

WINTERFALL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

MAY 2010

The 4th YOUNKIN MULlicoupe!

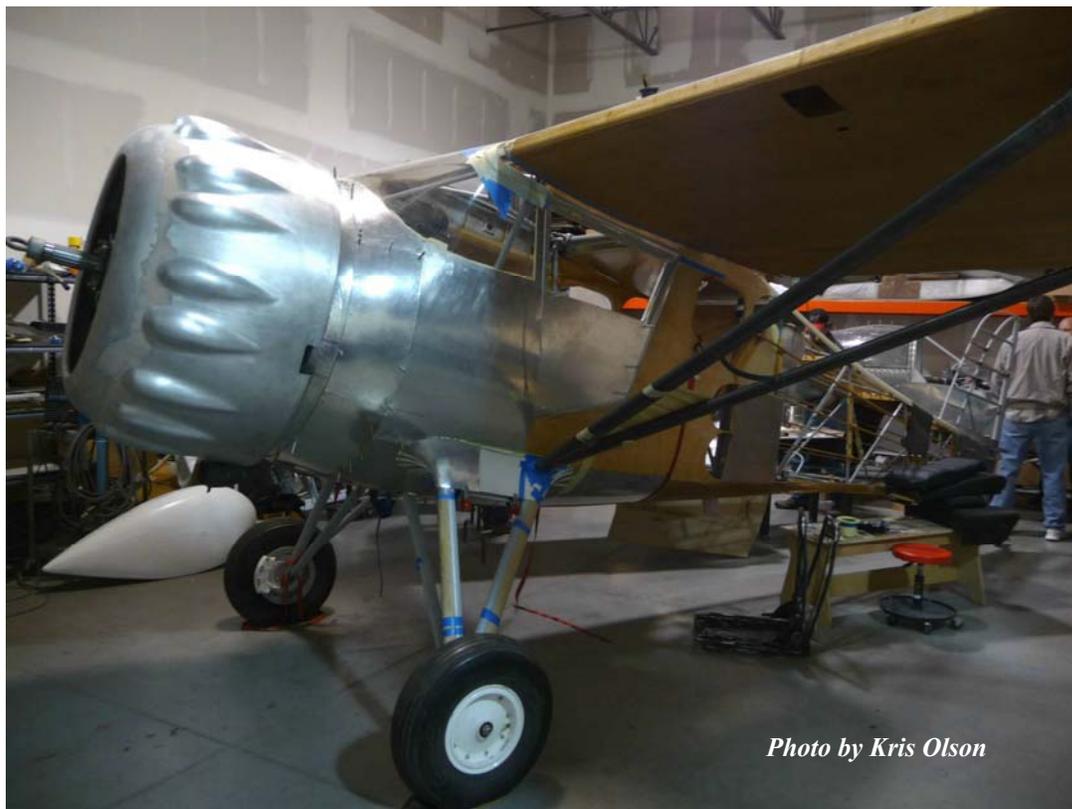


Photo by Kris Olson

by Pete Gavin

At our April meeting at SteinAir in Farmington, we were privileged to get an inside look at a remarkable aircraft in progress. I must admit that when John Koser first mentioned that we would see a Mullicoupe during our visit to SteinAir, I had no idea what he was talking about. After a bit of research on the internet, I quickly realized the ties between this project and so many of my favorite aircraft on display every year just south of the Theatre in the

(Continued on page 4)

MN Aviation Hall of Fame—2010 Banquet

The MN Aviation Hall of Fame held its annual induction banquet on April 24. The six new inductees to the Hall of Fame were:

Major Scott D. Anderson (1965-1999)

Scott was an F-16 pilot with Duluth's 179th Air Na-

tional Guard Fighter Squadron before becoming a test pilot with the Cirrus Design Corporation where he gave his life testing the first production model Cirrus SR20. Scott was also an author, adventurer, musician, and well-known youth leader in the Duluth area. The Scott D. Anderson Leadership Foundation was created in his honor.

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Koser's Comments



At our April meeting, we were treated to eight year old Wesley Dean's science project summary on air drag. I was impressed at this young boy's positive and knowledgeable approach as he told us about his work. Bev and I had the opportunity to attend the MN regional science fair at Mankato State University on 1 May, where several hundreds of young people from elementary and middle schools filled two field-houses to display

their work – a very impressive show of interest in research by young students. (Of course, two of our grandsons were displaying their projects, for which both received award recognition. Grandpa was proud.)

Thanks to Stein Air folks for opening their shop to us and providing opportunities for us to check out some incredible panel design and new products. The "Mullicoupe" project was an eye-opener from the impressions I got listening to members as they examined its airframe radial engine. Some very fine craftsmanship is certainly evident. It will be most interesting to observe its flights, and I hope Stein Bruch will keep us informed as flight-testing time nears.

Bill Brown and I spent the past Saturday morning at Ami Sela's project at Fleming Field. I think our May meeting will show us some excellent craftsmanship by Ami and a pretty incredible panel, which we saw earlier progress on in the March Issue. Instead of our usual 6 PM meeting time with brats on the grille, we'll have a coffee pot at Ami's hangar for a 7 PM meeting, and members are invited to contribute dessert items. Directions to Ami's hangar are in this issue.

I hope members have started selling individually assigned raffle tickets for our fundraiser. It's important that we make this a successful process, which we can only do with everyone involved. We have extra raffle tickets to be sold at all our Young Eagle events from now on.

Bill Brown has a good group of kids coming for the May Young Eagles event at BSAEC, but also at Red Wing on 29 May. We need ground crew and pilots for both events. Please contact Bill directly if you can work with us. Our Chapter may very well top 300 Young Eagles this year. Let's keep this effort going so as to introduce lots of kids to the fun.

—John



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This Month: Wed May 19th—So. St. Paul Airport

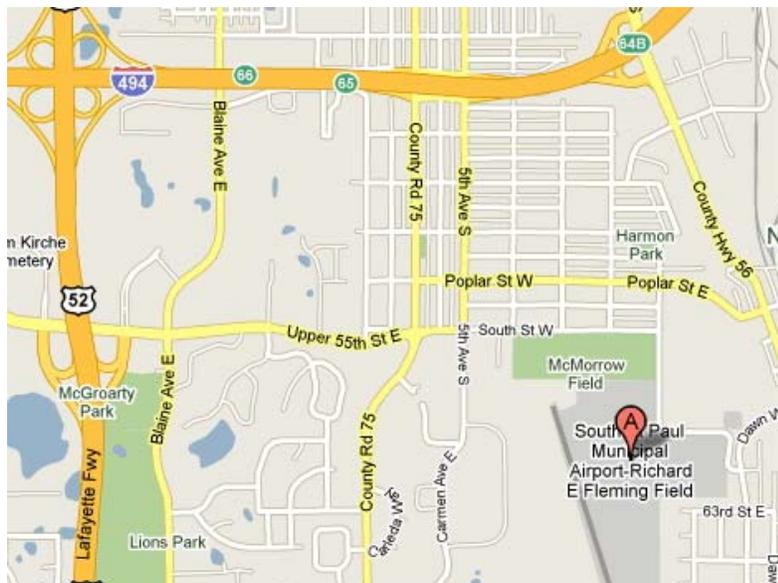
**Meeting at 7pm at Ami Sela's hangar
Coffee will be served at the hangar
Please bring desserts to share**

Program: This month, we'll be visiting Ami Sela's RANS S-19 project in progress. Eat before you come, but please bring desserts to share.

Sat May 15th—Young Eagles at 9am, BSAEC hangar at Airlake. Young Eagle volunteers, please contact Bill Brown for more information.

Directions to Ami's Hangar:

Take 494 east toward South St. Paul, and take the 5th and 7th Ave exit south on 7th Avenue to E. South Street (stop sign).
Turn left and continue on South Street to Henry Avenue.
Turn right on Henry (toward the FBO),
Turn left on 60th Street E before you get the FBO, continuing east until you can make two right turns, always bearing toward the SE group of hangars.
Turn right on Delta Lane. Ami's hangar is at 253 Delta Lane.



EAA Chapter 25 Meeting Minutes April 21, 2010

Presiding Officer: John Koser

Location: Business meeting at BSAEC. Project visit at SteinAir.

Business meeting discussions

The following guests were introduced:

Keith Oberg Wesley & Jill Dean

A treasurer's report was circulated. We have a cash balance of \$1552 as of April 20.

Bill Brown reported that after a slow start we have had several strong months of Young Eagle flights. We have flown 110 kids YTD. We are expecting 40+ kids for our May Rally and another Scout Troup in June. Our goal is to fly 300 kids this year. Call Bill Brown if you can help out.

Nine year old Wesley Dean gave a presentation on his award winning science project which demonstrates aerodynamic drag on an airfoil.

Jon Cumpston was awarded a desk model replica of his Citabria in recognition of his past service as chapter president.

Our annual fundraiser is now underway. This year, raffle tickets are \$2 each and member packets of 30 tickets were distributed during the meeting. Grand prize is \$500 cash, 2nd prize is \$250 cash, and 3rd prize is a glider ride from

Cross Country Soaring. The raffle drawing will occur at our annual banquet in October.

Kris Olson reported that she has chapter member rosters if you have not received yours. She is also selling hats with our chapter logo on them.

Air and Space Smithsonian magazine recently carried an article on the Pietenpol which featured pictures of Dick Navratil's, Rotec equipped Pietenpol and Greg Cardinal/Dale Johnson's Pietenpol.

The Pietenpol Builders Group update:

The group is still looking for additional members to financially commit to the project.

A Pietenpol Builders Group meeting will be held at Dick Navratil's hangar at Crystal Airport on Wednesday, April 28 at 7 PM.

Upcoming chapter events include:

Our May meeting will be at Fleming Field for a visit to see Ami Sela's Rans S-19.

We will have our annual picnic after the Young Eagles Rally on June 19.

Program

Project visit to SteinAir.

We heard a presentation on Vertical Power solid state electrical systems for experimental airplanes.

We reviewed Stein Bruch's Mullicoupe project.

Submitted by Craig Nelson

4th Mullicoupe!

(Continued from cover)

Woods at Oshkosh. So what is a Mullicoupe? To quote Stein Bruch,

“Well to put it simply it's a cross of the Mr. Mulligan (Howard DGA-6) and a Clipwing Monocoupe 110. The plane is the brainchild of well known aircraft legend Jim Younkin (who's credits also include a score of Staggers, the Travelair Mystery Ship, Mr. Mulligan, etc..) This is a fairly rare bird, with only 3 other examples flying. This is the "4th" (and last) one, and I'm extremely proud to have been given the opportunity to get it in the air!”

Jim Younkin poses with his Mr. Mulligan replica at Blakesburg in the photo to the upper right. The original and only DGA-6 was constructed in 1934 by Gordon Israel and Benjamin Howard. It featured a steel tube fuselage with a plywood skinned wing. While enroute to the 1934 air races, oxygen and fuel system troubles forced an off field landing which damaged the gear and prop. The aircraft could not be repaired in time and missed the 1934 season.

In the 1935 Bendix race the aircraft was loaded with 300 gallons of gasoline, 30 gallons of oil and oxygen equipment for two giving it a capacity for 7 hours at 22,000 feet. At that load the aircraft required 1,500 feet of runway and had an initial climb out of close to 2000 fpm. With Benny Howard as Pilot and Gordon Israel as Co-Pilot, Mister Mulligan placed first in the 1935 Bendix with an average speed of 238.7 mph between Los Angeles and Cleveland.

Harold Neumann flew 'Mister Mulligan' in the 1935 Thompson Trophy and captured first place after Roscoe Turner lost his engine and dropped out. The aircraft shed a prop blade in the 1936 Bendix race was lost totaled without loss of life in an off airport landing. Howard went on to produce a commercial version of the ship, the DGA-8 which was followed by the DGA-9, DGA-11, and DGA-12.

(from <http://www.airminded.net/dga6/dga6.html>)

The photo on the lower right shows the Monocoupe 110 Special *Little Butch*, flown by Woody Edmondson to thrill airshow crowds throughout the late 1940s. The Monocoupe 110 Special was a special design built for racing and aerobatics from the basic Monocoupe of the 20s and 30s, the airborne sport coupe of the era. The original Monocoupe design came from Luscombe's desire to build an enclosed two-place aircraft for business or personal use, something lighter and more comfortable than open-cockpit biplanes. Luscombe was somewhat influenced by the Belgian Delmonty-Poncelet Limousine, a



high-wing monoplane with a side-by-side enclosed cabin and the reverse curve rear fuselage lines that were to become one of the signature identifier features of the Monocoupes. Luscombe founded Central States Aero Company and hired Clayton Folkerts, a young self-taught designer. In 1928, the Mono 22 was the first light aircraft awarded an Aircraft Type Certificate (number 22) and in 1930 it was fitted with a Velie M-5 engine to become the Model 70. Central States Aero Company became Mono Aircraft, Inc., of Moline, Illinois, a subsidiary of the Velie Motors Company, and the Model 113 and the Model 90 followed.

The Model 110 was basically a Model 90 with a 110 hp Warner Scarab radial engine. The Model 110 Special, a clipped-wing version of the 110, grew out of racing pilot Johnny Livingston's desire to have a faster aircraft for the National Air Races. In 1931 his 110 was streamlined with fairings and wheel pants, and in 1932 Livingston asked Monocoupe to shorten the wingspan from the standard 32 feet to 20 feet, reduce the size and shape of the tail, and install a larger 145 hp Warner

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4th Mullicoupe!

(Continued from page 4)

Scarab engine. The factory shortened the wingspan to just over 23 feet, retaining sufficient wing area to sustain safe flight during high-speed pylon turns. The changes improved the speed from 150 mph to 220 mph. Over several years, a total of ten Specials emerged, seven were built or modified by the factory, and three were modified by homebuilders.

(from <http://www.airracinghistory.freeola.com/aircraft/Monocoupe%2011%20Special.htm>)

At the [Ottumwa, Iowa Antique Airplane Association's](#) Fly-In in 1982, Jim Younkin and Bud Dake discussed designing a 2 seat aircraft which would be as fast as the Mister Mulligan but powered by a smaller P&W R-985 engine. Younkin then designed a scale model which was somewhat of a cross between the [Benny Howard](#)-designed Mister Mulligan but with the fuselage shape of a Monocoupe. Jim completed a homebuilt model in 1985 with help from Bud Dake. (See photo at upper right). The Mullicoupes are a clean-sheet design utilizing a steel tube fuselage double-covered in fabric with built up wood wings skinned in aircraft plywood. The airfoil used on the Mullicoupe is the NACA 23012 having a chord of 63", but with an elliptical shape. The flaps are full [Fowler flaps](#) that travel on hidden hinges built into the wings, which is another Younkin original design. Propeller is a Hamilton Standard 2D30 of 102" in diameter.

Two other Mullicoupes were built by Bud Dake and Red Lerille who worked in tandem with Jim Younkin as he built his. The Black/Red Mullicoupe at right (2nd from top) was completed by Bud Dake. It is now owned by Mark Holliday, who displays his Mullicoupe at Vintage Aero Flying Museum in Hudson, Colorado when not flying to appearances around the Midwest. The black and yellow Mullicoupe to the lower right was built by Red Lerille.

Jim Younkin's Mullicoupe suffered a loss of power which resulted in a forced landing in a field near Siloam Springs, Arkansas on November 10, 2009. The aircraft suffered significant damage, but is currently being repaired.

You will find a very interesting flight review on the Mullicoupe by Bud Davison at <http://www.airbum.com/pireps/PirepMullicoupe.html>

With the three beautiful Mullicoupes completed thus far as inspiration, and occasional assistance from Jim Younkin, we wish Stein Bruch and his team all the best in completing his dream project.



MAHOF Inductees

(Continued from page 1)

Danny Fowlie (1915-1946)

Danny was considered by his contemporaries as the best of the Minnesota aerobatic pilots. He began barnstorming as a parachutist at age fifteen, performed as a stunt pilot with the local Flying Aces Air Circus, doing comedy routines and landing on top of a moving automobile. He was also an early sky-writing pilot over the Twin Cities.

Raymond G. Glumack (1918-1998)

Ray barnstormed the Iron Range in the late '30s and served as a float-plane pilot in WWII. He was catapulted from the battleship USS Maryland for observational sorties and was once shot down during his tour in the Pacific. After serving as a corporate pilot for the Peavey Company, he served as Executive Director and later Chairman of MAC before retiring in 1988.

Clarence M. Hines (1924-)

Clarence was awarded the Bronze Star and Purple Heart during his service as machine gunner in WWII. After the war, he learned to fly and worked as a tow pilot and sky-diving pilot at Stanton Airport. He flew charters, sprayed crops, demonstrated gliders, and served as instructor for wheels, floats and skis. In total, he flew as a commercial pilot for 45 years and as a flight instructor for 43 years.

Dennis R. Scanlan Jr. (1914-1993)

Dennis served in the US Army Air Corp as a control tower operator in England during WWII. After the war, he founded an FBO at Holman Field and was a partner in Northwestern Aeronautical Corporation refurbishing military aircraft. He was involved with many aeronautical ventures and became an aviation philanthropist, endowing aeronautical libraries, sponsoring Air Force history publications and became a sponsor of the MN Aviation History book as well as the MN Aviation Hall of Fame.

Claude C. Schmidt (1918-)

Claude served as a Hellcat pilot on the USS Princeton aircraft carrier during WWII. He became an Ace with six enemy aircraft destroyed and earned the Distinguished Flying Cross and five Air Medals for the Pacific campaign. After the war, he served as FAA Air Carrier Inspector for International Operations and head of Air-



Left to right: Buzz and Gretchen Glumack, Tom Ryan accepting for Danny Fowlie, Brigid Scanlan Eiyneck, Clarence Hines and Art Tomes.

man Certification. He later served as Director of Environment and Noise Abatement and later as Director of Operations at MAC. He also served as interim Executive Director prior to the hiring of the current director.

Arthur C. Tomes (1920-)

Art served as a pilot in the B-29 campaign against the Japanese home islands in WWII, completing 35 bombing missions. In 1945, his aircraft lost an engine when hit by a bomb dropped from a higher squadron. He managed to return safely to base after fending off Japanese fighters and crossing 1500 miles of open ocean. He was awarded the Distinguished Flying Cross with Oak Leaf Clusters. After the war, he became a partner in Northeast Airways at Virginia, MN, giving flight instruction and flying charter and air ambulance flights.

At this year's banquet, MAHOF also presented the Best Aviation Writing award to **Anne Billingsley Kerr**, author of *Fujiyama Trays and Oshibori Towels*. The best Aviation Artist award was presented to photographer **Ray Pittman**.

MAHOF scholarships this year were awarded as follows:

Daniel Joseph Hage

\$750.00 Don Hinz - Red Tail Project Scholarship

Oliver Paul Henderson

\$750.00 Scott Anderson Scholarship

Anthony Miller

\$500.00 MAHOF Scholarship



Stuff for Sale/Wanted

For Sale: Long EZ, IFR, 115HP/O235-C2C Lycoming, finished 1987, 107 TTAF, 687 TT Engine, Prince Prop., No hangar rash, No damage history, Builder / owner deceased: buyer will need to provide annual / ferry permit to fly it away.

Contact Harvey @ 952-929-8725 More information at <http://longezpilot.com/PG10%20Aircraft%204%20Sale.htm>

For Sale: One share in the Yellow Cub Club at Airlake. 1/12 ownership in a 1946 J-3 Cub hangared on Charlie Lane. Online Scheduling, always available, extremely low cost sport pilot eligible flying. \$1,600.00 OBO Steve 952-484-0369 sgoebel4@gmail.com

For Sale: Lancair 320/360 kit, Super-Fastbuild kit. Asking \$20,000 or offer. Call 608/797-5752.

For Sale: 1941 J-3 A75 "Sport", ground up restoration, Sport Pilot ready, "Sweetest little cub in MN" says Loren Schiebe. \$45,000 Dick Bylund 952-938-8522

For Sale: 2024-T3 Sheets; 1 ea. - .020 4'x12', .025 4'x12', .016 3'x13', .032 4'x4'. \$1, sq/ft. Also smaller pieces. Monel Pop Rivets \$.05 ea. Latches - Hartwell H4600, \$3 ea. Call Jim Mayer (952) 469-2347.

PROJECT FOR SALE: 2001 KITFOX LITE SQUARED (Kitfox Model IV Tri-Gear) - Factory-rigged wings, Airfoiled tail, Conventional cowlings, Electric elevator trim, Strut fairings. No engine. Asking \$10,000. Ben Adamowski - badamowski@comcast.net - 952 949-2186.

For Rent: Hangar space at Airlake. Lot 38G, sharing space with a Sonex and Stinson. \$200/mo. Call 651 423 4273 or email lisamadams@frontiernet.net

For Sale: 1973 Cessna 150L TTAF 3300, 700 SMOH. White w/blue stripe. Exterior 8/10, interior 8/10. Michael single Nav/Com radio, ModeC Xpndr. Fresh annual. Portable GPS included. \$18,000 firm, similar in trade-a-plane for 23-24. Gerald Mercier, gjmerci@aol.com 612/861-6921.

For Rent: Heated hangar space at KMIC. Space has good lighting and use of microwave, refrigerator, bathroom, lounge, and hot/cold running water. Rent dependent on type of A/C or use. Space comes with resident AP, IA, EAA technical counselor, and A/C welder. Call 763-494-6993 evenings.

For Sale: RV-6/6A project in Burnsville—pre-punched empennage and wing kits are complete. Right wing is jigged with the skeleton and main skins clecoed in place. All parts primed. Includes elec trim, wing Indg lts and AOA kit. \$5000 for all, but am on furlough from Mesaba and willing to negotiate. Chad Tarara ctarara@comcast.net 952-956-4614

For Sale: Homebuilt two place tandem. open cockpit, hi wing, 64TT, Eng. 0235C 1035TT Plane garaged 10 yrs Bldr deceased.

Starduster II fuselage & empennage

Amphibian, single place hull/fuselage modified Cub wings

Alum 6061T6 tubing 1.175"OD, .025 wall, 12 1/2' long, about 60 lengths

Vivian Christianson vivchristi@gmail.com 763-559-2783



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Chapter Events and Fly-Ins

May 19th Chapter Meeting, Ami Sela's hangar at So. St. Paul

Gathering at 7 pm
(see page 3 for map & directions)

May 15th 9am Young Eagle Rally

Contact Bill Brown for more info

Future meetings 6/16, 7/21, 8/18, 9/15, 10/20, 11/17, 12/15, 1/19, 2/16, 3/16, 4/20, 5/18

May 15 Crystal Mn (MIC)

Learn to fly day
Seminars at 10, noon, 2 & 4
Intro flights 763/533-4162

May 22-23 Blaine Mn (ANE) 7a-4p

Aviation Weekend. Hangar dance
Sat 7p-midnight. 952/292-7969
www.discoveraviationdays.org

June 5-6 Eau Claire Wi (EAU)

Chippewa Valley Air Show
Blue Angels 715/832-6671

June 12 Superior Wi (SUW)

Richard Bong Airport 9a-4p
New terminal dedication
Food, car show, YE flts

June 12 Alexandria Mn (AXN)

8-12p Fly-in bkfst, 6-11p hangar
dance 320/762-1333

June 13 Albert Lea Mn (AEL)

7-12:30p Fly-in bkfst 507/383-1878

June 13 Montevideo Mn (MVE)

8a-1p Fly-in bkfst 320/269-4829

June 17-19 Mason City Ia (MCW)

American Barnstormers Tour
641/421-3397

June 19 Moose Lk Mn (MZH)

7:30-11am Fly-in bkfst
218/485.4441

June 19 Wadena Mn (ADC) 8a-1p

Wings&Wheels Fly-in bkfst
218/639-4769

June 20 Hutchinson Mn (HCD)

Pancakes 8-noon
Pork Chops 4-7pm
507/381-2683

June 20 Buffalo Mn (CFE) 7a-1p

Fly-in bkfst 763/682-1516

June 20 Dodge Center Mn (TOB)

7-12:30 Fly-in bkfst 507/266-8572

June 26-27 St Cloud Mn (STC)

Air Show with Blue Angels
TheGreatMinnesotaAirShow.com

June 27 Aitkin Mn (AIT)

7-11a wildrice pancakes
11-3p brats & burgers
218/838-0390

July 3 Austin Mn (AUM) 7a-1p

SPAM fly-in bkfst 507/433-7115

July 3-5 Alexandria Mn (AXN)

American Barnstormers Tour

July 10 Hibbing Mn (HIB) 8-1p

Mines & Pines Fly-in Bkfst
218/262-6377

July 11 Grantsburg Wi (GTG)

7-12p Fly-in bkfst 715/463-4232

July 11 Two Harbors Mn (TWM)

7-12p Fly-in bkfst 218/834-4392

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- o Aircraft owner will need to join Chapter 25
- o A hangar donation of \$125/mo is customary and appreciated
- o Low wing preferred, but will consider high wing
- o Preference is given to homebuilts in the final stages of construction
- o Completed aircraft may need to find other space in the event a member needs the space to complete a new project.

For more information, contact chapter secretary Craig Nelson 952-949-0400 email c.s.nelson@msn.com

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