

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

AUGUST 2003

Notes from Oshkosh

from Dennis Simmons, Mike Dolan, Phil Schaffer, Dan Carroll, Ron Hoyt, Rob Johnston, George Erickson & Pete Gavin



When we heard that Dennis Simmons took Reserve Grand Champion with his plans-built Hatz, we had to get a photo—on the left is Dennis with the Hatz back at Airlake.

Dennis Simmons

The biggest challenge this year was getting to Oshkosh. I had just finished the Hatz in June and was finishing up the required 25 hours by the end of July. Do you know what it's like to fly off 25 hours in a closed air space? They wouldn't even let me fly to Lydia or Rosemount—I got to know the route to Owatonna and Dodge Center

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Flight Academy 2003

by Tiffany Wilmarth

On June 27th of 2003 I went on a trip that expanded my knowledge of aircraft and enabled me to go home with a memorable experience as well as a large circle of newfound friends from near and far. The days before I left for the academy I was a very nervous girl wondering if I would fit in or be able to face up to the challenges that were ahead of me. The day that I arrived at the academy my stomach was churning with anticipation. I walked through the door with my mother and Tony and I was met by numerous

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"I loved the speed of this aircraft--what a thrill!"

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Cleared for Takeoff

by Pat Halligan

CONGRATULATIONS to our newsletter editor Pete Gavin, for his second place finish in the annual EAA Newsletter Editor Award category. There are over 1200 EAA chapters around the country and the paper you are holding in your hand came in second place. That is quite an accomplishment. Pete puts in a lot of work each month to

make the paper something special and I thank him on behalf of all Chapter 25 members for his effort. I know Pete would want me to thank all the members who submit articles for publication because it makes his job easier. It is a very distinguished award and all involved should be very proud.

Another member we are very proud of is Dennis Simmons. He won Reserve Grand Champion plans built for his Hatz. See his remarks in the "Notes from Oshkosh" article in this issue. Dennis plans to bring the Hatz to our September meeting—we look forward to seeing the airplane and the trophy. Congratulation Dennis!

I made it to Oshkosh for the first few days of the convention and I had a wonderful time. Some of the airplanes and accessories are just about too good to be true. One thing I know is true and that is there are a lot of good people involved with the EAA, and a lot of those good people belong to Chapter 25. I ran into a fair number of our members and they were all having a great time. Some of our members volunteered for a few days at the convention and some of them spent weeks helping to get the site ready and then spent the whole week at Oshkosh. I've only gone to Oshkosh in the past to enjoy AirVenture and never to volunteer, but after talking to some of these people and hearing their stories I will have to think about volunteering in the future. It looks like one of those ways to give a little and get a lot in return. A true win/win situation.

I'm hoping by now most chapter members have sold at least half their raffle tickets. You still have a month to sell the rest. I know some have already sold their first one hundred and there are even a few who are working on their second one hundred. If you would like to turn in some of your tickets and money at the August monthly meeting that would be ok by me. It will make it easier to get everything wrapped up before the Sept. drawing. The truck has made it to a few of the local fly-ins and Craig Nelson is still looking for more volunteers to fill in some dates. If everyone continues to do their small part we will have great success.

It is just about time to renew our chapter membership for next year and we have decided a small increase in dues is needed. For the past ten years the dues have been \$20. We are going to raise them \$5. It seems like everything has gone up lately except our dues. I think most of you will agree you get more than your money's worth from Chapter 25. The extra money will go a long way towards covering some of our rising costs.

I know some of our members have stopped coming to the annual banquet/award ceremony because the cost was getting a little high. Well, I have good news. The cost will be lower this year (I guess not EVERYTHING keeps going up). We have lined up the Eagan Community Center for Sunday evening November 16th, and with a local catering company the cost should only be about \$15 per person.

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ON FINAL



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The Leader In Recreational Aviation

Call This One—Joey's # 237 by Roger Anderson

Once a year for two weeks the fighter squadron got together for war games. This year, I think about 1953, we were at Volk Field, Sparta, Wisconsin in Fighter Squadron 109 from Minnesota. So that was some show: 75 F-51s competing for points using tow targets behind the B-25s, ground targets, and air to air with gun cameras. When they would scramble, they took off about three at a time as fast as they could. They called it formation take off. I was in the Maintenance Squadron. The first day of training it was my job to load the 60' flat bed trailer behind the C2 wrecker with parts and support equipment and head for the maintenance hangar at Volk Field and set up.

One morning when they were taking off, one of the 51s blew a left tire and went skidding across the runway behind the lead 51 just as it was taking off. The prop cut off most of the right elevator, stabilizer and rudder and went off the runway in the drainage ditch upside down. The damaged F 51 took off and the pilot called in and reported the airplane was unstable, so the tower said bring it back, be careful. I realized that left us with 23 airplanes. Meanwhile a Casper, Wyoming airplane's gun jammed and the bullets bounced off the land target, shot him down, so that one was on its nose out in the gunnery range and left them with 24 airplanes. My main-

tenance crew brought our two damaged airplanes to the maintenance hangar to check on damaged repairs, but we didn't have parts. They also checked to see what caused the tire to blow.

There was a big hole in the tire and a piece of leaf spring stuck in the bottom of the wing and we thought it was left on the runway. But Joe who was in the tire shop said it was his special tire iron he made from a part of a truck spring to change tires and he must have left it in the tire. So he was in big trouble! It caused major damage to two airplanes. He felt bad but my maintenance section thought they could solve the problem. The F 51 was a take-a-part airplane and the fuselage came apart between the cockpit and ahead of the stabilizer with a parting set of bulkheads. So they took it off, about 6 bolts, cables and electrical wire and a relief tube that extended at the bottom of the rudder. They had a plan to change it with the Casper, WY 51 out on the gunnery range which had a good tail section.

That night after midnight they towed it on the tail wheel behind a Jeep, quiet with lights off out to the range. The advance crew went out to get started removing the tail from the Casper plane (but they had a problem – they had a guard dog out there with a guard in a Jeep. So they went to the mess hall and

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This Month-August 20—Chapter Hangar-6 pm

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

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

Come see the Cirrus SR-22. Pat Halligan talked with the Cirrus people at Oshkosh, and they have agreed to fly their SR-22 in for our chapter meeting this month. They will give a presentation about the SR-22 and explain about fractional ownership and special arrangements for flying clubs.

Be sure to bring something to grill, we were running pretty low on the left-over brats last month. Side dishes, chips, cookies etc. to share would be very much appreciated by hungry members.

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!

Cleared for Takeoff *(Continued from page 2)*

The room holds one hundred and ten, so once we start selling tickets you will want to buy yours before they are all spoken for. I hope to see all of you Aug. 20th at the hanger around 6 P.M. for our meeting.

Blue side up!

—Pat



Notes from Oshkosh

(Continued from page 1)

pretty well—one hour at a time. So I barely completed my 25 hours in time for the Hatz reunion on July 26, and returned home in time to pack for Oshkosh.

I flew down on Wednesday, planning to arrive well before the afternoon air show. I encountered heavy traffic at Oshkosh, and with the thunderstorms that moved through Wednesday afternoon, ended up being diverted to Fond du Lac, and just got the cockpit covered when the rain hit there. Back in air the after the storm, and heavy traffic at Oshkosh again. I ended up holding for an hour west of Ripon before I was finally able to get in about 7 p.m.

I was getting ready to leave on Sunday because I needed to get back for some appointments on Monday, but I was told that some people wanted me to stay an extra day. I think they were finishing up the judging process and someone knew the Hatz was getting some attention. So I cancelled my appointments and stuck around. It was a great surprise to get the award, but I had never really focused on the competition aspect. That wasn't what I was after. When I first saw Billy Dawson's Grand Champion Hatz at the '97 air show, I knew I would build a Hatz, and a year later it was already in the works. There are many things in the design that I wanted a certain way, and I was able to work that out. I am very happy with the design, and it flies beautifully. I also had a lot of excellent help with the project along the way, and that shows in the quality.

Dan Carroll

I don't have any of my pictures developed yet, and I really didn't get much of a chance to see the show...worked the Honda Motorcycle Pavilion the entire time. I can tell you that of all the speakers at the Pavilion, Burt Rutan was the most exciting. Burt had revealed some of what he has been working on to capture the X prize (first GA group to reach space). The plan is to launch the space vehicle, SpaceShipOne (it's really just a pressurized airplane/glider) from the White Knight at an altitude of 50,000 feet from which point SpaceShipOne will be rocketed to 100 kilometers (62 miles or 350,000 feet). All of this will be accomplished within the confines of Edward's restricted airspace! The speeds and technical aspects are amazing especially given how much

Burt Rutan's White Knight and SpaceShipOne—from www.scaled.com



money NASA spends on launching their space vehicles. Burt wouldn't say how much their program costs but he did say something to the effect that we could figure out the number by calculating the cost of a space sta-

tion launch, converting that number to cost per hour and then we'd have the answer (Burt said his total budget will equal NASA's hourly cost).

Burt's design is nothing short of fantastic! The Pavilion only seats 1,000. We had an estimated 1800 listen to his presentation! I've never seen such excitement. He even said afterwards that he was surprised and delighted with the crowd's positive reaction to the news. The crowd gave him not one but two standing ovations!

He and Bruce Holmes (NASA Langley) in a separate presentation also talked about the future of personalized air travel (life after the airlines) and the SATS program (small aircraft transportation system) that NASA is working on, among other things. Both guys think general aviation is on the cusp of a renaissance. I think they're right! There are great things in store for us GA folks. Burt thinks we'll live to see us explore Mars.

Mike Dolan

Airventure 2003 was very busy and a lot of fun as usual for the Dolan's. We arrived at Oshkosh on June 27th and started working the following day. Pat and I volunteered about 260 hours of our time to make the Oshkosh experience fun for others that can not or do not have the time available to them as we do. I worked as a carpenter and Pat worked "Operation Thirst." When I first arrived I started building a room in the Northwest corner of the Ultralite Barn to be used by judges. After the first few days of working alone, I was joined by my friend Jim Bragg from Illinois. We finished that and started building the inside of another building that was gutted to be used as the "new" Sponsorship building. Sponsors could use this building to get their email, relax, cool off, etc while at the convention. As the building continued on the Sponsorship building we were joined by another friend Bruce Tucker, from Michigan and then later our friend from Jerry from Fond du Lac. After finishing that building we separated the old main gate registration buildings (3 of them were connected together) and jacked them up so forklifts could move them to the carpenter shop for others to work on them. Then Bruce and I modified 8 picnic benches for the Canon building. Then I mounted shutters on the Press Headquarters house. Three of us then gutted out a Port-O-Let trailer, put in a new floor, insulated, and paneled it. This will then be completed by EAA full-timers during the winter and it will contain 2 washers and dryers, and clothes folding tables to be used by pre-convention volunteers next year. We went to two ice cream socials while at Oshkosh,—at one of them Norm Peterson, a writer for Sport Aviation, played his accordion and amused us with his Lena and Ole jokes. We also attended a pre-convention grand opening of the Lindbergh display at the museum which included food and wine. Ed Hansen stopped by our camper and invited us for dinner at his camper. I was able to go but my wife Pat could not make it because of her heavy schedule. Dinner at Ed's was delightful with plenty to eat. Ed served pork tenderloins with potato salad and corn, homemade bread, wine and a chocolate pudding desert. Is that called rough camping or what! Company

for dinner included our newsletter editor Pete Gavin and our chapter president Pat Halligan. What a motley crew! After dinner we went to Theatre in the Woods for the newsletter awards, where we were met by a contingent of chapter members. Looks like our competition is gauging themselves with chapter 25's newsletter! Highlight of the convention for me was being able to have our family there with us but Burt Rutan's Forum was very interesting too. Saw so many new and interesting aircraft I would not know where to begin. The Beluga, An-124, C-17, the P51's, Corsairs, F8F's, Sonja's, R4d's, Cubs, Piets, Mustang II's, RV's, the Ultralites, Tri-motors and on and on. Where else can you go and see so many different types of aircraft, and they are flying! This was my 30th year without a miss, I can't wait till next year.

Phil Schaffer

I attended the TIG welding workshop. I wanted to know what this process involved and could do. I did find out that while it might have a lot of potential, I probably won't be doing it myself. Also discovered that I wouldn't be a good candidate to fly the Wright Flyer. I crashed very quickly, like most of the people who tried.

Ron Hoyt

We camped at our traditional site at Stadtmueller's campground named Relleumtdats. It is across the street from the ultra-light runway at the intersection of Napp and Waupun. Their cost is \$10. per night per camp, they always have space and they are closer to the flight line and concession buildings than most of the Scholler camp sites. We used a snowmobile trailer with a top and a fly over it to camp in and stayed completely dry for all the rain dumps.

I am inclosing some images of the award winning plans-built GP-4 that I saw. It was a beautiful plane and the owner said it was as fast as it looked. I thought the pictures might be of some use in the sail of the club project.

Interestingly, I noticed that the most crowded period was prior to Friday and by Sunday 3/4 of the planes on the flight line had left. In 4 days I covered the grounds but still didn't see everything. A lot of the vendors were present in previous years and thus were not striking. The cost of European goods was up significantly as a result of the UD\$ vs the Euro. I expect that this will change in time.

There was a 7 cylinder rotary engine powering a helicopter in the ultra-light vendor area. It developed 100 hp and came from Australia. It appeared that the glass cockpit is becoming the norm with all the new vendors. Manufactures were charging a lot for the technology. The technology is relatively simple to implement in Visual Basic once the display screens are defined, so the cost must be based on what the market will bear. There was a PDA version that I thought most interesting since the hardware is relatively cheap.



Grand Champion Plans Built GP-4

ON FINAL AUGUST 2003

Rob Johnston

Oshkosh was really special for me this year. I attended with my son Diego. This year's convention was my 8th in a row and Diego's 3rd (and he is only 4 years old!) We arrived late Monday night and stayed 'til Sunday. This gave us the opportunity to see what we wanted at a somewhat leisurely pace as compared to past years. I also volunteered at Kidventure again this year - but my volunteer time was restricted as I had to keep my eyes on Diego! I really enjoyed watching his enthusiasm and curiosity.

Highlights for me at the show were the usual. I will never get tired of hearing the sound of that V-12 engine in the P-51, and I get a real kick out of watching the little sport planes and ultra lights down by the Red Barn. Dan Carroll and I watched about 20 of the little planes and powered parachutes circle the field to the south of Camp Scholler one evening - a pretty neat sight! Diego and I also stood along the fence next to Runway 27 one morning watching the days arrivals and departures. It was exciting waiting to see what interesting machine was going to land and taxi by next.

I must say though, that the real highlight of the convention every year is getting to spend quality time with old friends. I left the convention not feeling sad that the trip was over, but sad knowing that it would probably be another year before I will see my pals again!

George Erickson

I spent all 7 days at AirVenture in my booth selling copies of my best seller, *True North: Exploring the Great Wilderness by Bush Plane*. Sales were terrific, but even more gratifying were the comments of readers who stopped to tell me how much they enjoyed *True North* and to buy extra copies for gifts. Better yet, at least ten pilots stopped to tell me that because of *True North*, they were adding a float rating to their license. (True North hard covers are sold out, but signed soft covers can be purchased for 17.00 including postage from MN Aviation Hall of Fame Author George Erickson at 2300 17th ST NW, New Brighton, Mn 55112.)

Pete Gavin

First thing Tuesday morning I attended Todd Trainor's "Preserving Aeronca Documents & Drawings". There is a growing interest in preserving original engineering & test documents for future remanufacture of parts etc. on these old planes. Spent the morning in a hangar at Pioneer airport with Todd and his dad as they took notes on the Aeronca K they restored a few years ago—they are currently restoring another K and needed precise measurements, etc.

Other highlights: the Wright Flyer pavilion with the crowds flying the simulators, Jim Hay's running Wright engine, Jimmy Franklin's jet-assisted Waco, visiting with Jeff Coffey and his dad Fran, cook-outs at Ed Hanson's campsite, and all the planes on the flightline. Did you see the Tiger Moth that Richard Bach flew in?

Right: Wisc. cranberry bogs (flying home in the Chief)



Flight Academy 2003

(Continued from page 1)

counselors and saw many other kids my age fidgeting and anxious just like me. I stepped up to the window to register and was pleasantly met by a lodge counselor by the name of Julie. She was very helpful and friendly and showed me to my dorm room where three more girls were waiting. I was introduced and was left with my roommates and my mother to settle into my dorm.

The girls in my dorm were very friendly and were quick to show me around the room. Casey from Michigan showed me where to put my clothes and was very chatty and friendly and she turned out to be the comical one of the bunch. Lauren from Illinois proceeded to show me where I would be sleeping, which was on the top bunk with Ashley from Ohio. We had a great mix of girls in this room and we had a ball and got along very well with each other.

After getting settled in it wasn't long before we were all best friends and had a lot of exploring to do together. All my fears melted away and I kissed my mother good-bye as she left to drive back home to Minnesota and off I went to the air museum with my newfound buddies, and so the week began.

Every day from there on was full of new experiences and new friends. Some of the instructors/counselors who were there to help us were Jack, Kathleen, Brandon and Tyler just to name a few. They were very helpful and were eager to help us with projects or answer any question that we may have had, and they taught us a lot about being responsible young adults and to be good role models for others.

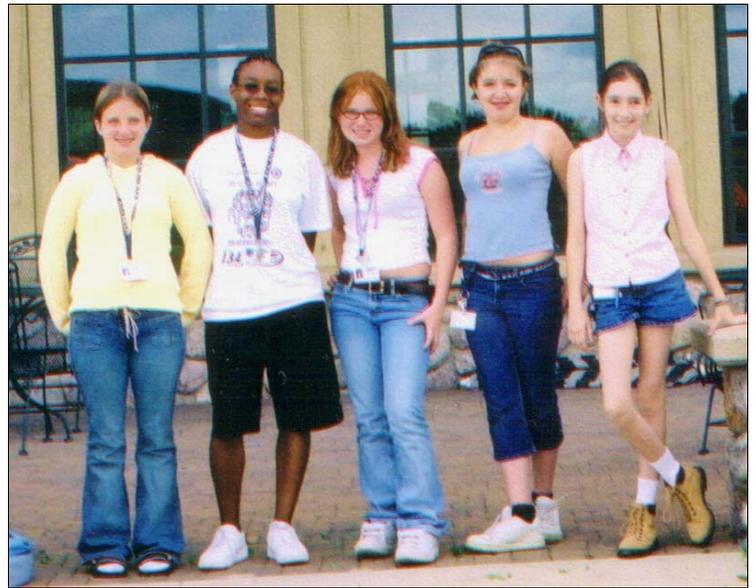
One of the counselors, Danielle, was also a helicopter pilot, which I thought was pretty cool as my uncle is a helicopter pilot as well. As the week moved forward we were involved in many projects and were kept very busy from morning until evening and this of course ensured us all a very good nights sleep.

One day we learned how to build model airplanes and had to fly them and were graded on how well they flew and how long they stayed in the air. I received second place in this category. We also had a seminar on how to build a wing rib which I had previously done at a Young Eagle seminar during the air show two years ago. It was fun to do another one as I remembered steps from before and I was able to help other peers with this project.

Next on our list was to build a hot air balloon and then to have a balloon rally which was a ball. We had two super instructors throughout all of our seminars, Bob Johnson and Myron Jackson, their knowledge made all of these projects a great learning experience as they taught us how and why everything worked the way it did—oh, by the way they also made everything fun--Thanks guys!

Now I will tell you about my favorite part of the week--FLYING!! This was even better than the flight sims! We

ON FINAL AUGUST 2003



Tiffany (center) and friends

had great guys to take us up in the RV-6. Kent Fujimoto took me up for my flight and what a ride he gave me--it was fast, breathtaking and not like anything else I had ever experienced. I loved the speed of this aircraft--what a thrill--he did stalls and wingovers and he even let me take the controls. I'm not quite sure how to describe my feeling at that time but all pilots are sure to know without me explaining it.

Guess who found me in the air museum snooping around the planes--none other than Michael Dolan--what a surprise! He was there putting in his many hours of volunteer time to help make the air show a great experience for everyone, for it is people like him and all the other volunteers who make this a pleasurable experience for all who attend.

Another time that was great fun for us was when we washed the RV-6 after having our flight in it. This was great fun and we all got to get wet and of course we included the instructors and counselors so they wouldn't feel left out!

I was fortunate to meet many new friends from all over the U. S. as well as a great friend from Russia, Pavel Ardashnikov. He had great patience trying to teach me words in Russian and in the end he laughed and said I talked funny, go figure. I also met friends from Texas, Michigan, Kentucky, California and Florida just to name a few. What a great bunch of people to make this week very special for me, and I have been in contact with these friends since returning home. I wish to thank Chapter 25 for sponsoring me for this trip, it is greatly appreciated and will never be forgotten. One thing is for sure—I had the time of my life and I am very grateful for being able to go, and last but not least, I just want to let you all know that I am saving my money, as I am planning on attending camp next year. If you need a good baby sitter, that would be me. Thanks again to everyone who was involved in this project, I love ya all!

With a million thanks! Tiffany A. Wilmarth

(God Bless Jim Robillard, He Now Has His Eternal Wings)

Chapter Events and Fly-Ins

<p>Aug 20 Chapter 25 Meeting 6:00p Chapter Hangar Airlake Apt (p3)</p> <p>Future meetings 9/17, 10/15, 11/19, 12/17, 1/21, 2/18</p> <p>Aug 22-29 1903 Flyer at Mall of America—Volunteers needed evenings of 22nd and 29th for move. Call Dale Johnson at 952-890-3905.</p> <p>Aug 30 Young Eagles event at Chapter Hangar at Airlake Volunteers gather at 9 am, contact Mike Dolan 952-652-2436</p> <p>Sep 27 Young Eagles event at Cambridge Airport. Volunteers gather at 9 am, contact Mike Dolan</p>	<p>Pancakes, airshow 320-839-3846</p> <p>Aug 16 Durand Wi (Chippewa Valley Airport-private, 5 mi. south of Durand) fly-in, hamburgers</p> <p>Aug 17 Mankato Mn(MKT) 7:30 Fly-In Breakfast 517/388-6866</p> <p>Aug 17 Litchfield Mn(LJF) 7a-12p Bkfst 320/693-6189</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>Aug 24 Cottage Grove Wi(87Y) 11-3p Brat&bean fly-in 608/273-2586</p> <p>Aug 27-Sep1 Blakesburg Ia</p>	<p>Antique Airplane Assoc. fly-in</p> <p>Aug 30 Shell Lk Wi(SSQ) 7:30a-noon. Bkfst 715/468-2963</p> <p>Aug 30 New Lisbon Wi (82C) bkfst fly-in 608/562-5850</p> <p>Aug 31 Mondovi Wi Log Cabin Apt Ch 509 fly-in 715/287-4205</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 6 Osceola Wi(OEO) 8-5p bkfst, wings & wheels</p> <p>Sep 7 New Ulm Mn(ULM) Fly-in Bkfst 507/354-4392</p> <p>Sep 7 Tomah Wi(Y72) Bkfst 608/269-5627</p> <p>Sep 7 Maple Lk Mn(MGG) 1130 -2pm Pork Chops 320/963-5094</p> <p>Sep 10 Wausau Wi (AUW) 10-2p National Air Tour 715/845-3400</p>	<p>Sep 13 SoStPaul Mn 8p Bomber Moon Dance CAF Hgr.</p> <p>Sep 13-14 Faribault Mn(FBL) 7a-12 Airfest & balloon rally 507/744-5111</p> <p>Sep 13-14 Rock Falls Il (SQI) No. Central Eaa fly-in, camping, workshops, awards 630/543-6743</p> <p>Sep 14 Decorah Ia(DEH) Bkfst 563/382-8338</p> <p>Sep 20-21 Duluth Mn (DLH) Aviation Expo 2003</p> <p>Sep 21 Hector Mn(1D6) Bkfst 320/848-2745</p> <p>Sep 21 Turtle Lk Nd(91N)7:30-1p Ham eggs pancakes 701/448-2253</p> <p>Sep 21 Dekalb Il (DKB) Ch 241 bkfst fly-in 847/888-2919</p> <p>Sep 28 Madison Mn(DXX) 8a-12 Bkfst 320/598-3467</p> <p>Oct 15-19 Tullahoma Tn Beech Party 2003: 931/455-1974</p>
<p>Aug 16 Forest Lk Mn (25D) Burgers, ice cream, YE flights 763/795-6427</p> <p>Aug 16 Ortonville Mn(VVV)</p>			

Joey's # 237 *(Continued from p. 3)*

mixed some drugs and hamburger together to take care of the dog.) When they got this they switched the good tail from the Casper plane with our damaged one and brought it back to the hangar and installed it on ours and checked it out – OK – and returned our plane to its place in the line. I started removing damaged parts from 237, the one that flipped on its back in the soft swamp area on the side of the runway. I was proud of that crew. They wanted to get those two airplanes back on the line to save Joey's butt. The next morning on the lines, the pilots and staff were all sitting there in the director chairs starting the day's programs. The two pilots were also there and the squadron commander told the one pilot who lost his tail his plane was ready. The crew worked all night getting it ready for him so get going. We didn't have time or material to change the Casper tail markings though and he got a kick out of that. As he taxied down the ramp past the Casper group bedlam broke loose when they saw their tail on our airplane. So their group came down the ramp and started to protest about it to our commanding officer and he told them to get lost! "All's fair in love and war." Then the C.O. started on me and wanted to know what was going on and I should have filled him in. I told him it was easier to ask forgiveness than ask permission so we all got a big laugh out of it.

Every night the crew went on scavenger hunts around the airport for parts to fix the other one and when the training exercise was over the other one was ready to go. The C.O. had written it off as too much damage to return to service which I didn't know. It was a special camera ship and they didn't want to lose it. When the squadron went back to St. Paul after the war games we had to leave it in the maintenance hangar at Volk Field, WI. Our C.O. wrote to the Air Force and told them the airplane was ready to be returned to service so some weeks later they flew in with a test pilot and Air Force inspection to

check it out. I went back with them and they checked it over with our senior inspectors and gave it a clean bill of health.

So the Air Force test pilot checked it out and they approved it and said they needed it in Korea and we would not get it back. It would be replaced within a month. They wanted that special camera ship over there. A month or so later, I got a letter from a crew chief in Korea with a picture of him beside the landing fairing gear. It showed the ship's number # 237 and he wanted to know about all the log book entries and signatures in it so I answered the letter explaining how it came about. At the next training assembly which was on Monday nights I put the letter from Korea on the bulletin board with a sign up sheet so I could make copies for all that wanted one. However some low level guy stole it so I guess no one got one but him.

The reason I am writing this is because I hope I can somehow get it back to have it published so the men who helped with the project can read it. I enjoy working on airplanes with all those young men but I think I enjoyed the time I put with ANG the best, ATC (Aviation Training Center) a second.



Stuff for Sale/Wanted

For Sale: Singer 31-15 upholstery sewing mach., straight stitch model, no reverse etc. on modern commercial base with knee clutch, foot speed, etc. Works fine. Price 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: one yellow tagged engine mount for a 1977 Decathlon.
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