay in this issue.) We have so much to offer and I feel it is important we share this with our community. Our members have such knowledge and so many skills; we can't and won't let it go to waste. Aviation is going through a rough time, but it is our job to get as many people involved and to keep them involved, so that the passion of aviation never dies.

Orville and Wilbur Wright gave us something special 100 years ago. It is our job to do our best to keep it going for the next 100 years.

—Pat



ON FINAL



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The Leader in Recreational Aviation

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Benefit, Silent Auction, and Raffle for Rachel Hansen

Rachel Hansen, granddaughter of Ellen and Don Eide is a 2 year old undergoing cancer treatment for Ewings Sarcoma, a very aggressive form of cancer. She has been receiving treatment here at Children's Hospital in Minneapolis and currently is being treated at Memorial Sloane Kettering Cancer Center in New York City to provide the best treatment and care.

Patches N Planes quilters, a group from Sky Harbor Airpark is sponsoring a benefit on Saturday, March 29 at Christiania Lutheran Church, 26691 Pillsbury Ave, Lakeville, Mn, for Rachel, with a free will offering. There will be a silent auction beginning at 3 pm followed by a Musical program at 4 pm featuring vocal, violin and harp selections with a reception and finalizing of the silent auction to follow. A variety of hand made and quilted items, certificates for glider rides, restaurants, and many other offerings will be available for bids.

Patches N planes is also sponsoring a quilt raffle, along with FAPA, Faribault Area Pilots Association. Tickets are available from any member, with the drawing on June 1 at the FAPA meeting in Faribault. Details will be available at the March 29 Benefit or call Bonnie Lindquist, 952-652-2966.

This Saturday, Feb 15th—variety of events (see p8):

- *Minnesota Recreation Aviation Conference at Radisson South*
- *Pancakes at Marv Getten's hangar at Flying Cloud*
- *Skiplane Fly-in with chili & dogs at Benson Airport, White Bear Lake*

Feb 19th—6:30pm—Ch 25 Meeting, Washburn H.S.

Jeff Coffey will talk about our new web site and e-mail exchange.

We will also see a film called 'Airport Watch' —preventing terrorists from using general aviation to threaten public safety.

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. The meeting will be held in Room 119.

March 1st—Second Annual Chili Feed—Hangar

Saturday March 1st is the first anniversary of our hangar ownership, so we are marking the day with a birthday party. The only present required is your presence. ha ha Please bring your spouse, children or a friend and come to the hangar (between Hotel and India lanes at Airlake) from 11 A.M. to 1 P.M.

It is the second annual chili feed. We will need some people to bring their favorite chili, and others to bring chips or crackers. A few cookies or bars to share would also be great. Bring a beverage for yourself. (coffee, hot chocolate, pop etc...) We have spoons, plates and bowls.

We will get some temporary heat set up and you know the more people we have the warmer it will be. Come join your aviation friends for a few hours of hangar flying.

March 19th—6:30pm—Guest Speaker: Ted Homdrom

We will be holding our regular March meeting at the Northwest Airlines History Centre at 8101 34th Ave So. Our guest speaker will be Ted Homdrom, author of Mission Memories: World War II. In Mission Memories, Ted recounts his experiences as squadron navigator in the 8th Air Force during WWII, for which he received the Purple Heart, the Distinguished Flying Cross (twice) and a Presidential Citation. Copies of the book will be available to purchase, and maybe we can talk Ted into signing some as well?

April 12—Mn Aviation Hall of Fame Induction Banquet

Thunderbird Hotel in Bloomington, MN

Seven outstanding Minnesota aviation personalities being inducted include: Willy Bolduc, Jeff Hamiel, Goodwin Luck, Larry McCabe, Orvis Nelson, Eugene Trowbridge, and Edna Gardner Whyte. Tickets \$30 each. Reservations must be in by March 15, seating is limited and no tickets sold at the door. Information and reservation blanks available by contacting Noel Allard at 952-448-5047 evenings or e-mail: noel.e.allard@wellsfargo.com.

Blast It! Part VIII

(Continued from page 1)

off the same general shape but about 1-1/2 inches all the way around it EXCEPT for the rear edge. This mark-off should be even with the rear edge of the door so the door can swing open.

What we are making here is a piece of plywood that will overlap the door jamb so as to contain the direct blast of the sand. With your radial saw, cut out the new piece. As the hinges on the door must lay in the same plane as the box, it will be necessary to make cutouts to allow this new piece to clear the door. Cut these out with a sabre saw. The top and side views of Figure 16 clearly show this. You may design a better way and I know that there are better ways but this is the way I did it. Go for it! Make the latch as shown in Figure 16 from some scrap plywood. Attach the door and latch to the box. If you want, you can get some felt weatherstripping about 1/8" thick and 1/2-3/4" wide and put it around the door jamb as indicated to help contain some of the sand. An 1/8" looks thick but it will compress right down.

Well that is it. The box is done. Now we have to come up with the gun. You want a good one. The reason is that the gun uses air that passes through a venturi in the gun to create suction which pulls the sand up from the hopper, through the feed tube, and through the venturi itself, accelerating the sand along the way. At the venturi, the sand makes a sharp turn before it exits the nozzle. My dad, the physicist, says that force times mass equals impact. We want impact as that is what does the sandblasting. Mass is related to the size and density of the particle. Force is the effectiveness of the gun at accelerating the particle. Every particle of sand that comes out of the gun also is trying to wear down the venturi of the gun. A cheap ceramic nozzle coupled with a soft steel venturi will not last long as the sand will abrade it right down and the venturi will no longer be properly shaped to create a quality vacuum (if a vacuum sucks, is it good or bad?). Lots of air will come out of the nozzle but no abrasive. Then you will blame me that the sandblaster does not work. We need space age materials. We need titanium. We need carbide.

So I will tell you what gun to get. It is shown in Figure 17. It is available at Grainger, among other places, and can be found on the internet as of February 2003 at:

<http://www.grainger.com/Grainger/catalogpageview.jsp?xi=xi&CatPage=1427> You want model 3JT01 for the 12 CFM model. It lists for a whopping 77 dollars but buddy Jim Markle at jim_markle@mindspring.com has agreed to purchase these guns from Grainger at his substantial discount and have them drop-shipped to interested buyers. The best thing is that parts are available too as listed on the same web page.

The gun does not have a trigger. You do not want a gun with a trigger. A gun with a trigger takes up too much room and your finger gets tired holding the trigger. Instead of a trigger, I merely connect and disconnect a Milton coupling right at the aft end of the gun. You could get fancy and use a foot pedal air switch or you could put a valve at the point where the air line goes into the box. Use what you think you would like.

Once you have your gun, attach it to the end of the pickup tube inside the box with an appropriate length of 5/8" ID cheap

clear vinyl tubing from the big rack of tubing at Home Depot that I told you to get earlier. Use some hose clamps to hold the hose on at both ends. Drill the smallest size hole you can get away with to let the air line into the box. It should be located near where the pickup tube is located so that both hoses can flop around more or less together.

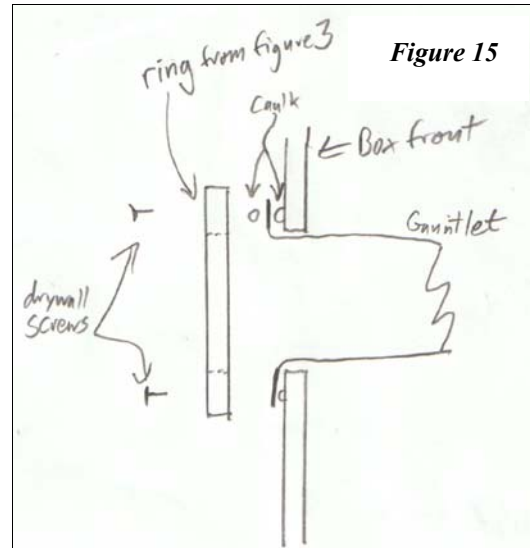


Figure 15

You need a vacuum cleaner of the big shop vac variety. This is a necessity as you are creating a mammoth sandstorm inside the box. Without a shop vac, it will be so cloudy inside the box after a minute that you won't be able to see your hand in front of your face. You are pumping air into the box at 100 PSI and at 11-15 Cubic Feet per Minute. All the air has to go somewhere. If there is no shop vac then this air will blow out through every seam and put dust all over the garage and make a big mess. It will also go into your lungs and you will contract silicosis and die a horrible slow death. The key is to create a negative pressure inside the box so that the dust is trapped by the filter of the shop vac. Better yet, use an extra long vacuum hose and put the shop vac outside as even the filter on the shop vac won't trap all the fines.

There are endless varieties of abrasives to use. I use number five white silica sand. You can remember number five as that is how many fingers you should have on one of your hands. It is the same stuff that you see in sand-filled ashtrays next to the door to elevators in office buildings. Many sandblasting sup-

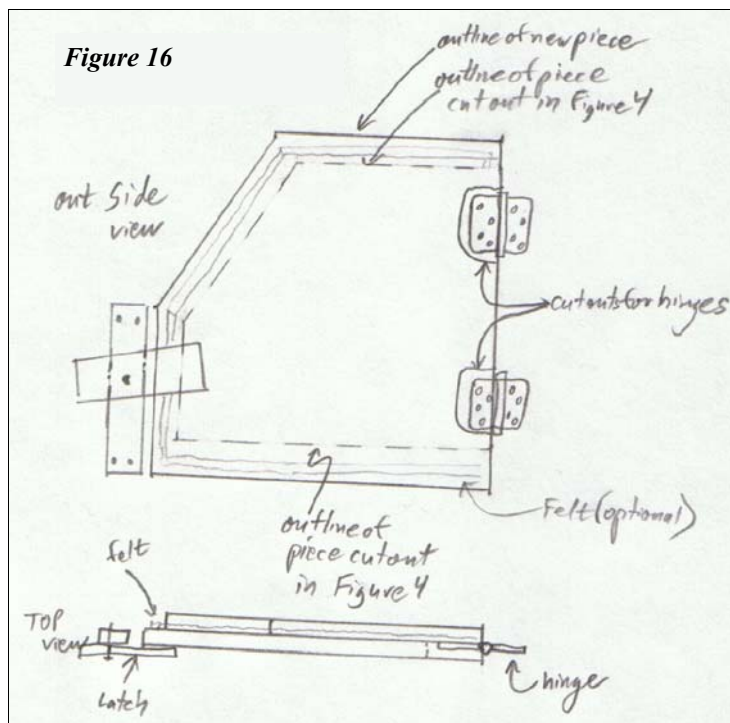


Figure 16

ply outfits are reluctant to sell you sand for sandblasting because they are afraid you will not be using proper breathing protection and they will be sued by your heirs after you die of silicosis. If you tell them it is for ashtrays, then they will chum right up and gladly sell it to you. It will come in 50 or 100 lb sacks. 100 lbs should do for starters. Dick Navratil, a Pietenpool builder here in the Twin Cities area (horzpool@goldengate.net), says you could also try a larger swimming pool dealer to get sand. In his swimming pool supply shop, he carries red flint granite sand sized at .45-.55 mm. It is rather aggressive but doesn't dust nearly as much as white silica sands. Some may try to use glass beads or walnut shells. It all depends upon the finish you wish, the aggressiveness of the cleaning, and the price you are willing to pay.

You may consider building more than one sandblasting box. Each can have a different abrasive. It is difficult to change abrasives from big to little for the following reason: you will probably never get all the big stuff out. What will happen is that you will make a change from big particles to little particles. You will think you have it licked and you will be blasting away looking at the fine, uniform finish on your blasted piece. Just as the ten millionth particle comes out of the nozzle, a stray big particle will come out, and whamo! there appears what will look like a huge crater in your work as that single particle hits. It may not bother you and it may not matter based on the part you are blasting but sometime it may matter. Again, the choice is yours. Once my new hangar is done, it will sport a couple of blasting boxes each with a different abrasive.

Additional abrasives management discussion is outside the scope of this article. I am sure that industrious users of their new blast cabinet will seek out information on <http://www.google.com> for more information.

A few tips on use are in order. All the debris you blast off of the pieces you are sandblasting will fall down into the sand. Eventually, they will migrate to the bottom of the hopper as it becomes their "turn" to be sucked into the pickup tube. Large pieces of debris will clog the venturi of the gun. The short term fix is to hold your free hand over the discharge nozzle of the gun, forcing the compressed air down the hose abrasive supply hose and the pickup tube and blowing all the junk out. This will work for a while but sooner or later you will have to empty the abrasive out the bottom of the hopper and sift it. I use a big sifter from the cookingware aisle of the supermarket that looks like a bowl made out of screening. This is the long term fix.

Use a pair of pliers kept in the box to hold small parts so you are not always blasting away at the fingertips of your gloves as you hold parts.

The box makes for really good storage of parts that must be kept rust free. The large quantity of sand acts as a desiccant to keep the air in the box dry.

You can also experiment with different air pressures. 50-60 PSI works good for most work. It is hard for many air compressors to keep this up at 12 CFM so from time to time you need to give the air compressor a chance to catch up. Also, most air compressors have a duty cycle which means that it is expected that a certain percentage of the time, the air compressor should be off and resting. It cools when it rests. You may

consider a supplemental fan blowing on your air compressor to keep it cool.

Do not take stuff out of the blaster unless you have gloves on. The pros say to use surgical gloves. Oils and acids from your skin will cause the part to rust, even under paint.

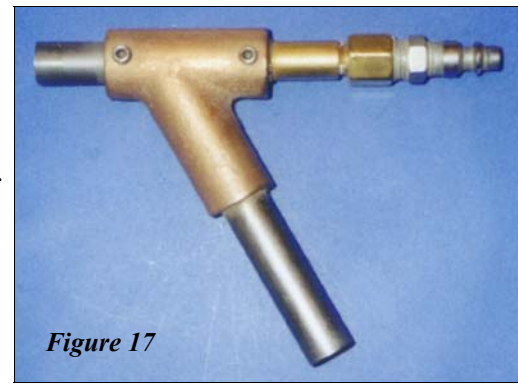


Figure 17

As stressed in the beginning of this series of articles, moisture is the bane of all sandblasters. You must have adequate moisture control in your system. The ideal air supply system uses many feet of metal, not plastic or rubber, air line between the compressor and the sandblaster. The metal absorbs the heat from the compressed air. As the compressed air cools, the water in it will condense out and deposit, in the form of water droplets, onto the inside surface of the cool pipe. As the air passes through the pipe it will roll these droplets along until they hit a moisture trap that will inertially snag them and keep them from traveling further. It is important to note that moisture traps trap water droplets, not water vapor. Putting a moisture trap at the compressor outlet will not do much good since the air will carry mostly vapor here as the air is so hot. The best "final" moisture trap I know of is the 1/2" coalescing air filter as illustrated in Figure 18 and sold by Tip Sandblasting at 1-800-321-9260. It uses a roll of toilet paper inside the unit to absorb all remaining moisture after the air has traveled through the standard inertial moisture traps of your system. The price is up there on this unit but the performance is spectacular.

Finally, as you sandblast and between sips of Guinness, USE PROTECTIVE BREATHING EQUIPMENT APPROPRIATE FOR SANDBLASTING. If it is good for wearing while doing drywall work, it should be good for sandblasting but read the labels on the devices you might want to use! Also, use hearing protection if you have the shop vac next to you. Ideally you can use a Walkman and its little earplug type earpieces under your hearing protectors so you can listen to the Grateful Dead as you blast away.

Jim Markle has posted ten pictures of his box on the following web-site for viewing.

<http://www.shutterfly.com/osi.jsp?i=67b0de21b3322ee6e4b7>

Good luck with your new unit and try to imagine how life was before you had it!



Figure 18



Aviator buzzing around Washburn High

Peter Denny has inspired yet another news article on his aviation program at Washburn High School. The following article was published in the Minneapolis Star Tribune on January 21st. Way to go Peter!

Doug Grow
Star Tribune

About two years ago, an Australian showed up at the front door of the Minneapolis public school headquarters. "I think you ought to be building an airplane," Peter Denny told anyone who would listen. "They'd always say, 'What!?' " Denny recalled. "I'd say, 'I'm coming here to build a airplane. You can't have an aviation program if you don't build a bloody plane.' "

Such gusto -- and a language rich with "mates," "blokes" and "sheilas" -- couldn't be resisted. The 56-year-old retired school-teacher, who had proper credentials to work in the United States and a résumé rich with flying and military experience, was hired to direct the aviation and aerospace studies program at Washburn High. The program, started as a magnet for the school in 1994, offers courses in everything from building and flying hot-air balloons to studying radar. Midway through Denny's second year at Washburn, his enthusiasm hasn't dimmed. "I'm good for another 10 years, mate," is how he puts it.

This year's project is modest by Denny's standards. In a lower level of the old school, Denny has 25 students completely stripping down and restoring a Gusty MK-1 that was used, briefly, in aerobatic shows. The plane was built in 1966 in Belgium by a Minnesotan, Gus Limbach, and was donated by Limbach's widow to the Minnesota chapter of the Experimental Aircraft Association. The association was going to do the restoration of the one-of-a-kind plane. But, like school district officials, association leaders found Denny's pitch irresistible. The plane was turned over to Washburn students, who will have rebuilt the plane -- sans operable engine -- by the end of the school year. It will be donated to a museum.

The project has been painstaking and massive. "But they're restoring it to its original condition, not half-restoring it," Denny said. "They love it. You have some students who like to learn through books. But you've got others who learn best through their hands. I can teach math and language with this medium. They've done thorough research; they've learned to work as a team." And they've set the stage for an even bigger project, the construction of "a bloody airplane."

Starting next fall, Denny expects to turn his students loose on building a two-seater Sonex from a kit manufactured in Oshkosh, Wis. His plan for financing the three-year project is nearly as audacious. Denny is seeking 13 "shareholders" willing to invest \$2,000 each (in easy \$1,000 installments). The investment will cover the cost of the kit. When the plane is completed, Denny said, he'll be able to sell it for \$40,000 and investors can either reclaim their investment or roll their money into the next project. "Businesses are tired of being asked for dona-

tions," he said. "But this isn't a donation; this is a partnership. This is a way of bringing business into the school with these kids." With little marketing done so far, Denny said, the project already has attracted a few investors. "One guy rang me up and said, 'I'm an old Washburn graduate; this is a fantastic idea. I want a share,' " Denny said. "One guy wanted three shares. This is a win-win deal."

And still only the beginning of Denny's dreams. Someday, he wants a class made up entirely of Washburn girls (currently the vast majority of his students are boys). An all-girl crew building, then flying, a plane. "No reason that can't be done," he said. And then there's his idea that someday Washburn could have its own hangar. "I love this place," he said. "The administration, the staff, the kids. There are a few bozos, but wherever you go, you're always going to have a few bozos. They'll have to drag me out of this school." He's run across only one serious problem so far. "They love my Australia bits," Denny said of his students. "They all try to take up my accent." How do they do? "They're lousy at it," he said.

-- Doug Grow

Paul Soderlind 2003 Memorial Scholarship *from Dave Lundin*

Each year the Scholarship Board of the Retired Northwest Airlines Pilots Association (RNPA) offers a scholarship valued at \$1000.00. To be eligible for the scholarship:

- The applicant must be related either as son/daughter or grandson/ granddaughter to a current or retired Northwest employee. Step-children are also eligible.
- The applicant must be enrolled or accepted for enrollment in an aviation related career track at an accredited college or vocational (technical) school.
- The applicant must complete an application form, questionnaire and essay and have two letters of recommendation.

If interested in applying send a request for application to:
Paul Soderlind Memorial-Scholarship
C/O Thomas P. Schellinger
P. O. Box 240928
Apple Valley, Minnesota 55124-0928

The request for application must contain the recommending employee's name, employee number and the name of the applicant that will be applying and the address to which the application information should be sent. **Deadline for receipt of completed applications for the school year 2003-2004 is June 1, 2003** but they will be accepted anytime prior to the deadline. The scholarship will be awarded August 15, 2003.

Apply now if you are interested!

Chapter Member

Jay Bjornstad

How did you get interested in flying?

My first series of flights were rides from my Jr. High/Sr. High Geography teacher, Dennis Blilie, in North Dakota in his PA12 Cub. I still remember my thoughts when he turned the stick over to me and let me fly - trying to keep the wings and pitch level and still watch all those instruments! My home town, McVille North Dakota, is so small that I could hear him start the Cub up and usually had time to race over to the town's grass strip on my bicycle before he could take off to try to bum a ride. He continues to fly as a crop duster in an area south of Fargo, farm his family land, and teach Geography. It was a thrill for me a few years ago when I was able to fly with him and give him a BFR.

Where did you get your flight training?

Most of my training was at the University of North Dakota, thru CFI. I was fortunate to have a world class aviation school 65 miles from my home town. It was a great group of instructors and had a solid flying discipline.

Most memorable flight?

One of my most memorable flights was when a college buddy and I flew his family's C172 to Florida in 1979 where we both added seaplane ratings. It took us five days to get there due to weather in Kentucky (neither of us were instrument rated at the time) but it was a great time.

Certificates/Ratings?

Ratings - COMM/CFI, Seaplane rating. The ticket that keeps me employed is my Aircraft Dispatcher certificate that is required for my job as Chief Dispatcher at Northwest Airlines. The dispatcher position is probably best described to pilots as "the airline's own flight service station" with additional responsibilities. The Captain and Dispatcher of each flight sign a legal agreement prior to each flight indicating the flight has been planned according to FARs and company policy. The PIC has final authority, but both are legally liable to the FAA and Company for safe and legal operation. During each flight, the dispatcher monitors the progress of each flight and provides the Captain with any changes to weather, airport conditions, ATC delays, etc. There are changes every day that keeps the job interesting.

Homebuilding experience?

No homebuilding experience, but I enjoyed reading Sport Aviation in the past and look forward to participating in an aircraft building project.

Flying experience?

Flying experience - about 700 hrs.

Does your family get involved in flying?

My family - Wife (Vernes) and daughters (Brittany - 16) and (Lindsey - 14) enjoy short sightseeing flights, but would rather take NWA for the longer trips. We flew back to North Dakota last spring for a graduation and were back home after a three

hour flight vs. seven hours driving, allowing my wife to be in her pajamas by 9 pm so that was acceptable to them!

What are you flying now?

I own a 1963 Beech Musketeer with two other gentlemen at work. (One has not flown much over the past year, so he is interested in selling his third.) We bought the plane two years ago and really enjoy the ability to jump in

your own aircraft and fly, without the red tape of renting. I enjoy performing as much maintenance as is allowed as an owner and learning everything about the aircraft.

Future plans?

I would like to take advantage of the seaplane rating and get out and see some of the Minnesota lakes... I really enjoyed obtaining the rating. That's my dream.



Jay at our January meeting, giving a presentation on DUATS Cirrus software

DUATS Cirrus Software

At our January meeting, Jay gave a demonstration of the Cirrus Flight Planning software available for download from the DUATS web site. It is available for free download or you can request a disk via mail at www.duats.com.

At the initial logon, the pilot can create an aircraft data file which Cirrus will use for calculating future flight plans.

In the field, Cirrus needs only a phone line hook-up to access a nation-wide toll-free number. No internet connection is required. Normal hook-up time to download a weather briefing, calculate and file a flight plan, and obtain a few graphic weather charts is about 3 minutes.

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Chapter Events and Fly-Ins

Feb 19 Chapter 25 Meeting,
WASHBURN Sr. H.S. 6:30pm!

Mar 1 Chapter Hangar, Airlake
2nd Annual Chapter 25 Chili Feed

Mar 19 Chapter 25 Meeting
Will be held at NWA Museum with
Ted Homdrom as guest speaker.

Future meetings 4/16,5/21,6/18,7/16

Feb 15 White Bear Lk MN 10a-2p
Benson Apt Skiplane Fly-in, Chili
& dogs. MUST call for permission
to land—651/429-0315

Feb 15 Eden Prairie MN (FCM)
Pancakes at Marv Getten's hangar

Feb 15 Bloomington MN 8a-5p
MN Recr. Aviation Conference
Radisson South & Plaza Tower
www.mnaero.com, click on
Events & Promotions

Feb 20 Anoka (ANE) 7p
EAA Ch 237 Clubhouse, ANE
Maintenance & repair of 2stroke

aviation engines by Dan Mattsen
Sponsored by EAA UL Ch 12

Feb 22 SoSt Paul MN (SGS)
Skiplane fly-in, Lunch 10-2p
Paul 612/825-7794

Feb 23 Warroad MN 8a-1p
Annual Ski-plane Fly-In/Breakfast
David E. Paulson 218-386-1818

Mar 1 Duluth MN Sky Harbor Apt
Wheel/Skiplane Fly-In BBQ
Julius Salinas, 218/723-4880

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

May 17-18 Blaine, MN (ANE)
Discover Aviation Days Fly-in
golden@minn.net

Jul 5 Starbuck MN (D32) 7a-noon
Annual Pancake Bkfst

Jul 13 Blue Earth MN 7:30a-1p
Local FFA, Belgian waffles

Stuff for Sale/Wanted

For Sale: 1971 Piper Cherokee 140, white with red trim, high time engine, annual-ed August 2002, compression 78 to 80 on all cylinders, Navcoms are 4 years old, not IFR, asking \$25K, I can send you a picture.

Also have a new 44 x 48 Hangar in Siren Airport RZN, white steel over 6" stud construction, concrete floor and apron, 42 foot Hi-Fold electric door with 12 foot clear, electric, skylights, asking \$35K

All at Siren, Wisconsin, 100 miles north of Twin Cities
Roger Steiner, CBXRoger@cs.com


For Rent: Trailer for hauling cars etc. It is available for a \$25 tax deductible donation to Chapter 25. Mike Dolan 952-652-2436, mdolan@tcq.net

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. Student pilots okay. Dan Carroll 952-593-5785

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



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