

WINTERMAIL



EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JULY 2003

Int'l YE Day, Ch. 25 Picnic *by Mike Dolan*



Saturday, June 14, 2003. What a nice day for the International Young Eagle Day (IYED) and the chapter's annual picnic. The day actually started weeks before but it started in earnest on Friday morning. Ron Oehler and I met at the chapter hangar to get many things ready for Saturday's YE rally and the picnic. Some of the pre-event jobs were sweeping the hangar (it always needs sweeping), setting up the registration table with all needed literature, etc., fixing the sweepstake sign, getting tables from the FBO, hanging banners and yes, cutting grass. Good

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Pauline (nearest) and Danielle Moritko in the helicopter flown in for the rally by John Sullivan

Roger Anderson Chapter 25 Member Profile *by Pete Gavin*

We continue our profiles this month with Roger Anderson. In our profiles, one of our goals is to help the membership gain an appreciation for the role aviation has played in the life of our subject. But with Roger's long career in aviation, it is a real challenge to capture his variety of experience and his many accomplishments in one short article. Especially since Roger is adding to the list everyday! We are very honored to count Roger as a lifetime member of Chapter 25.

Early interest in flying

Roger's interest in flying began at an early age with scratch-built models from materials his dad gave him. He saved his money and bought a

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Cleared for Takeoff

by Pat Halligan

WOW! If you like airplanes, young people, food and good friends, you had to enjoy June 14th at the chapter hanger. The weather was absolutely beautiful for the Young Eagle rally and chapter picnic.

Mike Dolan and Ron Oehler did an outstanding job putting together the Y.E. rally. We flew sixty six future aviation ambassadors on national Y.E. day. Thanks Mike and Ron. The ground crew did a great job keeping things running smoothly. My personal crew chief, Jeff Coffey, kept me on a tight flying schedule. I would land and by the time I shut down, Jeff would be standing by my plane with the certificates for the Y.E.'s and a camera for pictures. When that was done he would introduce me to my next passengers and off I would go. I know all the pilots appreciated the hard work the ground crew did and I appreciate all the flying the pilots did. If you have ever thought about being a Y.E. pilot but haven't been through the steps to qualify, please do so, because I can assure you the young people are a real pleasure to fly and you will enjoy the experience.

By high noon the chairs in the hanger were filling up as chapter members were sitting down to enjoy brats, salads and chips. A cold drink, a few cookies and conversation with friends made for an enjoyable picnic. To steal an old cliché, "It doesn't get any better than this."

By now everyone should have their raffle tickets in hand. Please do your best to sell some to friends and relatives. The sooner the hanger is paid off the more flexibility the chapter will have when it comes to future projects. In just a couple short years this asset is already half paid for. Keep up the good work.

As I write this column I'm on my way home from Anchorage, Alaska (ANC). I must say general aviation is alive and well in the last frontier. My son and I flew to ANC last week to do some fishing, but we also had the great fortune to go flying in a friends Cessna 182. On day one we departed Birchwood airport near ANC and headed one hour north to Mt. McKinley. We entered the Ruth Gorge and followed the Ruth Glacier up the mountain as far as we dared, made a few 360° turns and then turned and headed back out of the gorge. We passed a few Beavers on wheel-skis. I could see where they were landing on the glacier with sightseers and climbers. We landed at Talkeetna airport and walked into town for a burger. Talkeetna has a real old fashion general aviation airport. A lot of Super Cubs and Cessna's tied down. It is also where the Beavers were based. The coolest airplane was a turbine Otter. On our return flight to Birchwood we spotted a bull and cow moose in a small lake.

Day two was spent fishing halibut on Prince William Sound. Maybe I can fix halibut for our next chapter picnic. Day three we fished for King Salmon up north on Montana Creek.

Day four had us back in the Cessna. We flew about 150 miles south down the Cook inlet to go clamming. It was really just an excuse to go

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ON FINAL



Minneapolis/St. Paul

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The Leader In Recreational Aviation

This Month—July 16—Chapter Hangar—6 pm

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

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

Last-minute planning for Oshkosh. A number of Chapter 25 members are already on-site at Oshkosh preparing the grounds for the hundreds of thousands of visitors who will arrive in a few weeks. If you would like to camp in the same area as other members, or if you would like to share transportation arrangements, or help arrange common meeting places and times for Chapter 25 members at Oshkosh, please join us for our July meeting.

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!

Thank You Ron Hansen!

At our June meeting, Peter Denny issued a plea for donations to buy paint for the Gusty restoration project at Washburn High. Ron Hansen, owner and operator of Aircraft Resource Center, our local FBO, stepped forward and offered to cover the cost of this item.

It is refreshing to have an FBO on the field that is sensitive to the needs of the chapter and its members. Ron also continues to support us with very reasonable prices for fuel and supplies. In case you are one of those who is still flying elsewhere for fuel from force of habit, take a fresh look at your local FBO.



Correction: Last month we wrote that Stanton's new PA-11 Cub Special was built in Ponca City, OK in 1974. That was a typo. Their Cub Special was actually built in ~~1987~~ ~~1794~~ 1947.

Congratulations to Harvey Havir, who through unbelievable persistence and without the use of force has finally got his medical restored. Happy flying Harvey!



Cleared for Takeoff *(Continued from page 2)*

flying. Just before landing we spotted a group of brown bears. There was a small mom and her cub, a few average ones and one of them was huge. We flew a few more miles and landed on the beach. (big tides/low tide). As we walked out onto the mud flats with a shovel and bucket to clam, a dark spot down the beach started moving, it was a black bear. He came a little closer and then sat on his rump and watched us for about fifteen minutes. Finally he headed back into the bush. Our return flight was mostly over land and we saw quite a few float planes in rivers and on lakes with fishermen close by.

If you make it to Alaska enjoy the fishing, but make sure you get an airplane ride for some great sight seeing and enjoy the general aviation airports. In Alaska everything is big, including brown bears and turbine Otters.

—Pat



Roger Anderson

(Continued from page 1)

Mighty-Midget engine to power the models. For his first airplane ride, his dad took him over to Wold-Chamberlain field and signed him up for a flight in a Ford Tri-motor – Roger says his mother thought it was too expensive at 75 cents, but he got the ride anyway! His dad was always bringing aviation stuff home, and Roger's interest grew to the point where he built his own hang-glider while still in Wilson Middle School. He describes a bobsled run in Moser's pasture that ran down to Concord St (since destroyed by the construction of Hwy 52). Roger tried out his hang-glider on the bobsled run. His mother first learned of this activity when Roger injured himself, so that was the end of the hang-glider.

Aviation Maintenance During WWII

Roger graduated from South St. Paul High School in 1941, and entered the Aviation Maintenance program at St. Paul Vocational that fall. Upon completion of his training, Roger was hired by Northwest Airlines to work in their (Pratt & Whitney) R-1830 engine overhaul shop. Roger later transferred to their Accelerated Structures Test Branch at Vandalia, Ohio. There he worked on experimental trainers, fighters, and light bombers. He also worked with designers and technical writers setting up shops and maintenance procedures.

In 1944 Roger joined the Federal Civil Service and was assigned to Pearl Harbor Naval Air Station, where he supervised the overhauling and rebuilding of carrier-based fighter planes. Because of his skills with precision instruments, he was often called to shipyards to fit radial and axial load bearings in gun turrets.

Wiplinger Aircraft Service, Learning to Fly, 1st Airplane

After the war, Roger worked at Wiplinger Aircraft Service in South St. Paul, converting military aircraft to civilian use. He maintained and overhauled aircraft for the local flight school and King's Air Airways, and received his A&E license at Wiplinger. Learning to fly was a less formal affair in those days, and Roger received his first flight training from co-workers at Wiplinger's. Bud Stahl gave him lessons in his BT-26, and Slim Zetler in his Taylorcraft. Warren "Buzzer" Brown, a former instructor with the Air Force, showed Roger how to fly the military aircraft then being surplused for civilian use. While still holding his student permit, Roger bought a BT-13 with a 450 hp Pratt & Whitney engine for \$175. "Buzzer" showed him what the aircraft could do, and Roger still remembers the dives at over 200 mph. Roger had 27 different aircraft listed on his student permit. Roger had the BT-13 for two years until a friend flew it onto a runway XX'd (closed) for maintenance and collided with a pile of asphalt.

MN Air National Guard, Private license, Air Force Duty

In 1948, Roger joined the MN Air National Guard, where he maintained fighter aircraft for pilot training. The ANG was particularly interested in Roger's expertise with the F51. The ANG had 26 F51's, 2 C47's, 4 T6's and 2 L5's. (Roger has a great story about F51's from those days, and you can read about that in the next issue of *On Final*.) During this period Roger took flight training from more formal ANG instructors and finally earned his private pilot's license. Roger took his check ride with Mick Flynn of Monticello. Roger was one of the originators and maintenance officer of the MN Air Guard Aero Club, which received a letter from the FAA for its safety record. He was called to active duty with the Air Force from 1954-1956, where he served as shop chief, hangar chief, inspector, and supervisor of jet engine training.

Aero Precision Engineering, Floatplane Endorsement

Roger left the ANG in 1958, joining Aero Precision Engineering Co. where he set up an aircraft division, received FAA approval for limited airframe and radio work and assisted in setting up an approved commercial flight school. During this period he also helped to build up seaplanes for Surfside Flight Training School and earned his floatplane endorsement.

Airport Manager at Winona

Beginning in 1962, Roger worked for four years at the Winona airport, holding management responsibilities for the airport itself and also for Winona Aviation. His was the first Piper-approved repair station in Minnesota, and Winona received Minnesota's Airport of the Year Award in 1964. Roger worked with Max Conrad during this period. He tells a story of Max taking an alarm clock with him to keep him awake while flying a 180 Commanche across the Atlantic. The Commanche had been modified with special long-range fuel tanks, and Max followed the Lindberg route. In order to stay awake during the long flight, Max would set the alarm to go off every half-hour. However, even the alarm clock was not enough, and Max recounted waking up to a series of loud thumps as the Commanche began to skim the white-caps.



*Fairchild 24 C8F
restored for Rev. J.W. Jacobson*

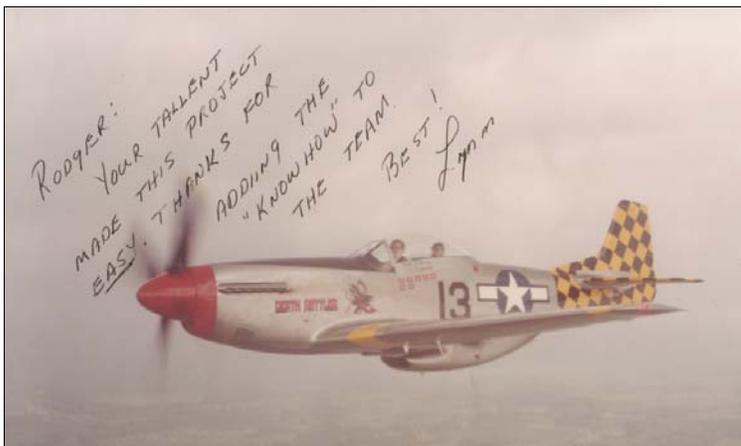


Aviation Training Center

In 1966, Roger joined the Aviation Training Center at Flying Cloud, where he worked until his retirement (from ATC, that is) in 1990. Roger served as the Instructor-Program Manager for the A&P Program. He received his DME endorsement in 1967. He helped set up shop areas and built many mock-ups used as teaching aids, including flyable aircraft in use. He maintained a log with pictures of all his rebuild projects – 53 airplanes in all rebuilt including minor and major repairs. A few of Roger’s favorite projects are pictured here.

The 1936 Fairchild 24 C8F was restored for Rev. J. W. Jacobson as the first project when Roger joined ATC. The 1945 Stearman was restored for Lynn Florey, a North Central pilot. Note the red markings indicating the Stearman’s role as instrument trainer with a full gyro panel. The F51 pictured below was also restored for Lynn. Note the “Death Rattlers” marking and the removal of the fuselage tank to make room for dual control training. Not pictured is the Curtis Pusher restored for Chuck Doyle. Chuck acquired the Pusher from the Paul Mantz museum in California. Today, the restored Pusher is hanging in Atrium 8 at the Minneapolis/St. Paul International Airport for the public to enjoy.

In 1988, Roger was awarded the Speed Holman award for excellence in aviation maintenance and aviation education. During his service at Aviation Training Center, Roger was eight times C.M.E.A Vice-President, and C.M.E.A. presi-



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dent for one term.

Jim Kimball Enterprises

Roger joined Jim Kimball Enterprises in Zellwood, Florida in 1991. He worked on many great restorations, including the Johnson Rocket Prototype, Conrad Hilton’s Beech Staggerwing, a Monocoupe, a William’s Racer, and a Stearman Mailwing. Roger also specialized in restoring propellers. He tells of weighing the paint to be used on each blade before painting in order to avoid adding lead later when balancing the propeller. Roger and his wife missed Minnesota, and he took a break from his work in Florida to return home for awhile. During this “vacation”, Roger started a maintenance shop for J. T. Benson Airport in White Bear Lake. His projects there included rebuilding a 46 J3, conducting 19 annuals and 2 paint jobs.

Charley Taylor Award

In March of 1994, along with Steve Wittman, Roger was awarded the Charley Taylor Award at Sun & Fun in Florida, an honor reserved for those who have served 50 years or more in Aviation Maintenance and maintained currency for those years.



Steve Wittman and Roger Anderson Receive the Charley Taylor Award

Back to Minnesota

Roger moved back to Minnesota in 2001, and has since been very active in a number of projects. Kevin Murphy and Jeremy Anderson of Boundary Waters Aircraft at Cambridge Airport had a problem. They specialize in restoration of aircraft interiors, and the FAA was beginning to require them to have a formal weight and balance certified by an IA for each restoration. Roger agreed to help them out. He scouted up three old-fashioned grain scales, restored them and had them certified by MN Weights and Measures. He now uses them in certifying W&B on Boundary Waters Aircraft restorations. This spring Roger ferried a Cherokee 140 to Cambridge for restoration and was recently named to the Board of Directors of Cambridge Airport. He is also assisting in an antique Schweitzer sailplane restoration, and is just completing a weight and balance on a Marquette Charger.

For some people, retirement brings more free time than they can handle. Roger has a different kind of problem. No matter how many things he retires from, he still has more projects, activities and interests than he can make time for. He takes good care of his health, and is doing his best to limit his activities to a manageable level. But as Roger says, “I’ve never been one to sleep much!”



Int'l YE Day, Ch. 25 Picnic

(Continued from page 1)



Pat Halligan with Young Eagles

thing we got so many things done on Friday because Saturday was a busy (read panic) few hours before we started flying those wonderful kids. Mike (me) was in his usual

panic, wondering if the ground crew and pilots will show up and then of course the YE participants. But as you might guess, panic is better than head up and locked—it is proactive!

Well as usual the ground crew was the greatest. The Stein family took care of getting the YE's registered and scheduled. Thanks Linda, Jim, Ruthie and James, you guys did a



John Sullivan with Young Eagles

bang up job. Then our chaperones, Phil Schaffer, Jeff Coffey, John Koser, Craig Nelson, Elyce Mueller and Dani Moritko. Wow, lots of responsibility including flight-line safety. Getting the paperwork to the certificate printer, folders back to

registration, delivering the certificates to the pilots when their flight returned and giving each of the YE's a Young Eagle pin. Can we say GREAT job! Thanks everyone!



Robin Mueller (center) and Pat Dolan (right) manage raffle ticket sales for the Ford Super Cab

Then our stalwart certificate printer and statistician, Ron Oehler. Ron came through again doing a perfect job of keeping us on track and filing the registrations. Then the pilots getting the big smiles put on the YE participants faces. Did

you see them when they got off the planes? In fact, did you see the smiles on the parents faces? Thanks Pat Halligan, Don Eide, Mark Kolesar, John Sullivan, Pete Gavin, Paul Pankratz, Jon Cumpton, and Wayne Halstead. 66 brand new Eagles!

It also was fundraiser kickoff day. The Ford Ranger was there for a look see. Pat Dolan and Robin Mueller started the fundraiser by selling 43 tickets. Look at the statistics for the number of tickets sold at events during last years fundraiser—43 tickets is on the high end. Good job you guys. And me, John Sullivan then came



The Cub Club's J-3 (left) and Jon Cumpton's American Champion

to me and said lets go for a helicopter ride. Away we went, Ron Oehler as well. What a treat. And you guessed it, I am still in a panic.

Thanks to all for the help. Just remember, panic can be good for the heart!

—Mike

More Pictures from the Picnic

All eyes to the air—must be another fly-by!



Wrapping up the Young Eagles event—time to roll out the food.

1903 Flyer Headed for Mall of America

—Volunteers needed!—

The Minnesota Flight Expo group has scheduled the 1903 Flyer to be on display at the Mall of America from August 22-August 29. The team is looking for volunteers to help out with the move from Anoka to the Mall on Friday, August 22nd from 6pm-9pm. They are also looking for volunteers to staff the exhibit and answer questions from the public throughout the week of the display. Volunteers may sign up for two-hour stints. Minnesota Flight Expo is also looking for sponsors to help cover the cost of the moving van. Sponsorships are \$250 each, and will be individually recognized in the display.

To volunteer, please contact Dale Johnson at 952-890-3905, or email Dale at dd5john@juno.com

For the display, Dale Johnson and Bill Igoe have constructed a wooden replica (see below) of the original Wright engine. Meanwhile, work continues on the building of the metal replica, which will be a running replica when completed. Dick Burns and Dale Johnson have completed many of the engine parts, and Sharon Sandberg has found someone to help with the cams and gears. Some of the completed parts will be on display at the Mall. However, much work remains to complete the metal engine. If you know of anyone with access to a Bridgeport milling machine who could help with the milling work remaining on the engine, please contact Dale.



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

Fly-In Breakfast 517/388-6866
Aug 17 Litchfield Mn(LJF) 7a-noon
 Bkfst 320/693-6189
Aug 17 Boyceville Wi(3T3) 7a-11
 Bkfst/11:30 airshow 715/235-0972
Aug 17 Monona Ia(7C3) 7a-12
 Bkfst.
Aug 24 Owatanna Mn(OWA)7-1
 Bkfst, Cabella shuttle 507/444-2448
Aug 24 Windom Mn(MWM)
 Model Club Fly-In Bkfst,
 7:30a-1:30p 507/831-5995
Aug 24 Iowa City Ia(IOW) 7a-12
 Bkfst 319-338-9222
Aug 30 Shell Lk Wi(SSQ) 7:30a-
 noon. Bkfst 715/468-2963
Sep 2 Sheldon, Ia(SHL) 630a-11
 Bkfst.
Sep 5-7 Albert Lea Mn(AEL)
 Mid America Aerobatic Contest
 Gary Debaun 952/892-7188

Sep 7 New Ulm Mn(ULM)
 Fly-in Bkfst 507/354-4392
Sep 7 Tomah Wi(Y72)
 Bkfst 608/269-5627
Sep 7 Maple Lk Mn(MGG) 1130
 -2pm Pork Chops 320/963-5094
Sep 13 SoStPaul Mn 8p
 Bomber Moon Dance CAF Hgr.
Sep 13-14 Faribault Mn(FBL)
 7a-12 Airfest & balloon rally
 507/744-5111
Sep 14 Decorah Ia(DEH)
 Bkfst 563/382-8338
Sep 20-21 Duluth MN (DLH)
 Aviation Expo 2003
Sep 21 Hector Mn(1D6)
 Bkfst 320/848-2745
Sep 28 Madison Mn(DXX) 8a-12
 Bkfst 320/598-3467

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@tcq.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 952-884-8920

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

A family relaxes after YE rides



You can't keep a good man down. George flew his Mooney M-18 to the Chapter picnic.



"So here's the deal. If you guys will each sell 15,000 tickets, we can get this hangar paid for. OK?"



Chapter Events and Fly-Ins

<p>Jul 16 Chapter 25 Meeting 6:00p Chapter Hangar Airlake Apt (p3)</p> <p>Future meetings 8/20, 9/17, 10/15, 11/19, 12/17</p> <p>Jul 20 Young Eagles event at Grantsburg WI, pilots contact Phil Schaffer 612-861-9531</p> <p>Jul 29-Aug 4 OSH Airventure Contact Jeff Coffey if interested in Chapter 25 location camping</p>	<p>Summer Arts Festival. Free shuttle. Entertainment. 605/692-2779</p> <p>Jul 13 Blue Earth Mn(SBU) 7:30-1 Fly-In Bkfst 507/526-7264</p> <p>Jul 13 Two Harbors Mn(TWM) 7a Herit.Days Fly-in.218/834-2162</p> <p>Jul 13 Sleepy Eye Mn(Y58) 630-1230 Bkfst 507/794-2151 x127</p> <p>Jul 13 Warroad Mn(RRT)8a-2p Bkfst 218/386-1691</p> <p>Jul 13 Emmetsburg Ia(EGQ) Kiwanis Flight Bkfst 715/852-3810</p> <p>Jul 13 Isle Mn (pvt field) 7a-11a Bkfst, 320/676-3167 for permission</p> <p>Jul 13 Platteville Wi(PVB) 8a-noon Bkfst</p> <p>Jul 13-15 Alexandria Mn(AXN) WWII B-24 & B-17 Hangar dance Sunday 320/763-6722</p> <p>Jul 19 Henning Mn(05Y) Fly-in, Classics, Ultralights, Warbirds, Airplane rides. 218/367-3203</p> <p>Jul 19 Cook Mn (CQM) Apt Days Pancakes, brats 218/666-2586</p> <p>Jul 19 Tomah Wi(Y72) 7a-4p</p>	<p>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@hbci.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 25-27 Madison Wi(MSN) EAA B17 Tour Stop 508/273-2586</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 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 9-10 Milaca Mn(18Y) Pancakes/camp 320/983-5544</p> <p>Aug 10 Humboldt Ia(OK7) 7a-12 Bkfst, 515-332-4012</p> <p>Aug 10 Walker Mn(Y49) 8a-1p Bkfst 218/224-2585</p> <p>Aug 16 Forest Lk Mn (25D) Burgers, ice cream, YE flights 763/795-6427</p> <p>Aug 16 Ortonville Mn(VVV) Pancakes, airshow 320-839-3846</p> <p>Aug 17 Mankato Mn(MKT) 7:30</p> <p style="text-align: right;"><i>(Continued on p. 7)</i></p>
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