

# On Final

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

AUGUST 2010

## ***Celerity First Flight***

*Interview with Gary Rene*



*In the November 2006 issue of On Final we did our first write-up of Gary's Celerity project. The Celerity is a scratch built from plans project that Gary began after meeting the designer, Larry Burton, at Oshkosh in 1985. The Celerity is basically a wooden airplane with a fiberglass shell based somewhat on the Cavalier design. You may remember that Gary made numerous changes to the original design, including fixed vs. retractable gear, fixed vs. constant speed prop, and significant changes to the tail section, fuselage and canopy.*

*On Friday, July 23<sup>rd</sup>, Gary took the Celerity up for its first flight.*

*(Continued on page 4)*

## ***MAHOF to Induct 9 in 2011***

### NEWS RELEASE

This spring the Minnesota Aviation Hall of Fame will honor nine persons from the stage at their annual induction Banquet. Among the new inductees are: Arthur Donahue, WWII Battle of Britain pilot and author, a St. Charles, MN native; Dale "Red" Jackson, pioneer Faribault, MN long-distance flyer and record-setter; John R. Mohr, well-known *(Continued on page 6)*



**Koser's Comments**

**Aug meeting, July minutes, **YE help needed!****

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**Call for Volunteers, Stanton Runway Redo**

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# Koser's Comments



First of all, congratulations to the members who arranged and sold the 0-200 via the Barnstormers site. The chapter will once again be financially secure following this sale, and we might consider next year's scholarships after we decide what minimum balance we need to carry.

*Next time you come to BSAEC, take a look at Keith Rhode's beautifully polished Sonex wings (see photo below). We'll see this airplane being re-assembled soon and hopefully*

*doing some test flying from LVN. With two planes at BSAEC, we can truthfully say the place is being well used as a hangar, and the Chapter benefits from the monthly donations of the owners.*

*After I visited Keith's home to see his beautifully polished Sonex, I got very motivated to re-polish N167JK, so I've been doing that for several days...*

The August meeting promises to be a good one, with a FAAS Team Wings qualified seminar on seaplane operation by Randy Scoephoerster. The word is out via the FAAS Team's web site, so we'll likely have a good crowd. This indicates that we members are hosts to some new guests, who might just decide to become members. Plan on helping to get out all our chairs at the same time being careful of the two airplanes in the hangar. Hope to see you on the 18<sup>th</sup>!

In September, we'll get to hear Bill Jansen present on his L-39, and maybe hear the roar of its engine if he taxies it over...

*Keith Rhode at BSAEC mounting the wings on his newly completed Sonex*



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# ON FINAL



Minneapolis/St. Paul

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# ***This Month: Wed Aug 18th—BSAEC, Airlake 6pm***

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

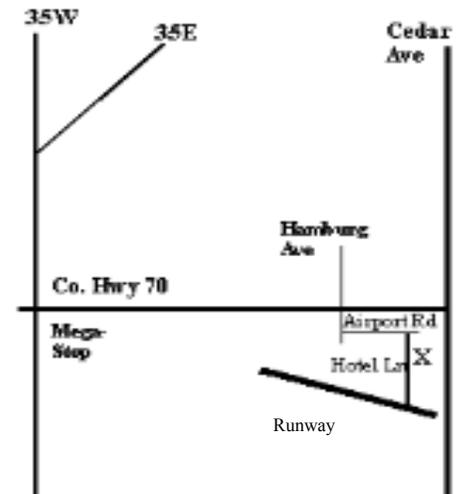
**Program:** The August meeting promises to be a good one, with a FAAS Team Wings qualified seminar on seaplane operation by Randy Scoephoerster. Invite your friends!

**Sat Aug 21st—Young Eagles at 9am.** Young Eagle volunteers, please contact Bill Brown for more information.

**Sun Oct 3rd—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 July 21, 2010**

**Presiding Officer: John Koser**

**Location: Bert Sisler Aviation Education Center at Airlake.**

### **Business meeting discussions**

Lou Martin led the group in the Pledge of Allegiance.

A treasurer's report was circulated. We have a cash balance of \$2,072 as of July 21.

We have a new airplane tenant in the BSAEC starting in August. Keith Rhode will be keeping his Sonex with us.

Terry Carmine continues to distribute ticket packets to members for the annual fundraising raffle. Please pick yours up at the meeting to save the chapter postage expense. We are still looking for members to sell tickets at local fly-ins. Contact Ed Hansen for details.

51 kids were flown at our last Young Eagles Rally, another great turnout. We have now flown 305 kids year to date which beats our goal! Many thanks to Bill Brown for all his efforts in coordinating the events. Please continue to talk the program up with friends and neighbors.

We continue to look for a buyer for the Continental O-200 engine that was donated to the chapter. The yellow tags have been found so there is no longer an issue with the logs. The engine is now posted on Barnstormers and the Kitfox forum. We have seen some interest from an out-state CAP unit and have had inquiries about some of the individual components that are a part of the package. Terry Carmine and Craig Nelson are overseeing the sale.

Craig Nelson informed the group that the MAC is looking to implement an ordinance that sets maintenance standards for the Reliever Airports. The BSAEC should be in com-

## ***Call for YE Volunteers***

The August 21st YE Rally is looking a bit light, I have 22 kids signed for sure, maybe more to come.

**But September 18th is going to be a whopper!**

I already have over sixty (60) kids signed, mostly Boy Scouts and Girl Scouts, with the possibility of quite a few more. All hands on deck! We will need all the help we can get. Please mark your calendars for 9-18 and also let me know if you can help next Saturday, the 18th.

We are currently at 307 for the year and I am hoping to hit 400!

—Regards, Bill

pliance. Craig has a copy of the draft ordinance if anyone wants to see it.

John indicated that we are looking for several members to rotate onto the Food Committee. Many thanks to Terry Carmine and Bruce Anthony for serving the past few years.

Upcoming chapter events include:

Our August meeting will feature a WINGS presentation on seaplane operations.

In September, Bill Jansen will talk about his L39.

Officer elections will be coming up this fall.

### **Program**

Ty Sibley gave a presentation on flying Unmanned Aerial Vehicles in Iraq.

—Submitted by Craig Nelson

# Celerity First Flight

(From cover)

## Tell us about your first flight.

The first flight went very well. I went to the airport planning to practice some fast taxiing, but I really didn't intend to fly that day. It was windy, with a crosswind from the south. On the first taxi, I raised the tail, and the plane did lift off but I set it back down and set up for another taxi. On the second run, it lifted off again, and this time I decided to let it fly. Even without full throttle, it was climbing out about 1600 fpm, and I was up to 145 mph when I turned downwind.

I found the controls to be very sensitive, especially the elevator. I also found I had to pay a lot of attention to speed management in preparing for the first landing. The first flight is really a very overwhelming experience. I was mainly focused on flying the airplane, and other than airspeed and altitude, I really didn't pay much attention to the instruments. I was pretty excited when I completed that first landing. It reminded me of how I felt after my first solo so many years ago.

## How did you prepare for your first flight?

Although I have about 600 hours, I had not flown in several years. So I got some refresher training and completed my flight review in a Citabria at Flying Cloud. I also did a number of hi-speed taxi runs in the Celerity before attempting the first flight.

## How does the Celerity compare to the Citabria?

The Celerity is easier to land and much easier to handle on the ground. I think the ground effect of the low wings helps, and the wide track of the Celerity main gear along with the long tail probably help as well. Another major difference is the sensitivity of the Celerity controls. With the Citabria, you are moving that stick all over the cockpit – with the Celerity, you fly with your fingertips. And of course the difference in speed (190 vs. 126 mph in cruise) makes speed management much different in the two models. Another difference is the noise level – the Celerity is much quieter – I had heard that the wooden airframe would make for a quieter aircraft, and that is certainly true. It also has a nice solid feel to it.

## How much time do you have in the Celerity so far?

About four hours total so far, accumulated over four flights and a lot of taxiing. So I still have 36 hours to fly off before I can leave the test flight area.



Above: First takeoff  
Below: First landing

## What are the boundaries of your test flight area?

South to Faribault, south-east to Dodge Center, northeast to Red Wing, and back to Airlake. With the Celerity's speed, I will cover that ground many times to complete the test period.

## How did the FAA certification go?

I completed the certification on May 27<sup>th</sup>. The designated examiner made one short visit just to get acquainted with the project, then on the second visit spent about three hours going over the plane to complete the certification. He removed the inspection plates and cowling, spent time going over my documentation, and did a fairly thorough check out of the aircraft. He found no issues.

## Back in 2006 you listed a fair number of modifications to the original design. Have you made more changes since then?

Yes. I decided I wanted larger fuel tanks, so I expanded those by 5 ½ gallons on each side for a total of 44 gallons. The filler caps are installed near the wingtips, and I would like to install fuel probes close to the fuselage for a visual check so I don't need to rely completely on the gauges. There are only three Celerity models flying, and mine is the only one with long wings, a 180 hp engine, fixed gear and fixed prop. Everything is scratch built – the only pre-fabricated parts are the landing gear and the canopy.

Finally, I relocated the lead weights called for in the



After the first flight

(Continued on page 5)

# Celerity First Flight

(Continued from page 4)

plans from the center of the wings to the ailerons, and from just behind the storage area to the elevators and rudder. I positioned them to counter the larger engine and also to reduce the chance of flutter. But even with all the changes, the total weight at 1238 pounds came in very close to the original design. The gross is 1850.

## Did you log the hours you spent building?

I did for awhile, but I spent so much 'think' time deciding how to build different parts, building jigs, and re-working some parts that I finally gave up tracking the hours.

## Can you talk a bit about the design of the instrument panel?

I installed traditional engine gauges on the right side, and the Dynon 100 on the left side for digital flight instruments. I also installed traditional flight instruments on either side of the Dynon for backup. I initially installed an electronic trim tab below the throttle, but relocated it just to the left of the throttle so I could operate both simultaneously with one hand. This required me to move the electronic primer, so I placed this where the trim tab had been. I installed a GPS 396 for navigation, but found that the backup battery was not holding a charge, so I need to fix that.

## Will you be doing the paint job?

No. I want a professional job, and after I fly off the 40 hours, I am going to fly the Celerity up to Castleton, North Dakota and have the same folks that painted Jerry Farrel's RV do it. I've already talked with them and sent them some photos, and they are putting together a design for me.

## What accounts for the camouflage appearance the Celerity has now?

It's a combination of all the materials that make up the fiberglass shell. It starts with a bottom layer of yellow fiberglass, with blue superfill in the gaps, white polyfiber smooth prime on top of that and grey evercoat on top. By the time I sanded it smooth, all the layers made up the random pattern you see now. People have told me that the plane is nearly invisible in the air, so I do worry about being seen by other aircraft. I will feel better when the paint job is done.

## After this project, would you consider building another plane?

Actually, I am already planning my next project. There is a kit manufactured by Titan Aircraft called the T-51 that is a ¾ size P-51. It is a metal kit, so it would be completely different than building the Celerity, and with the kit should go much faster.

## Are you planning some cross-country flights?

Yes, and of course the first will be to Castleton for the paint job. I also hope to fly out to Wickenburg Ranch in Arizona next April. About 250 guys get together for some serious horse riding. I've done this for the past ten years. Also, I would like to fly to Oshkosh with my wife Jackie next year.



*Gary also happened to buy a new Ford F-150 last week. Note the logo of our sponsor on the front license plate!*



# Chapter 25 Fundraiser

## Volunteers **STILL** Needed!!!

Chapter 25 is in the middle of its annual Fundraiser and we need your help. Along with the issuing of 60 tickets to each member of Chapter 25, the board has also decided to sell tickets at various fly-ins.

Selling raffle tickets at fly-ins is not a new fundraising approach for our chapter. This approach was very successful in 2000 and 2001 to raise money to pay-off the hangar mortgage. This year because of the added cost of upgrading the hangar for year around activities (insulation, plywood on walls, painting, heating) the board has decided that the fly-in tickets sales will help to continue with our scholarship, young Eagle and hangar maintenance program(s).

We are asking each of our members to consider helping with the ticket sales at the following fly-ins. Ask someone from the chapter to join you at one of the following fly-ins. I will secure approval at those fly-ins where we have members signed-up.

Contact me, **Ed Hansen at 612-578-5449**, or any of the board members to provide you with the tickets, cash box and Fundraiser sign. Remember, all of the fly-ins are in the A.M. so you would only be committing ½ day.....and besides it's a lot of fun and you would be helping your chapter maintain its programs.

**The following dates are available for coverage:**

August 14<sup>th</sup> Fleming Field

August 21<sup>st</sup> Forest Lake

August 28<sup>th</sup> Glencoe

September 11<sup>th</sup> Osceola

September 12<sup>th</sup> Fleming Field

More fly-in locations will be added as they become available.

**—Ed Hansen**



ON FINAL AUGUST 2010

# MAHOF News Release

(Continued from page 1)

aerobatic pilot, FBO and airline pilot from Virginia, Minnesota; Donald and John Stuber, brothers who operated American Aviation at Flying Cloud Airport in Eden Prairie, MN; Peter G. Tanis, inventor and manufacturer of industry-leading aircraft heaters; Col. Leo K. Thorsness, Viet-Nam pilot and POW, for which he earned the Congressional Medal of Honor; Brian G. Utley, soaring champion and NAA contest board member; and Noel Allard, pilot, author and historian.

The Hall of Fame Best Aviation Writing by a Minnesotan for the Year 2011 will be presented to Al Zdon, for among other writings, his biography of Kenneth Dahlberg, WWII Ace. The Hall of Fame will also present two or more scholarships to young persons entering into careers in the aviation field. The Minnesota Aviation Hall of Fame banquet stage will also see the presentation of several FAA annual awards.

We invite the public to attend and support the 2011 inductees on April 30, 2011. If you would like to be on the Hall of Fame's mailing list to receive reservation materials the first of the year, send a note or e-mail: Minnesota Aviation Hall of Fame, P.O. Box 53, Park Rapids, MN 56470, or [nallard@unitelc.com](mailto:nallard@unitelc.com).

## Stanton Runway Redo

**We need your help!** Chapter 25 members have indicated to me that they enjoy flying into Stanton to enjoy the ambiance and buy a coke (in a bottle). They also expressed a desire to help the airport but didn't know how.

This project will require removal of sod on either side of the 09/27 runway in order to fill in the swale (dip). The infamous "bump" occurs where the runways intersect. New dirt will be excavated and filled to level the area.

At this time, we are asking for PLEDGES not money. Here is your chance to join your fellow members—a **big thank you to the three Ch 25 members who have pledged so far!**

After reading the note below, please send your pledge to:  
**Steve Adkins** <<mailto:steve@adkins.name>>

The runway project will be started when we are assured that funds are available and when the weather is OK for dirt work. Our goal is later in 2010. There will be a short period of time when runway 18/36 is closed, but ideally the cross runway 09/27 can remain open.

Once we reach \$10,000, we'll move ahead. We are now about halfway there. Thanks in advance for your help.

— S. Steve Adkins EAA 9221

## 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%20%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](mailto: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](mailto: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

**Aug 18th Chapter Meeting, BSAEC at Airlake** Grill on at 6, mtg at 7 pm  
(see page 3 for map & directions)

**Aug 21st Young Eagles start at 9am-**  
Contact Bill Brown to volunteer

**Oct 3rd Chapter Awards Banquet**

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

**Aug 14 Bowstring Mn (9Y0)**

Lunch at noon 218/743-6175

**Aug 14 Rice Lake Wi (RPD)**

7a-1p Fly-in bkfst

715/651-6878

**Aug 15 Lake Elmo Mn (21D)**

7-noon Fly-in bkfst

651-439-5040

**Aug 15 Mankato Mn (MKT)**

7:30-12:30 Fly-in bkfst

507-345-1510

**Aug 15 Paynesville Mn (2P3)**

7:30-1p Fly-in bkfst

**Aug 21 Forest Lake Mn (25D)**

10-4p Brats, corn, ice cream

Fly-in & open house

651 776 1717

**Aug 21 Marshall Mn (MML)**

8-12:30p Flyin bkfst 507-537-1865

**Aug 21-22 Bemidji Mn (96M) 9am**

Moberg Air Base Fly-in, pilots eat free, grass & water runways

218-766-9692

**Aug 22 Litchfield Mn (LJF) 7-12p**

Flyin bkfst 320/693-6189

**Aug 22 Pipestone Mn (PQN) 8-1p**

Flyin bkfst 507-562-2473

**Aug 22 Boyceville Wi (3T3) 7am**

Flyin bkfst, airshow at 11am

715/643-6100

**Aug 28 Glencoe Mn (GYL) 10-2p**

Sweetcorn & brats 320/238-2376

**Aug 29 Windom Mn (MWM)**

7:30-1p Flyin bkfst 507-830-0273

**Aug 29 Owatonna Mn (OWA)**

7a-12p Flyin bkfst 507-444-2448

**Aug 29 Grygla Mn (3G2) 7a-12p**

Flyin bkfst 218-459-3436

**Sept 4 Shell Lake Wi (SSQ) 7-11a**

Fly-in bkfst 715-635-7146

**Sept 5 Mondovi Wi (pvt) 9:30a**

Annual Log Cabin Airport fly-in

Lunch at noon 715-287-4205

**Sept 5 Willmar Mn (BDH) 11-3p**

Fly-in hotdogs 320-235-9327

**Sept 10 So St Paul Mn (SGS)**

6p-11p CAF Vintage fashion show and wine tasting.

wingleader@cafmn.org

**Sept 11 Superior Wi (SUW)**

Fly-in Bkfst & YE flts 7:30-11a

<http://eaa272.org>

**Sept 11 Osceola Wi (OEO) 8a-1p**

Pancake bkfst and burger and brat  
lunch. 715-294-5622

**Sept 12 Maple Lake Mn (MGG)**

11:30-2p Fly-in pork chops

763-670-6021

**Sept 12 New Ulm Mn (ULM) 7-1p**

Flyin bkfst

**Sept 12 Flying Cloud Mn (FCM)**

8a-12p Chris Cakes pancakes

Irene Lev Memorial bkfst

320-296-5200

**Sept 18 Faribault Mn (FBL)**

7a-12p Fly-in bkfst 507-744-5111

**Sept 18 Grand Rapids Mn (GPD)**

8a-12p Flyin Bkfst

**Sept 18 So St Paul Mn (SGS) 8p**

Bombers Moon Ball, Hangar 3

651/455-6942

**Sept 19 Thief River Falls Mn**

(TVF) 8a-1p Fly-in bkfst

218-681-5585

**Sept 19 Hector Mn (1D6)**

7:30a-12:30p Fly-in bkfst

320-848-2745

**Sept 19 Mora Mn (JMR) 10a-2p**

Chili feed 320-679-3515

**Sept 26 Bowstring Mn (9Y0)**

10a-2p Fall Colors Flyin Lunch

**Oct 9 Bowstring Mn (9Y0)**

10a-2p Monthly flyin lunch

**Oct 16 So St Paul Mn (SGS)**

11a-4p CAF Craft fair and

chili feed 651/455-6942

**Oct 30 So St Paul Mn (SGS) 7a**

CAF Halloween benefit

651/455-6942

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