

WINTERFLY

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JUNE 2010

The Hamilton Flies Again!



*Photo by Randy Koivisto
Fleming Field, So St Paul, MN
17 May 2010
Departing for Anoka-Blaine Airport*

On May 17th, the one and only flying Hamilton Metalplane took to the air for the first time in over thirty years. This flight held special meaning for several Chapter 25 members, and in particular for Noel Allard, co-author of Minnesota Aviation History and a key participant in the restoration of the Hamilton in the 1970's. We have incorporated two articles from Noel in this issue: Restoring the Hamilton starting on page 5, followed by The Hamilton, a Personal Note.

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The Pietenpol Owners Group

by Pat Halligan

Chapter 25 members. A few months ago, a group of Chapter 25 members began building a Pietenpol. Since the Chapter cannot own an airplane, a group of members stepped forward and agreed to fund/own the airplane. We now have five owners and we want anyone who thought about owning a share to know, this is your last chance to do so. Each owner has put in

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Koser's Comments
June meeting, May minutes

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Koser's Comments



I'm sitting at a computer center on Hilton Head, and haven't really had time to prepare an extensive "Comments" article. On our morning beach walks, we've enjoyed the squadrons of pelicans cruising at 1/4 wing-span (ground effect) just over the water.

The month of May has been the best Young Eagles month we've had that I can remember. We first flew 33 kids on the regular YE 3rd Saturday, then on the 29th at Red Wing, we set a Chapter 25 record for number of

Young Eagles flow at one event.

Thanks to Bill Brown's communications and organizing, we were invited to fly Young Eagles at the Red Wing Veterans' Day event at KRGK. Bill's arrangements with the folks there provided for a shade canopy as well as chairs and tables for our registration area. With six pilots (Jon Cumpston, John Schmidt, Bob Foster, Paul Pankratz, Mike Schoen, and Joel Ludwigson) plus a good ground crew (Bill Brown, Kris Olson, Ron, Paul Brown, Dave Olson, Bob Dunst, and myself) we managed to get rides for 93 kids in one day! The responses from the kids were all positive, and the pilots did a wonderful job of acquainting them with their airplanes and the processes of flying from RGK. The folks that put this event on have also invited us back next year to do it again.

I'm sure our YE numbers for this year will be the highest I've seen since I started working with Young Eagles following Mike Dolan's ten year experience of coordinating the process. We also have a Boy Scout troop scheduled for the July YE event. I'm hoping that our raffle ticket sales are booming. Ed Hansen has been instrumental in arranging for us to sell tickets at a couple of fly-ins, and we want to keep that effort moving. I hope we all are making big progress in selling the tickets personally assigned to each of us as well.

Has anyone found a potential buyer for the low time (350 hr) O-200 engine donated by Elwood Krueger? We need to make that item available to someone who needs a good engine. Please pass on information to any board member if you know of names of anyone who might be interested.

Hope to see a good turn out at the 16 June meeting (6P Brats, 7P Meeting) at the BSAEC. Also, June is our annual picnic month. The June Chapter 25 picnic (bring spouses and families and something to share) is scheduled for 19 June following YE at noon at the hangar.

Hope to see you there!

—John



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ON FINAL



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The Leader In Recreational Aviation

This Month: Wed June 16th—BSAEC, Airlake 6pm

Grill on at 6pm, meeting at 7pm
Please bring something to share

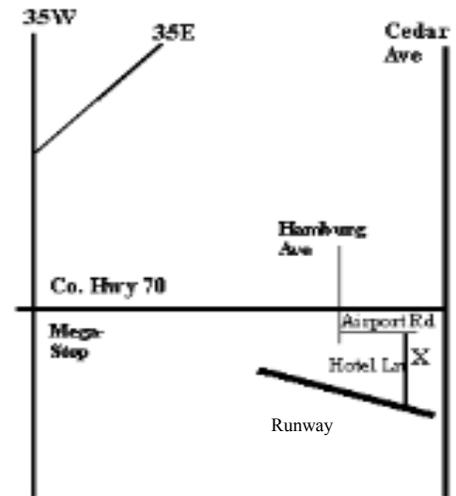
Program: Dan Edward will be presenting on Sport Airplanes. Weather permitting, Dan will also bring a plane.

Sat June 19th—Young Eagles at 9am, followed by Annual Picnic at noon: BSAEC hangar at Airlake. Brats provided, please bring a dish to pass. Young Eagle volunteers, please contact Bill Brown for more information.

Sun Oct 3—Annual Banquet at Eagan Community Center

Directions to BSAEC (Bert Sisler Aviation Education Center):

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. If the surface is firm, please park on space between hangars.



EAA Chapter 25 Meeting Minutes May 19, 2010

Presiding Officer: John Koser

Location: Ami Sela's hangar at South St. Paul Airport (Fleming Field).

Business meeting discussions

A treasurer's report was circulated. We have a cash balance of \$1,338 as of May 18.

We continue to distribute ticket packets to members for the annual fundraising raffle. Ed Hansen reported that 62 tickets were sold at the recent Fleming YE Rally. Ed and Peter Denny are coordinating the sign-up of members to sell tickets at local fly ins. A signup sheet was available for members who are interested in attending a fly-in to help out with ticket sales.

34 kids were flown at last Saturday's Young Eagles Rally, another good turnout. We will have a special YE event at Red Wing Airport on May 29th in conjunction with the Commemorative Air Force show that is being presented. Still need ground crew for this event. Call Bill Brown if you can help out.

Kris Olson informed members that EAA is renovating the area in front of the Brown Arch at Oshkosh. Paving bricks can be purchased and inscribed with a personal message. These bricks will then be placed in a tribute area in front of the arch. See Kris for more information.

Terry Carmine notified members that the FAA is proposing to change the boundaries of the Class B airspace around MSP. Terry has a diagram of the proposed changes that will be sent out to the Ch 25 Yahoo Discussion Group.

Members are encouraged to join the Chapter 25 Yahoo Discussion Group. It is a good way to stay current on chap-

ter information and to communicate with the membership. Sign up is located in the top right corner of our website, EAA25.org.

We have run into a problem with the donated Continental O200 engine that we are trying to sell. We are missing the yellow tags that document the remanufactured components that were installed with the rebuild that the engine had. This drastically impacts the value of the engine. We continue to search for the tags and may have to sell it at a reduced price if they cannot be found.

The Pietenpol Builders Group update:

The group now has 4 members and is looking for one more. Contact Pat Halligan or Peter Denny if interested.

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

John Schmidt reported that Chapter 25 will sponsor Hemchan Ramnarine to attend EAA's Air Academy this summer. Hemchan may need transportation to OSH. Contact John if you can help. John also indicated that the FAA will no longer allow children to participate in control tower tours.

Upcoming chapter events include:

Our June meeting presentation is TBD.
We will have our annual picnic after the Young Eagles Rally on June 19.

Ty Sibley will give a presentation on flying Unmanned Aerial Vehicles at our July meeting.

Program

Project visit to review Ami Sela's Rans S 19.

—Submitted by Craig Nelson

Hamilton Flies Again

(Continued from cover)

Departure Day—by Pete Gavin

On Friday May 14th, Noel Allard forwarded an email from Gary Lysdale that the Hamilton was scheduled to depart Fleming on the following Monday. Gary's father Jack Lysdale restored and flew the Hamilton in the 1970's, and it has been hangared at Lysdale Aircraft at Fleming Field ever since. Visitors to Lysdale Aircraft have admired this wonderfully restored aircraft over the years, and when the Hamilton was recently sold to H.S. Wright III, a businessman and entrepreneur from Seattle, word spread quickly that he was having it flown out on the 17th.

I arrived at Fleming shortly before 10am that day, and a small crowd had already gathered out on the ramp as preparations began for flying the Hamilton. Wright had arranged for a small crew to go over the aircraft from prop to tailwheel, checking that everything was in working order before taking off. Wright had applied for a ferry permit to have his pilot fly the Hamilton to Anoka-Blaine for more extensive work before departing to the west coast. In order to qualify for the ferry permit, an outstanding AD to check for cracked cylinders on the engine had to be completed.

With the paperwork complete, the pilot climbed aboard. After a couple of false starts and some extra priming, the engine finally coughed and spit and came to life, belching smoke and settling into a wonderful clattering rumble. The pilot taxied the Hamilton across the ramp, with a crowd of several dozen following in pursuit.



The Engine Rumbles to Life

Surprisingly, the pilot taxied to the mid-point of the runway, and crossed over to the grass on the far side, where he conducted an extensive run-up. After a few minutes, he returned to the ramp, with the crowd following. Back at the ramp,



Conducting the compression test on all cylinders

he shut down and spent some time with the crew making adjustments, with special attention to the baggage door. After a short break, the pilot returned to the Hamilton, started it up again, and this time taxied to the threshold of runway 16, with the crowd again in pursuit.



After returning to the ramp, the pilot (right) confers with Gary Lysdale

This time the crowd was not disappointed. After a short run-up, the Hamilton throttled up and began its takeoff. The Hamilton tracked straight down the runway, transitioning smoothly to a tail-up attitude. About midway down the runway, the Hamilton lifted off, leveled to gain air-speed, then climbed into the pattern. The pilot circled the pattern twice, then executed a low pass just over the runway for the benefit of the crowd. He then climbed out again and departed to the northeast, bound for Anoka.



The Hamilton has been a part of the Lysdale family for forty some years, and as I talked with Gary and Sharon I could sense their mixed feelings. But Wright's plans to fly the Hamilton will make it more available to the public, and as the only flying example, this is the start of an exciting new chapter in the life of the Hamilton.



Photo at right shows the new owner, H.S. Wright III as he earned his type rating for the Ford Tri-Motor (see fordtyperatings.com) Wright has a current ATP with ratings in the Boeing 737, 757, 767, the Cessna Citation and the Ford Tri-Motor.



Fleet of 5 Northwest Airways Hamiltons at Milwaukee circa 1930

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Hamilton Flies Again

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Restoration of the Lysdale Hamilton Metalplane—by Noel Allard

The Lysdale Hamilton, a 1929 H-47 Metalplane, came to the Minneapolis-St. Paul, Minnesota area in 1953 after being acquired by Northwest Airlines Captain Harry McKee at Lake Hood, Alaska. It was delivered to the Northwest Airlines Maintenance Base at Minneapolis International Airport where a group of Northwest employees had company permission to work on it in their spare time. An operable Pratt & Whitney Hornet engine was traded from Alaska's Bob Reeve at Anchorage for surplus airline brake sets. McKee's group of restorers got a good start on the project before running out of both volunteer time and patience from Northwest Airlines. The airplane was then stored at the farm of another Northwest pilot (Chuck Doyle) until finding its way to storage in the Jack Lysdale hangar at Fleming Field, South St. Paul.

Lysdale acquired the airplane and began restoration to flying condition in 1971. The restoration began from the ground up for a second time. The only features left as they were from the first restoration were the hand-painted Northwest Airways logos on the fuselage sides. Those had been painted during the first restoration in the late 1950s by Northwest's retired paintshop foreman, Frank Tole, who had painted them on the original Hamiltons and Ford Trimotors in 1929. These logos were carefully masked off and appear today in Tole's original hand work. New seat frames were created by Lysdale and wickered by a South St. Paul artisan, not once, but twice to suit the keen taste of Lysdale.

The Hamiltons were delivered from the company with either fat balloon tires or tall thin wheels, depending on the airport surfaces where they would be used. Lysdale was able to acquire a set of the fat airwheels from the Goodyear Company where they were in use on its blimps. Many work stands and jigs were manufactured to hold and rebuild the various parts before restoration could begin. The circle-burnished cowling



Jack Lysdale, Noel Wien, & Walter Bullock Anoka Co, 1976 with the restored Hamilton

was cleverly held and rotated by a unique lazy-susan rig. The cowling was made up of 19 separate pieces, louvers stamped from hand-made oak dies, new fuel



Hamilton Unrestored, 1970

tanks were manufactured, the wings and tail surfaces were completely disassembled, stripped and cleaned of corrosion; the fuselage also disassembled and rebuilt with new panels, part of 1500 square feet of corrugated aluminum, rolled and precisely crimped to 1929 standards by ALCOA and donated at no charge to the project. A new stainless steel firewall was cut and fitted. Each wing required 680 plate nuts and screws to hold the leading edges; shock struts were rebuilt; hydraulic brakes installed (they were an original 1930 Northwest addition); new landing light lenses molded from Plexiglas; instruments scrounged and installed to match the original equipment; new push-rod controls were fashioned, new interior upholstery and crank-down windows with original hanging grip pom-poms topped off the deluxe interior appointments.

The Lysdale Hamilton has a wingspan of 54'5", a length of 34'8", gross weight of around 5700 lb and carries eight persons; six passengers, pilot and co-pilot. Its cruising speed is 110 mph and range is 600 miles. It is painted in Northwest Airways livery, replicating one of nine Hamiltons flown by Northwest. Its registration number is NC879H. The engine at the time of its 1975 restoration was the only flying Pratt & Whitney 525 hp Hornet engine in the world.



Hamilton Test Flight, SSP, 1975

The airplane received its Standard Category license in April, 1975 from the FAA and was immediately put to the test, being flown to the Antique Airplane Association's annual Fly-In convention in 1975, where it garnered Grand Champion trophies. The following year, it was taken to Oshkosh, where it

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Hamilton Flies Again

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earned the Silver Age Championship trophy. Put into storage in late 1976, it remained in the Lysdale hangar, often cleaned, and the engine run over the years, but not flown.

The Hamilton, a Personal Note

—by Noel Allard

I would like to add a personal note to the Hamilton restoration. In 1970, I had embarked on research for a book about Speed Holman and met Jack Lysdale who “reportedly had an old Hamilton airplane like Northwest used to fly” in his hangar at South St. Paul. Jack was a wonderful man who always had time to talk and showed me the hulk of this airplane tied up against the back wall of his hangar. He had no plans to restore it, he didn’t own it, Harry McKee did. I continued to stop in and visit with Lysdale, interviewing him and learning about early aviation in Minnesota. (Lysdale was one of my inspirations for eventually writing the Minnesota Aviation History book.) I asked him if he thought McKee would be interested in selling the old airplane to me. We talked several times about that and one day Lysdale surprised me by telling me he was going to restore the old plane, and I was going to help him!

Wow, was I surprised and delighted. One of our previous conversations had been about what it would cost to get the old plane back into the air, what with engine restoration, much new skin, parts and pieces that didn’t exist. Fortunately for me, I got to have all the fun of working on the airplane without having to invest astronomical dollars in it. I feel my inquiries were a reason Lysdale became interested in restoring the Hamilton.

I worked alongside several talented craftsmen, paint-stripping, sanding, carving walnut pieces for the window frames, but mostly taking a photographic record of the progress and spending hundreds of man-hours digging up Hamilton history, corresponding with the country’s leading historians like Peter Bowers, Richard Saunders Allen, and Paul Matt. I was one lucky guy when the plane was finished. During the first test flight in 1975, I got some air-to-air pictures from another airplane and took my first ride in the Hamilton

on its third flight. I was one of the crew of three to accompany Lysdale to the Antique Airplane Association’s annual convention at Blakesburg, Iowa that Fall where we



View from the pilot’s seat, 1975

Pietenpol Owner Group

(Continued from page 1)

\$500 and we figure the plane will cost about \$10,000.00 when it is finished. That means, each owner will have about \$2000.00 invested when the project is finished (if there are five owners). Once we form the LLC/company, the only way to own a share - going forward, would be to buy one of the owners’ share. We will not add new owners after June 16th.

Pat Hoyt is going to keep the builders log and be in charge of maintenance. Scott Roberts (newer member and Super Value pilot) is our building group President. Kim Johnson is our Sec./Treas. I am the fourth member (one of the owners) and the 5th member is Keary Olson.

We have been meeting at Dick Navratil’s hangar at Crystal about every other Wednesday evening. We just about have all the ribs built. We need 28 of them. We started the fuselage last Wed. We have the lower and upper longerons in place on the jig. Our plan is to bring the ribs to Airlake and attach them to the spar when we get the spar wood.

Members helping out have been Dale Johnson, Greg Cardinal, Dick Navratil, Norm Tesmar, Bob Poore, Peter Denny, John Schmidt, and Chris Bobka.

If you need more information, please call Pat Halligan at 651.341.9264



collected five big trophies, including the Grand Champion antique trophy. But, most exciting, and the absolute biggest thrill of my aviation career, was when Jack Lysdale got up from the pilot’s seat, came back and told me to go up front and fly the airplane. With Jim Schumacher as co-pilot, I logged 45 minutes at the controls on the way to Blakesburg. I was a passenger on almost every flight the plane made through 1976 after which it went into storage. As far as I know, only Jack Lysdale, Jim Schumacher and myself flew it after it

was restored until this weekend in May, 2010. How lucky can a guy be!

-Noel Allard



Hamilton 5 Aug 1976

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

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 cowling, 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.



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Chapter Events and Fly-Ins

June 16th Chapter Meeting, BSAEC at Airlake Grill on at 6, mtg at 7 pm
(see page 3 for map & directions)

June 19th noon Annual Picnic, bring your family and a dish to pass — Young Eagles start at 9am—bring the kids!

Oct 3rd Chapter Awards Banquet

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

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

July 17-18 Duluth Mn

Duluth Air Show with USAF
Thunderbirds and Tora Tora Tora
duluthairshow.com

July 17-18 EdenPrairie Mn (FCM)

Air Expo 2010 9a-5p
www.airexpo-mn.org

July 18 Preston Mn (FKA) 7-12:30

Fly-in Bkfst 507/765-2582

Jul 26 - Aug 1 Oshkosh Wi (OSH)

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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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