

On Final

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JUNE 2003

Peter Denny Chapter 25 Member Profile



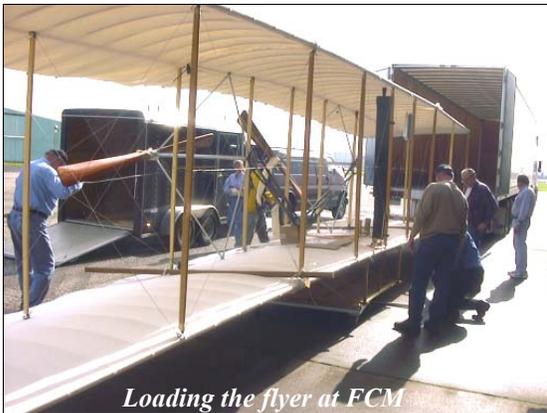
We are fortunate to have as a member of Chapter 25 one of the most innovative aviation educators in the country. Peter Denny is making his mark in education and aviation with his drive to get students building airplanes in the schools. On Final interviewed Peter to learn more about his background and his current programs at Washburn High School.

Early interest in aviation

As a 12 year old kid, I used to ride my bicycle across Lismore, a small country town in northern New South Wales Australia, to the airport and hang on the fence watching planes. My uncle was a fighter pilot and fought in the Battle of Britain. My first flight was at the Northern Rivers Aero Club on my 14th birthday. A man named Stan Chilcott took me up for my first flight on the 14th of September, 1955 in a Victor Airtourer, an Australian-built low-wing tri-gear. Stan lost his life in an aerobatic competition accident in 1959.

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Wright Replica Moves to Anoka



Loading the flyer at FCM

Photos and Information from Steve Adkins

In our April issue, we reported on the work underway to repair the replica after the March fire at Flying Cloud Airport. By mid-May, the Minnesota Flight Expo team completed the repairs and prepared to move the replica to its new home, the American Wings Museum at Anoka County Airport. Both the front and rear rudders had to be removed to load the Flyer into the waiting 18-wheeler. Steve reports that the rear rudder was designed for easy removal, but the front rudder (elevator to us) was more difficult. The team built a special dolly (just visible in the photo at left) to transport the Flyer from the

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Cleared for Takeoff

by Pat Halligan

About the time you read this column we should be having our Young Eagle rally and chapter picnic/truck raffle kickoff. If you have an airplane and are planning on flying YE's, let Mike Dolan know, and I'll see you at the hanger on the 14th. If you don't have a plane, but just want to see some young kids get excited about an airplane ride, please

join us between nine and eleven that morning. Keep in mind that Mike and Ron can always use some ground help. The old saying about 'the more you give the more you get' applies here. The chapter picnic that day from noon until two should also be a great time. Most of you have received a call from one of our calling committee members and know we will supply the brats and buns and you should bring a dish or dessert to share and something to drink. Please bring your family members and friends. We have been waiting all winter to use the hanger so don't miss this chance.

Speaking of young kids and excitement, check out the column on Peter Denny in this months newsletter. What Peter is doing is nothing short of fantastic. The kids at Washburn High School will have a lot of fun in the aviation classes the next few years. Peter reminds me a lot of the late John Odegard and the way he started the aviation program at UND. Another teenager getting started in aviation is my son. He passed his private written and now he will start flying when school is out for the summer. All pilots can relate to the anticipation and excitement of a first solo. I don't think he will follow me in the airline business, but that is ok as he wants to have his own company and his own airplane someday. Kind of sounds like that fellow who gave us the truck/lease to raffle off. I noticed the article in this months Flying magazine on purchasing a cheap jet laying on my desk at home. I hope my son doesn't think I'm trading in the 172 for a used Citation. Maybe I better start buying a few Powerball tickets just in case.

With the Oshkosh fly-in fast approaching we should talk about who will attend and whether they will be flying or driving. Some people might want to think about doubling up on rides. We could also set a time and place to meet each evening during the air show. Let me know what you are thinking.

The best way to let the other officers and me know what your ideas are and what direction you want our chapter to go is by attending the monthly meetings. Mark the third Wednesday of each month on your calendar and show up around six to have a bite to eat (the grill will be on). The meeting gets under way around seven and we would love to get your input on some of our upcoming events and activities.

Craig Nelson has put together a list of local fly-ins to display the pickup truck at and sell tickets. If you ask some of the members who did it last year they will tell you what a good time they had. Please let Craig know if you can help. The more tickets we sell, the sooner the hanger is paid off and the more money we have for aviation youth camps, projects like those at Washburn H.S. and maybe even aviation scholarships some day. Every two dollar ticket does make a difference. Every chapter member makes a difference.



Get involved, make a difference. —Thanks, Pat

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ON FINAL



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The Leader In Recreational Aviation

June 14-Annual Picnic and Raffle Kickoff—Noon-2

Chapter 25 will supply the brats and buns as usual—please bring your family and friends, and also a dish to share and pop and/or dessert.

We still need volunteers to sell tickets with the raffle truck at major regional aviation events this summer. Please call Pat or one of the committee members if you can help.

Young Eagles at 9 am, Chapter Hangar

June 14th is also the official EAA International Young Eagle Day. Event will start at 9:00 am and continue until all participants have had a Young Eagle ride or 12 noon. We have a lot of young people coming, so please contact Mike Dolan at 952-652-2436 if you can work ground control or if you can fly.

Mike also needs someone to head up a Young Eagle Rally for July, August or September. All materials, contacts and guidance will be provided. Call Mike for details.

This Month—June 18—Chapter Hangar—6 pm

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

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

You have probably noticed that our local FBO at Airlake is under new ownership with a new name. Come to our meeting Wednesday night and meet Ron Hansen, owner of the Aircraft Resource Center. Ron will talk about some major changes in the works. One change you may already have noticed at the pumps is the substantially lower price for 100LL!!!

Directions to Meeting: 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. Please park in open grass areas between hangars rather than in front of hangars. See you there!



MINNESOTA AVIATION HALL OF FAME ANNOUNCES OPEN NOMINATIONS FOR INDUCTION

NEWS RELEASE—Persons belonging to the Minnesota aviation community are invited to forward the names of candidates for Minnesota Aviation Hall of Fame induction in the year 2004. Basic criteria are that the candidate be either a Minnesotan who has contributed value to the aviation community in Minnesota or outstate, or be a non-Minnesotan who has spent their career in the State to the betterment of aviation in Minnesota. Further, they must stand out, have contributed something special, over and above simply performing their duty in a chosen line of work.

Persons either living or deceased are eligible, and may be from any aviation-related activity; flying, instructing, mechanical, or public relations. They may come from any aviation realm such as airline, military, or general aviation. A complete nomination would include a formal nomination letter, a biography with documentation, photos, and letters of support from the community. Doing some homework and establishing a base of community support will go a long way to making your candidate more appealing!

Candidates are not accepted without a formal nomination package and those not received by June 15th of this year will be considered for induction in 2004. If you would like to nominate a candidate, you can get a copy of the complete qualifications sheet and candidate biographical questionnaire by contacting Hall of Fame President, Noel Allard, weekday evenings at 952-448-5047, or e-mail: nallard1@juno.com. Leave your message and mailing address if there is no answer.

Noel Allard

Moving the Flyer



(Continued from page 1)

Aviation Training Center hangar out to the semi-truck. From that point, it was all hands on deck to hoist the flyer into the truck. At American Wings, the crew began the reverse process. And below is the flyer safely at rest inside the museum.



The flyer was moved in time for Anoka's Discover

Aviation Days on May 17th, and Sharon Sandberg and Duane Kluse took advantage of the event to set up an exhibit and sell shirts and hats promoting the project to the public.

The Wright replica will be moved to a number of different locations for display at special events this summer, and the team needs people willing to help move the flyer (don't know when, nor how often). This is a chance to be part of the team and get very close to a historic item (ha!) If interested, contact Steve Adkins at steve@adkins.name



ON FINAL JUNE 2003

Aircraft Resource Center's

*** Must RSVP to Attend—Call 952-469-4414 ***

First Annual Pig Roast

AirLake Airport
22100 Hamburg Avenue
Lakeville, MN

Thursday, June 26, 2003

4 p.m. - 8 p.m.

Food served between 5 p.m. - 7 p.m.



RSVP by calling 952-469-4414

or fill out RSVP card @ FBO

Catered by Divine Swine



DELTAHAWK DIESEL ENGINE FLIES

from Frank Hanish

In Racine, Wisconsin, last weekend, the DeltaHawk diesel engine flew for the first time, installed in a Velocity RG and piloted by a company engineer. The 160-horsepower, liquid-cooled V-4 engine was fueled by Jet-A, and the aircraft reached an altitude of 5,500 feet and an airspeed of 140 knots during the 38-minute flight. The engine, developed first for the experimental market, is slated for delivery in the first quarter of 2004 for an estimated price of \$20,000. The company plans to pursue FAA certification immediately following the development of the experimental version. The turbocharged engine weighs roughly 335 pounds installed and is predicted to consume about 40 gallons of Jet-A over a 1,000-nm route versus about 57 gallons of avgas for a comparable 160-hp engine. For more, see (<http://www.deltahawkengines.com>).

Come Fly Stanton's New Cub Special

by: S. Steve Adkins



Recently, Stanton purchased a beautiful PA-11 Cub Special. In my opinion, the PA-11 has the best harmonized controls of any tailwheel Piper. In past years, several Chapter 25 members have been flying the PA-12 available for rent at Stanton. Soon, chapter member Dale Johnson intends to receive a tailwheel refresher in the PA-11 before flying his Pietenpol.

Flying tailwheels from Stanton is a lot of fun because the field is all grass. Grass and tailwheels go together like ... make up your own cliché. Also, with no tower, no long waits for approval to taxi and takeoff nor long taxi ways, you get into the air much quicker (which is very nice when you are renting). As I like to say, "The air is a lot closer at Stanton".

The PA-11 is very much like a J-3 Cub except it sports an 85 hsp engine and the pilot solos from the front seat. Tall pilots can clear their turns by sticking their head up ahead of the wing with an excellent view in all directions. Starting is accomplished the old-fashioned way, hand propping. This plane has no flaps and is an excellent glider, so either a large pattern is required or good forward slip technique.

This PA-11 is extraordinary in that it is in excellent condition and historically unique in that it was constructed in Ponca City, Oklahoma in 1974. Different from many Cub Specials, this aircraft has never been used for agricultural applications nor used as a float plane. It is painted in the original blue and Cub yellow design.

Stanton folks are hoping that the Sports Pilot Rating will be approved by the FAA in 2003. With the PA-11, Stanton has an aircraft and a friendly environment that will meet the requirements for that license. Also, Stanton Sport Aviation offers complete tailwheel instruction and service in the PA-11, PA-12 and the PA-18 Supercub.



ON FINAL JUNE 2003

Peter Denny *(Continued from page 1)*

I always built models as a kid, my first was a DeHaviland Beaver on floats. When I went up to Sudbury in northern Ontario a few years ago to get my float endorsement, I actually got one and one half hours in a Beaver. I got my private pilots license in Australia in 1970; the training is pretty much the same as here. I trained in Cessna 150s and 172s, and I also have about 150 hours in Piper Tomahawks (Trauma-chickens!) - Norm's dream machine.

Career in education combined with military service and aviation interest

My primary degree is in education and my second degree is with a major in psychology. When teaching Industrial technology in Queensland, I spent three years organizing programs to build aircraft in the schools. I was the national Education Director with the Sport Aircraft Association of Australia (SAAA) a sister organization to the EAA. Prior to joining the Airforce in 1967, I served my apprenticeship as a Motor Mechanic. I joined the Air Force at age 21 where I served as ground crew. I was released at 27 and received a commission in the Army Reserve. My final 8 years in the reserve saw me responsible for running flight-training programs for the Australian Army Cadet Corps (the equivalent of senior ROTC in the U.S.) We had fleets of Tomahawks to train cadets for the military. I retired from the Army Reserve as a Major. I miss my military life.

During my teaching years, I spent eleven years teaching handicapped kids ages 12-18 and had 4 years as a Special School Principal. Eventually I had responsibility for training young principals as an educational statewide consultant for Queensland Education, but gave that up – too political. I went back as head of Department in Industrial technology and Trade and Aviation to teaching high school students.

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Champ and Chief owners might be interested to know that Stanton now offers wood spar inspections for American Champion aircraft. See details on the Spar AD page: <http://www.soarmn.com/stanton/spar.htm> If you must fly with the trainer wheel up front, Stanton also has a stable of 2- and 4-place Cessnas for rent. One of their Cessna 150's just wound up 10,000 hours.

For more information, contact Kent Johnson at 507-645-4030 or checkout their website:

<http://www.soarmn.com/stanton/>



Peter Denny *(Continued from page 5)*

Current plans for flying

I earned my private pilot license in Australia, and I need to get my U.S. ticket. I should have got off my a.....and did it before 9/11. Most of my resources lately have been diverted to getting my green card – you would not believe the expense and effort it takes to do this. For my private license here, I need to do some night flying – I plan to work on this over the summer. Looking forward to getting back into the Tomahawk for some cross-country and night work! Norm, if you have a spare evening, give me a ring!

Aviation Programs at Washburn High School

I've been teaching for two years at Washburn, and I love the students, staff and the school to bits. Washburn really is an incredible school. You can find a list of courses I teach on Washburn's web site, www.mpls.k12.mn.us/washburn. We have a number of programs underway and more planned. I have two other teachers in this program, Curtis Franks and Ken Jadwin, and over 200 students. We are starting 95 new students this fall.

The Gusty. The Gusty restoration is nearly complete. We have packed it up and will be moving it to Roosevelt High School where they have facilities for spray painting. It will be painted by the "Spray painting class" at Roosevelt this coming September. We are using the original paint scheme, yellow with red and black. We have received important funding for this project from Gus's family and also from the school, a total of about \$1,100 so far. But we really cannot ask the school for any more funds, and we still need three to four hundred dollars for paint and materials. **THERE MUST BE SOMEONE OUT THERE WITH A KIND HEART.** Once THE "gusty is painted, it will be returned to Washburn for the engine installation and final touches. Then, we will need a place to display the plane- Pat Halligan is currently



Peter's Gusty Restoration Class at Washburn H.S.

scouting around for a location. Also, Bolduc Aviation is supplying the Continental engine.

Workshop Grant. We have recently been given a grant for the "Spirit of Washburn" project of \$5000 to set up and furnish a workshop to build Sonex aircraft. All the equipment and tools have been ordered. Bolduc Aviation is supplying a Lycoming engine as a teaching aid for the students. We are also hoping to get a PT6 jet engine from Pratt & Whitney in Canada. I will be working with MCTC staff this summer putting together a curriculum for a powerplant course at Washburn this fall. I would hope our chapter takes advantage of this new workshop and training aids.

Maybe thought could be given to a "Technical evening" every other month, or "Potential New members" workshops.

The Spirit of Washburn. We are currently raising funds for building our first metal aircraft, the SONEX. Terry Thomas, a lady who runs her own marketing & promotion company and whose son will be starting in our aviation program next fall, is taking the lead in fund-raising. We are seeing a lot of interest – we may have a company to put up the funds for the airframe. One of our Chapter 25 members, John Koser, recently came and spoke with our Aviation Advisory Board on his experience building a SONEX. Another Chapter 25 member, Norm Tesmar, currently serves on this board. This project also has the backing of our Alumni Association. I would like to create a subcommittee within Chapter 25 to help with the SONEX project.



The Spirit of Amelia. I would like to start a second SONEX project when the fuselage and wings are complete on *The Spirit of Washburn*. I have felt for a long time that the aviation industry suffers from a lack of women. I have talked with the people at the Guinness Book of Records, and they have no record of an aircraft constructed completely by a team of women students. I want to change that. I have been working with several women's aviation groups who are interested in helping with the funding for this project. The SONEX kit itself is about \$12,000, and with a Jabiru engine, the total project will run in the neighborhood of \$24,000.

I have recently been appointed as a Technical Counselor by the EAA.



More on Electric Spark Plug Cleaner

by Don Sektnan



Last month, Don emailed an article to go with the electric spark plug cleaner he brought to the previous meeting. I took pictures of the cleaner for the newsletter but forgot about Don's email. Here is Don's original article.

Those of you who have a spark plug cleaner know that sometimes that there are times that the blasting medium doesn't get to the bottom of the spark plug to clean out the deposits. The tips of the electrodes look bright and deposit free but the spark plug cleaner can't get the bottom contaminants out. There isn't a tool available that is thin enough to get down to the bottom of ceramic area to remove the contaminants. I had an old electric engraving tool that I used to correct this problem.

I had bought at Oshkosh the special tool cleaner that is part of the Champion spark plug vibrator cleaner. I took the tool apart and retrieved the etcher point. I filled a flat area on the point to make it easier for attaching the point. I then silver soldered the cutter tool to the etcher point. My vibrator was an old Montgomery Wards unit and only had two screws holding the plastic case halves together. The cutter tool part was really cheap-check with me for the part no. if you want to order it. I used a very small flame on my propane torch to do the silver solder. A silver alloy solder could be used also. Looking in "Trade A Plane" ads shows that aren't any cheap



spark plugs anymore so if you can reclaim your old plugs, you can save yourself a lot of money.

—Don Sektnan

ON FINAL JUNE 2003

Chapter Events and Fly-Ins (continued from p. 8)

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|--|--|
| <p>Jul 19 Cook Mn (CQM) Apt Days
Pancakes, brats 218/666-2586</p> <p>Jul 19 Tomah Wi(Y72) 7a-4p
Open Hse, ultralts. 608/269-5627</p> <p>Jul 19-20 Eden Prairie(FCM)
Air Expo 952-746-6100</p> <p>Jul 19-20 Rushford Mn(55Y)
Rushford Days, food, camping.
507/864-2705 mbthem@hbc.com</p> <p>Jul 19-20 Ashland Wi(ASX) 7a
Bay Days Fly-In bkfst, lunch, YE,
Seaplanes welcome. Ashland
Marina. Robert (715) 682-7070</p> <p>Jul 20 Benson Mn(BBB)
Bkfst. Kent 320-843-4432</p> <p>Jul 20 Grantsburg Wi(GTG)7-1130
Pancakes, YE flts 715/646-2477</p> <p>Jul 24-26 Keokuk Ia
L-Birds Fly-in. Formation school.
Irv Linder 319/524-6378</p> <p>Jul 25-27 Brodhead Wi(C37)
Pietenpol Flyin 815/624-7583</p> <p>Jul 27 Preston Mn(FKA) 7a-12
Bkfst 507-765-2582</p> <p>Jul 29-Aug 4 OSH AirVenture</p> <p>Aug 2 Elbow Lk Mn(Y63) 7a-1p
Lake Area Pilots Assn Fly-in</p> <p>Aug 3 Red Wing Mn(RGK)8a-12
Bkfst, open house</p> <p>Aug 3 Alexandria Mn(AXN)10-2
Fish fry 320/762-1333</p> <p>Aug 9 Rice Lake Wi(RPD) 7-10a</p> | <p>Panck bkfst, Aerobatics 11 a.m.
Military Warbirds 715/458-4400</p> <p>Aug 9 Menominee Wi(W11)
Pancakes, County fair in town</p> <p>Aug 10 Milaca Mn(18Y)
Pancakes/camp 320/983-5544</p> <p>Aug 10 Humboldt Ia(OK7) 7a-12
Bkfst, 515-332-4012</p> <p>Aug 16 Ortonville Mn(VVV)
Pancakes, airshow 320-839-3846</p> <p>Aug 16 Forrest Lake(25D) 10a-4p
Burgers, ice cream 651 776 1717</p> <p>Aug 17 Mankato Mn(MKT) 7:30
Fly-In Breakfast 517/388-6866</p> <p>Aug 17 Boyceville Wi(3T3) 7a-11
Bkfst/11:30 airshow 715/235-0972</p> <p>Aug 17 Monona Ia(7C3) 7a-12
Bkfst.</p> <p>Aug 24 Owatanna Mn(OWA)7-1
Bkfst, Cabella shuttle 507/444-2448</p> <p>Aug 24 Windom Mn(MWM)
Model Club Fly-In Bkfst,
7:30a-1:30p 507/831-5995</p> <p>Aug 24 Iowa City Ia(IOW) 7a-12
Bkfst 319-338-9222</p> <p>Sep 2 Sheldon, Ia(SHL) 630a-11
Bkfst.</p> <p>Sep 5-7 Albert Lea Mn(AEL)
Mid America Aerobatic Contest
Gary Debaun 952/892-7188</p> <p>Sep 7 New Ulm Mn(ULM)
Fly-in Bkfst 507/354-4392</p> |
|--|--|

Stuff for Sale/Wanted

For Sale:

- Complete Smith airline model gas welding & cutting outfit, cart, no tanks.
 - Singer 31-15 upholstery sewing mach., straight stitch model, no reverse etc. on modern commercial base with knee clutch, foot speed, etc. Works fine.
 - Craftsman router on high steel stand, bits, templates, etc. Used very little!
 - Shop Vac, Craftsman lg. 16 gal., wet/dry model with acc. hose and nozzles.
 - Air hoses, 1/4" rubber complete with quick coupler ends.
 - Air tools; 3/8" ratchet, rivetr/hammer w/xtra springs,bits, 1/2" imp. wrench
 - Big old heavy air compressor fm serv. station. 2 stage comp. w/horiz. tank of ~40 gals, xtra motor, both 220V, 2 hp, powerful but extremely heavy.
- Come see these, I've been using them for 35 years, prices are negotiable.
Lee Hurry, Hopkins, 952-938-7856

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@teq.net

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: 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.

Wanted: 90 hp Continental with low time for my J3. Also, looking for a metal climb prop for the same. Jan Berghoff 952-361-9787

Chapter Events and Fly-Ins

<p>Jun 14 Chapter 25 Annual Picnic & Raffle Kickoff—noon 'til 2pm Young Eagle Flights start at 9am Chapter Hangar Airlake Airport</p>	<p>Airshow. Gayle 712/262-1000</p>	<p>Jun 29 St Cloud Mn(STC) 7a-1p Fly-In, pancakes 320/255-7292. Jun 29 Caledonia Mn(CHU) 7a-12 Fly-in breakfast.</p>	<p>Fly-in bkfst. jtzack@msn.com Jul 12 Hibbing Mn(HIB)8-1 Fly-in Bkfst 218/263-4152 Jul 12-13 Brookings Sd(BKX) 8a-6 Summer Arts Festival. Free shuttle. Entertainment. 605/692-2779</p>
<p>Jun 18 Chapter 25 Meeting 6:00p Chapter Hangar Airlake Apt (p3)</p>	<p>Jun 15 Canby Mn (27D) 7:30-noon “Hat Daze” Fly-In 507/223-5075</p>	<p>Jun 29 Strum Wi(Brion Fld) 8-12 Pancakes N44-33.26/W91-22.55 Ctaf 122.9 Michael 715/695-3410</p>	<p>Jul 13 Blue Earth Mn(SBU) 7:30-1 Fly-In Bkfst 507/526-7264 Jul 13 Two Harbors Mn(TWM) 7a Herit.Days Fly-in.218/834-2162</p>
<p>Jun 26 (Thursday) 4-8p Aircraft Resource Center's 1st Annual Pig Roast—Must RSVP to attend Call 952-469-4414 (see p4)</p>	<p>Jun 15 Hutchinson Mn(HCD) 7-12 Bkfst, Pork chps 4-7p 320/587-3802</p>	<p>Jun 29 Pine River Mn(PWC)7:30-12 Fly-in Bkfst 218/587-3773</p>	<p>Jul 13 Sleepy Eye Mn(Y58) 630-1230 Bkfst 507/794-2151 x127 Jul 13 Warroad Mn(RRT)8a-2p Bkfst 218/386-1691</p>
<p>Future meetings 7/16, 8/20, 9/17,10/15</p>	<p>Jun 15 Princeton Mn(PNM)7-12:30 Fly-in brunch 763/389-4204 x201</p>	<p>Jun 29 Eagle Grove Ia(EAG) 7a-12 Bkfst & classic cars, 515/448-4042</p>	<p>Jul 13 Emmetsburg Ia(EGQ) Kiwanis Flight Bkfst 715/852-3810 Jul 13 Platteville Wi(PVB) 8a-noon Bkfst</p>
<p>Jun 14 Hancock Mn Brown's Apt (pvt) Hog Roast 4pm 4 mi N. of city N45.33.13, W95.47.26 320/392-5869</p>	<p>Jun 19 Cook Mn(CQM) Bkfst. Jack 218/666-2586</p>	<p>Jul 4-6 Starbuck Mn(D32) 7a-noon Pancakes Sat. Camp 320/795-2786</p>	<p>Jul 13-15 Alexandria Mn(AXN) WWII B-24 & B-17 Hangar dance Sunday 320/763-6722</p>
<p>Jun 14-15 Brainerd Mn(BRD) 10-4 Fly-in 218/829-3398</p>	<p>Jun 21 Moose Lk Mn(MZH) 7:30 Fly-in bkfst Larry 218/485-4441</p>	<p>Jul 6 Austin Mn(AUM)7-1 Pancakes/spam 507/433-7115</p>	<p>Jul 19 Henning Mn(05Y) Fly-in, Classics, Ultralights, War- birds, Airplane rides. 218/367-3203</p>
<p>Jun 15 Grand Rapids Mn(GPZ) 7a-noon. Fly-in Bkfst 218/326-0893</p>	<p>Jun 21 Sleepy Eye MN(Y58) 9a-6p Sailplane fun-fly 507/794-7665</p>	<p>Jul 6 Wells Mn(68Y)7a-12 Fly-in Bkfst 507/553-3100</p>	<p>Jul 13-15 Alexandria Mn(AXN) WWII B-24 & B-17 Hangar dance Sunday 320/763-6722</p>
<p>Jun 15 Dodge Ctr Mn(TOB)7a-12 Fly-in Pancakes Dan 507/282-4760</p>	<p>Jun 21-22 LaCrosse Wi(LSE) 9-5 Deke Slayton Airfest 608/785-8153</p>	<p>Jul 6 Winona Mn(ONA) Bkfst, airshow 507/452-2220</p>	<p>Jul 13-15 Alexandria Mn(AXN) WWII B-24 & B-17 Hangar dance Sunday 320/763-6722</p>
<p>Jun 15 Fergus Falls Mn(FFM) Bkfst/lunch, Dennis 218/736-0227</p>	<p>Jun 22 Cambridge Mn(CBG)8a-1p Fly-in Bkfst</p>	<p>Jul 6 Hayward Wi(HYR) 8a-1p Pancakes. Al 715/634-3246</p>	<p>Jul 12 Cloquet Mn(COQ) 8a-noon</p>
<p>Jun 15 Spencer Ia(SPW)</p>	<p>Jun 22 Grand Forks Nd (RDR) USAF Thunderbirds Airshow</p>	<p>Jul 12 Cloquet Mn(COQ) 8a-noon</p>	<p>(Continued on p. 7)</p>



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