

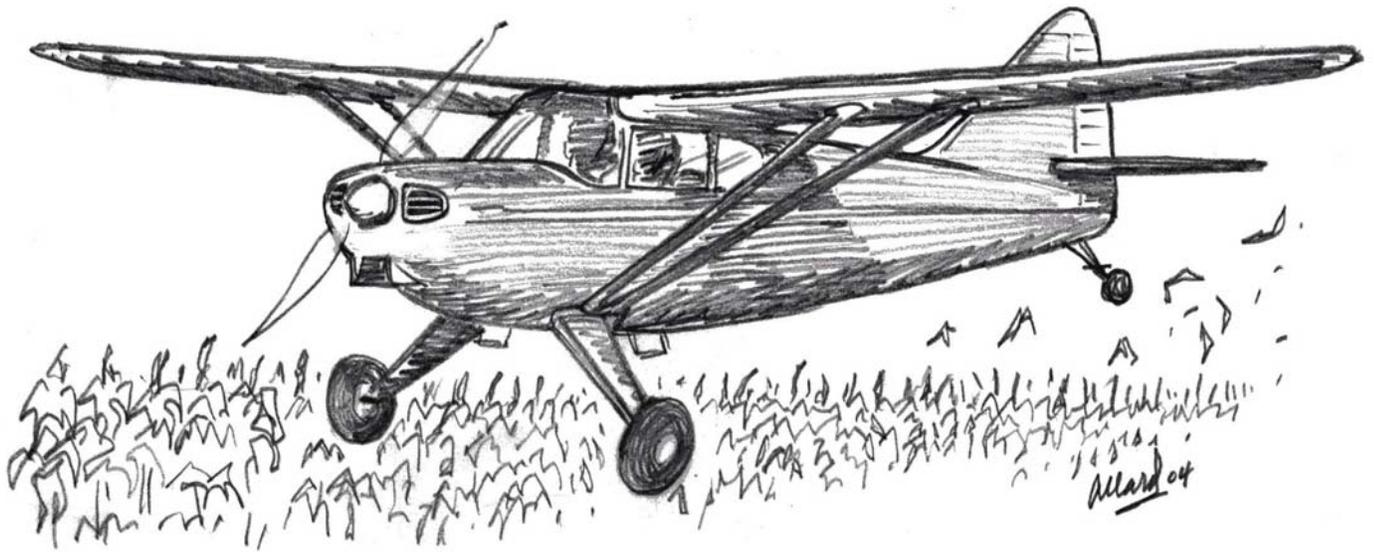
On Final

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

FEBRUARY 2004

Retrieving the Stinson *by Mike Dolan*



A flight instructor faces many challenges. In this case, an unfamiliar aircraft, turbulence, and strong winds combine to make an exciting cross-country for Mike and the new owner of a Stinson 108-3

Story on page 4

The Propeller *from Lou Martin*

The antique propeller adorning the South wall of our hangar is a product of the efforts of two of our members, to provide some historical aviation memorabilia on an empty wall.

In August 1932, an open cockpit biplane was barnstorming passengers from a farmers field, bordering the Rusk County Fairgrounds in Ladysmith, Wisconsin. The grass runway was quite short and during one land-

(Continued on page 5)

Lou with the propeller at Chapter 25 hangar



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I have crashed, have you? from C. Bobka p6
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Cleared for Takeoff

by Pat Halligan

On Jan. 21st 35 to 40 Ch. 25 members showed up for our first monthly “winter” meeting at the hangar. The temperature outside was cold and the wind was howling, while inside the heater was working extra hard to warm it up. Despite the chilly air Patrick Sommer from Shadin Corporation gave a very nice presentation on some of his company’s products (Shadin is one of our newsletter sponsors). The people I talked to said even though their feet

were cold they had a cool time. Pun intended!!! I know for a fact the members who showed up really have the aviation “pioneer spirit”. This month we are going to visit with another of our sponsors. We will meet at AiROVATION at Flying Cloud. See details and directions on page 3.

The chapter officers have been meeting and making plans for warm weather activities. We want to continue the Young Eagle rallies and will try and combine them with other events to make them more enjoyable for our members. We will have a Y.E. rally March 6th at 10 am before our chili feed. It is important to get as many youngsters exposed to aviation as we possibly can. When these kids have a good experience their parents are more likely to look favorably upon us and general aviation, not to mention the kids becoming a part of our aviation family. When it comes to keeping small airports open we need as many friends as we can get. If you have an airplane please sign up to fly kids and if you don’t have a plane, please help by being a part of the ground crew. It is a rewarding experience and you only need to fly once or twice during the year to make a big impact. We are planning another Y.E. rally at Airlake on March 30th, this time with Boys and Girls Clubs. We get credits for each pilot who flies ten kids during the year and that helps defray the cost of the youngster we send to Oshkosh summer camp. It is time for you to start thinking about who you want to send to camp, so let me know if you have any ideas. We’ve decided that depending on our credits either this year or next we would like to start sponsoring two kids each summer.

The biggest event we would like to pull off this year is to have our own pancake breakfast/fly-in. We are looking at the weekend after Labor Day (September 11/12). That gives us a lot of time to get ready and hopefully some nice flying weather to boot. By then kids are back in school and the lake people are back home from their cabins. This will take some work on everyone’s part, but with some planning and preparation this could become a very big event over time. The chapter needs a member or two to be in charge of this event. If you would like this job please let me know, otherwise the “draft Chris Bobka campaign” will continue. I assure you the person who takes this job will get a lot of support from me and the membership. We’ve got some great people in this chapter and they are always willing to pitch in and help so I’m not worried.

I’m still looking for some sort of an airplane project for our chapter to work on. I think it would be great if we had something like a champ to re-cover or a kit to build in the hangar. We have the hangar and a fair amount of members with experience and a ton of members who would love to help and learn. If you have any ideas on the whereabouts of an airplane please let me know. I’ve been in touch with the folks at Plane and Pilot magazine as they are trying to put together a “Build a Plane” project in every state. I’ll let you know if anything comes from it. Depending on what we get, we could use it for Y.E. rallies, give some dual to an interested student or it could be sold or raffled to support other projects.

We had one more idea, a \$500 scholarship that we’ll talk about at our next meeting.

It’s been too cold to fly the Cessna lately, but I’ve been able to fly around on my snowmobile the last few weekends. Just about as much fun as the “real” flying.

Flying a Polaris,
Pat



ON FINAL



Minneapolis/St. Paul

Visit our website at eaa25.com

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ON FINAL is published monthly by Chapter 25 of the Experimental Aircraft Association (EAA) for the use, education and enjoyment of Chapter members and others to whom it is provided. No claim is made for the accuracy of materials presented. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 25 nor EAA. Submissions for publication, questions or comments on articles, etc. are encouraged and should be addressed to: **Pete Gavin, 6905 12th Ave So., Richfield, MN 55423, ph 612-866-6676, or email petegavin@mn.rr.com.** Submission deadline: 1st Wednesday of the month. New or renewal memberships (\$25/year) should be addressed to: Ron Oehler, 36 Walden, Burnsville, MN 55337-3678, (952) 894-2332. Permission for other EAA Chapters to use the non-copyrighted portions of this publication is hereby given as long as the source is acknowledged. Any copyrighted material that appears in this newsletter is with the permission of the acknowledged copyright holder. Any further copying must obtain the permission of the original copyright holder.



The Leader In Recreational Aviation

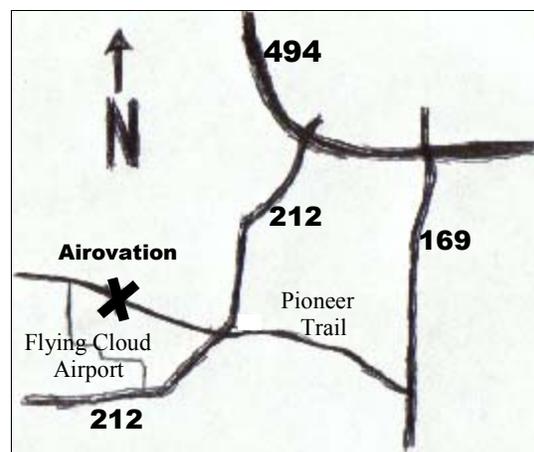
This Month—Feb 18th—AirOvation—6:30 pm

14871 Pioneer Trail

North Side of Flying Cloud Airport

Refreshments at 6:30 pm, Meeting starts at 7:00

Directions to Meeting: Take I-494 toward Eden Prairie, then take Hwy 212 West exit. Continue southwest 2.8 miles to Pioneer Trail. Right on Pioneer Trail, continue west 1.1 miles to Gate G of Flying Cloud Airport then follow Airovation signs and park on west side of the Airovation hangar and come in through the Office entrance under the Teal colored awning.



Saturday, March 6: 11 am-1 pm

Annual Chili Feed!! Chapter Hangar at Airlake—Bring family & friends and your favorite chili or another dish to share, chips, desserts, etc. Coffee, hot chocolate, cups, dishes & utensils will be provided.

Young Eagle Flights at 10 am—bring the kids early for free airplane rides before the chili feed!

EAA Chapter 25 Meeting Minutes

January 21, 2004

Presiding Officer: Jeff Coffey

Location: Chapter Hangar

Business meeting discussions

- Rich Monteleone was introduced as a guest who intends to join the chapter.
- Ron Hoyt gave an update on hangar construction activities. Ceiling is in. Going to insulate tomorrow. Many thanks to all who helped with this effort.
- Chili feed is planned for March 6. More info to come. Watch the newsletter.
- February meeting will be at AiROVATION at Flying Cloud. They are one of our sponsors.
- Noel Allard discussed the upcoming Minnesota Aviation Hall of Fame Banquet which will be held on April 17 at the Thunderbird Hotel. See him for tickets (\$30).
- Jon Compton gave a Young Eagles update. He and John Koser plan to contact all YE pilots to discuss activities for this year. Current plan is hold a YE rally once a quarter. They are also planning a rally for a Boys/Girls Club which will take place mid-week. More info to come.
- Lou Martin announced he has plans for a Flybaby that he will donate to an interested party. (Should the chapter take these for its library?)

Program

Pat Sommer from the Shadin Company (a sponsor) presented information on their line of products, particularly their fuel management systems.

—Submitted by Craig Nelson, January 24, 2004



Two twists of the propeller boys,
get out and crank me up.
I'm going out this morning
to test this vicious Pup.

And if I'm back and at the pub,
be sure you toast her good.
This steed has saved my neck again,
this friend of cloth and wood.

But if I don't return this day,
know I didn't give an inch.
It was this stinkin' little Soppy,
that failed me in a pinch.

Noel Allard

Retrieving the Stinson *(from page 1)*

Back in September of 1981, when I was a flight instructor at the University of Minnesota, I got a call from Lee Towers. Lee was a Navy pilot during World War II flying multi-engine aircraft. He continued flying in the Reserve after the war, and earned his civilian pilot certificate for single and multi-engine land and single-engine sea in the early months of 1948. But Lee hadn't flown as pilot in command for thirty-three years, and he wanted to get back in the air. He had just bought a Stinson 108-3 from Walter G. Hare of Muncie, Indiana, so he needed to get current on his certificate and he needed help getting the Stinson back to Minnesota.

We had Piper Tomahawks at the U of M flight school at Anoka county airport, and since the airspeeds of the Tomahawk were quite similar to those of the Stinson, we decided it would be a good choice for Lee's currency training. After three hours of dual, Lee soloed in the Tomahawk.

Next assignment: retrieve the Stinson from Indiana. Lee's son John agreed to drive us to Muncie. We drove down to Illinois and camped in a State Park, then continued to Muncie the following day. There we met with Walter Hare, the owner of the Stinson, and worked out a plan. Walter would take me up in the Stinson for a familiarization flight so I could get current in the tail dragger. I had quite a bit of experience in tail draggers, but had not flown one for a couple of years.

I climbed in the left seat with Walter on my right and away we went. We had a 90 degree crosswind, and the runway ran next to a mature acreage of corn. The tail of the airplane came up and the airplane turned into the wind and left the runway heading for the corn. Luckily, as the aircraft got on the grass next to the corn, the wind was diverted over the airplane and I re-gained control. I continued the takeoff from the grassy area next to the runway. Looking over at Walter, I stated very calmly that we would just take off from the grass area. Into the air rose the Stinson.

Meanwhile, on the ground there was considerable concern about the whole business. John and Lee could not see the airplane after it left the runway because of the corn. John's remark to Lee as he ducked into the FBO's office to avoid hearing the crash was "And he's an instructor?"

Lee knew I must have got it under control because he could still hear the Franklin going full power. Sure enough, the Stinson soon rose majestically above the corn, which actually surrounded the runway on three sides. Around the pattern went the Stinson. I had the airplane at the proper airspeed on final and the airplane was configured for a good



Illustration by Noel Allard

landing right at the numbers when Walter stated that I should reduce the power. I figured that Walter should know the airplane's flight characteristics best, so I reduced power. As the airplane approached the runway I realized too late that touch-down was going to be slightly short of the paved runway. The grass was a little rough, but I kept the stick back at the stops to keep the airplane from nosing over and no incident occurred. The second takeoff was a bit better than the first, as I remembered that a tail dragger requires right rudder to keep the tail straight when it comes up. We experienced some slight weaving but the aircraft remained on the runway this time.

Coming around the second time, Walter remained silent and the landing was acceptable. Take off this time was good and the third landing was good as well. At this point, Walter looked over and asked if I wanted to do more takeoffs and landings. I said, "No, I think that is enough." After tying the plane down, we slept overnight at the FBO.

The next morning greeted the adventurous aviators with winds that were near 30 mph on the ground and near 55 at altitude all the way to Lake Elmo. Lee and I took off in the Stinson headed west while John drove the van back home.

In the air over Illinois, the airplane was getting banged around pretty good. Lee was trying to keep good altitude control but the airspeeds were all over the place, so we decided to work at keeping the airspeeds reasonable rather than trying to maintain altitude. The cars on the freeway were passing us and our heads were occasionally bumping the overhead of the Stinson.

We landed at Rochelle in northern Illinois with the wind straight down the runway, which caused the rollout to be very short. While taxiing in to the FBO the winds were so strong that we considered calling on the Unicom and asking for some wing walkers. We fueled up and got on our way again without incident.

Once back in the air, things seemed to be going just fine with

The Propeller

(Continued from page 1)

ing rollout, the pilot was unable to stop in time to avoid entering a soft plowed field. (Aircraft in those days were not equipped with brakes, and relied on tail skids and drag for stopping.)

When the aircraft entered the soft ground the sudden deceleration caused the tail to rise sufficiently to allow one blade of the wooden propeller to strike the ground and fracture. The aircraft was not damaged, but the 9 foot long heavy propeller had to be replaced.

While a new prop was being trucked in, two young boys, aged 11 and 13, assisted the stranded pilot by running errands to borrow needed tools from their father's workshop. After the new prop was installed the grateful pilot told the boys they could have the cracked propeller as a souvenir. The young aviation minded boys, delighted to have a piece of a real airplane, each grabbed a hold of a prop tip and lugged it to their home several miles away. In attempting to restore it for display they worked on straightening the broken blade, reshaping the brass leading edge, and filling cracks with plaster-of-paris. Following these youthful repairs the prop laid idle, but not forgotten, for 68 years, before ending up in a corner of Lou Martin's Airlake hangar.

In October 2003 Lou offered to donate the propeller to EAA Chapter 25, with the hope that some member, gifted in wood-working, could restore it for a unique wall display. Dale Johnson, well known for challenging projects, stepped for-

(Continued from page 4)

one exception. There was a loud "gong" that rang out occasionally as we were buffeted around by the turbulent air. What it was we could not identify, but it did not affect the flight controls so we continued on. As our course turned to the North, we had to increase our crab angle significantly. On one occasion, over southeastern Minnesota, one bit of turbulence put the wing straight up and down.

As we continued, we discussed the fuel situation and calculated the fuel burn and fuel available. Our calculations were based on the owners manual and we figured we had sufficient fuel to complete the flight to Lake Elmo where the Stinson would be hangared. But as we approached Red Wing, we decided to be conservative and land for fuel. The wind sock indicated a direct crosswind landing which we completed successfully.

As we climbed out of the Stinson, a pick-up truck pulled up and parked near us. The driver was the airport manager who asked us if he could help. He said he was cutting wood when

Deadline for Comments on NPRM FAA-1998-4521 extended to April 19, 2004

Part 135 rules to be applied to sightseeing flights!

Have you sent in your comments objecting to the plan to place sightseeing flights under impossible rules? Save barnstorming flights! Send your comments to:

Document Management System
U.S. Department of Transportation
Room Plaza 401
400 Seventh Street, SW
Washington, DC 20590-0001

Clay Adams is pictured in January Vintage Airplane and February Flying in their coverage of the National Air Tour. FAA-1998-4521 would make it impossible for people like Clay to continue sharing their antique airplanes with the public..



ward, took it to his home workshop and restored it to its present showroom condition. (Dale hasn't explained if the clock, installed in the center hub, was also used on the real airplane. It's doubtful that the clock hands could have been read, even in the day's of very slow engine RPM)

The two young boys who salvaged it from the stranded pilot were: Joe & Ben Martin (older brothers of Lou Martin) from Ladysmith, Wisconsin.

It is believed that the aircraft involved was an American Eagle, powered by a 102 hp Curtis OX-6 engine, a wing span of 30 ft, a gross weight of 2041 lbs, a payload of 350 lbs, a max. speed of 99 mph, a cruise speed of 85 mph, a landing speed of 35 mph, and a climb rate of 550 fpm.



he saw us coming in for a landing. He remarked that they had shut down operations because of the high winds and the direct crosswind. We fueled up and got airborne again headed for Lake Elmo. Landing at Lake Elmo was a piece of cake for the experienced Stinson flyers.

What was that "gong" sound? While the Stinson was based at Lake Elmo, Lee did some inspection of the airplane and found a wire cable that ended with a Cannon plug in the tail of the airplane. The wiring was no longer used and was hanging loose. The Cannon plug evidently was striking the metal bulkhead inside the tail and causing the sound, which was amplified due to the conical configuration from the tail forward!

After an acceptable amount of training, I signed off Lee in the Stinson, and he has continued flying it out of Maple Plain, where it has been based for the past twenty years.



I Have Crashed—Have You? from **Chris Bobka**

Chris passed on this story from his Corvaircraft List

From: "Percy Lorie"
To: <corvaircraft@mylist.net>
Sent: Wednesday, January 07, 2004 3:18 PM
Subject: I Have Crashed, Have You?

SOME OF THE IDEAS IN THE POSTS SCARE THIS CHICKEN !!!

Pumps in the fuel tanks (AD on 747),
Springs that have been modified.
Less than totally secure connection for fuel and oil.
ETC, ETC –

*** NO DETAIL IN AVIATION IS UNIMPORTANT ***

Back when I was 25 year old and thought I WAS KING I learned a few lessons. The FAA rules are there for a reason, do not break them.

- Never leave anything to chance on an Aircraft.
- Never Fly single engine night IFR.
- Never Fly single engine day IFR with less than 1000 ft and 3 miles visibility. (and that questionable)
- Never thunder bust.
- Never Fly an aircraft if you do not personally know and trust the mechanic.
- Never take any risk as you don't really need to get to the destination.
- When flying Charter, safety is first and the client is not Pilot in Command.

On April 10, 1965 I picked up a rental Cessna 172 w/Cont 145 in Topeka, Kansas to fly a Charter. (In those days couples who were cheating used Charter flights a lot.) The male was on board as was my original basic flight instructor. We proceeded towards Minneapolis, at night, but at Farmington the weather closed in and I had to go IFR. The plane was not well-instrumented so bluffed approach control into a PAR (Precision Approach Radar.)

Upon landing the only radio went out when we crossed a tar strip on the runway, but a swift bang from time to time restored it. Picked up the female and as daylight (VFR) was breaking set off for Des Moines. Breakfast and fuel stop before proceeding drop off point in Kansas City.

50 miles approx south of Des Moines the engine started smoking and we, at this time my old instructor was giving advice, looked to land on a rural road. Roads are a BAD choice but fields were flooded and plow ruts 2 to 3 feet deep.

Ended up in a field and rolled on about 3 feet after touch down in MUD. Up on nose and wind rocked for 10 sec until it went on back. I hit my head when I released the seat belt not remembering I was upside down. My only thought was the FULL Gas load and to get out and run like H... All out and safe with Gas flowing out of wings and running thru ruts. Engine still smoking! No fire, I don't know why.

The local farmer invited us to Sunday lunch, when the local Law showed up he did not know what to do so was placing us under arrest when the FAA arrived having been alerted by beeper on a Des Moines Golf Course. FAA was Deputy U. S. Marshall and sent local Law packing. I told FAA I could kiss him on the ear. As my original instructor had taken over as we crossed the fence and was at the controls at time of touchdown, HE WAS PILOT IN COMMAND AT THE TIME OF CRASH. FAA found dent in cowl where oil dip stick had blown out and checked with FBO in Des Moines in addition to Gas Receipts, Weight and Balance and our licenses. Impounded the engine for NTSB and said we could move the rest.

Mechanic had put the wrong pistons in during a major 80 hours before. Seems that the serial number controls matched sets. Anyway Mechanic lost his license, we got off the hook and the CHEATING COUPLE ENDED UP ON FRONT PAGE OF LOCAL NEWSPAPER.

April 11, 1965. I had my lesson that made me a real pilot. Never take a risk with Aircraft or bend the rules, it will bite you.

Percy (Pat) S. Lorie, III
p_lorieaero@hotmail.com
Kansas City Metro Area
Zenith CH 601 XL / Corvair Conversion 

***Please bring your
old EAA & other
aviation calendars
to the meeting for
use in Young Eagle
events!***

Young Eagle News

by Jon Cumpton and John Koser

While the snow still falls, we are beginning to plan Young Eagles activities for the year. During the month of February, we will be contacting past YE pilots to get a better understanding of your interest and ideas in participating this year. Members sometimes ask what the requirements are to be Young Eagles pilots. Here they are!

- ◇ You possess an Airman's Certificate.
- ◇ Your Medical certificate is current.
- ◇ You are an EAA member.
- ◇ You are 90 day current in the aircraft used.
- ◇ You have aircraft liability insurance for the aircraft used.

When you fly a Young Eagle, you are also covered by EAA's additional policy that provides \$1 million of coverage, as long as you carry at least \$100,000 per passenger seat yourself.

You can also use Experimental aircraft to fly Young Eagles as long as they are properly licensed and flown in accordance with appropriate FARs.

We are currently planning 2 rallies, Saturday Mar 6 and Tuesday, March 30th as noted below. As a result, we will be looking for pilots who can fly on these days.

We hope you can join us this year! Please contact
John Koser 952-831-5142 jfkoser@ties.k12.mn.us
or Jon Cumpton 715-760-0203 jbroke40@aol.com

Next Young Eagle Rallies:

**Saturday Mar 6, 10am Chapter hangar at
Airlake followed by Annual Chili Feed**

**Tuesday, March 30th at Airlake
Boys and Girls Clubs Young Eagle Event**



And a Thank You Letter!

Dear John & Mike,

This message of gratitude is way overdue and I apologize for my oversight. On behalf of George Payne and Cub Scout Pack 391 in Chaska thank you so very much for providing the experience of a lifetime for many of these boys and girls. The commitment and enthusiasm of everyone involved with the Young Eagles is truly amazing.

Working with each of you setting up the December 13th event was nothing but a pleasure. Each and every volunteer pilot and person assisting with coordination were nothing but wonderful. It is obvious that the Young Eagles believe in what they do wholeheartedly - All for the kids!

Thank you again for providing our boys and girls a lasting memory.

Sincerely,

Jeff Wolfer
Child Nutrition Supervisor,
West St. Paul Schools, ISD 197



ON FINAL FEBRUARY 2004



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Chapter Events and Fly-Ins

Feb 18 Chapter 25 Meeting
AiROVATION at Flying Cloud
 6:30 pm Refreshments
 7 pm Meeting
 (see page 3 for directions)

Mar 6 Annual Chili Feed 11a-1p
& Young Eagle Flts start 10am
 Chapter Hangar at Airlake see p. 3

Mar 30 Boys & Girls Clubs
Young Eagle Event—Airlake

Future meetings 3/17, 4/21, 5/19,
6/16, 7/21, 8/18, 9/15, 10/20, 11/17

Feb 14 Elbow Lk Mn (Y63) 10a-2p
 Fly-In, Ski-in. Roast pork sand.
 Alt dt Feb 15. Grass runway or
 lake adjacent to term. CTAF 122.9.
 218/685-5100 or 218/685-4905.

Feb 14-15 Aitkin Mn (AIT) 10a-3p
 Ski Plane Fly-in Chili, dogs, cider
 218/927-4104
 miknjake@aitkin.com

Feb 21 Flying Cloud Airpt (FCM)
 Pancake and Saugage Breakfast
 Annual Mid-winter Get Together
 Charlie Ln, Marv Getten's Hangar

Feb 29 Warroad Mn (RRT) 8a-1p
 Fly-in bkfst, skiplanes land on
 Warroad R., shuttle svc.
 218/386-1818, evenings 386-2098,
 day of event 386-1625.

Mar 6 Duluth Mn (DYT) 10a-?
 Ski Plane Fly-In At Sky Harbor.
 Buffalo stew. 218/723-4880
 j.salinas@lsc.mnscu.edu

Mar 7-9 Fargo Nd Upper
 Midwest Aviation Symposium
 Ramada Plaza Suites 701/277-9000

Mar 13 Tower Mn (12D) 11a-3p
 Ski/wheel plane fly-in 218/753-
 2331, vanair@rangenet.com

Mar 24-26 St Paul Mn Radisson
 Aviation Maint. Tech. Conference

Mar 27 Bloomington Mn 830-noon
 Rich Stowell's Aviation Safety
 Seminar—FAA Wings Program
 Raddisson South 494&Normandale

Apr 13-19 Lakeland Fl Sun & Fun

Apr 17 Bloomington, Mn
 Aviation Hall of Fame banquet.
 Thunderbird (Ramada) Hotel.
 If not on Hall of Fame mailing list,
 send a postcard or letter to:
 Mn Aviation Hall of Fame
 P.O. Box 284
 Chaska, MN 55318.

May 7-9 Deerwood Mn
 Mn Seaplane Pilots Conference

May 10-12 La Crosse Wi (LSE)
 Wisc. Aviation Conference, Pete
 715-358-2802 daredem@nnex.net

May 14-16 Keweenaw Ii (EZI)
 Midwest Aeronca Festival
 jodydeb@earthlink.net

May 15-16 Anoka Mn (ANE)
 Discover Aviation Days

Jun 6 Reedsburg Wi (C35) 7a-12p
 Fly-in bkfst 608/524-6888

Jun 20 Hutchinson Mn (HCD)
 7a-12p Fly-in bkfst
 4p-7p Pork Chop dinner
 320/587-3802

Jun 27 Springfield Mn(D42) 7-12p
 Fly-in bkfst 507/723-5664

July 27-Aug 2 Oshkosh Wi (OSH)
 Airventure 2004



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Stuff for Sale/Wanted

For Sale: Misc. welding stuff: torch, gauge, extra tips, hose & goggles, \$40 or make offer. Ken Hanson 952-920-8031

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: one yellow tagged engine mount for a 1977 Decathlon.
 Mark Kolesar H 763-544-6766, W 612-371-5171.

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 at Benson Airport 651-429-0315

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. Roger Steiner, CBXRoger@cs.com

**CONTINENTAL
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