

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

MAY 2009

Record Photography *by Peter Denny*



Record shots are those shots taken by the photographer, with the sole intention of recording a particular aspect of an aircraft. For example, attractive or historical “Nose Art”, an “N” number, or some unique feature that jumps out at you at that moment you walk past that vintage aeroplane.

Look for the “Small Scene” inside a larger scene. Note the record shot I took of the dual controls and the intake two years back at Oshkosh. Try to isolate exactly what caught your eye. Then view it from different angles through the viewfinder. Try lowering your tripod; “you do have one don’t you”?

(Continued on page 4)

Cataract Surgery

by Phil Schaffer

It was scary to hear from my eye doctor that I had developed cataracts in both eyes. This was a couple of years ago. I immediately thought that I could lose my FAA medical, or worse, go blind.

At first I had no idea what cataracts might mean. Even though I had them, I had no sense of what they were doing to my vision, since I

(Continued on page 5)

Phil with Jack Hedlund at Grantsburg Airport



Koser's Comments P2
May meeting, April minutes P3

Books by Lou P6
Directions to May Meeting P6

For Sale/Wings Sem. Events/Fly-ins P7
P8

Koser's Comments



Wow! April was a good month for Young Eagles. With a Boy Scout troop and lots of others, combined with Bill Brown's preliminary work, we flew 39 kids. With Bill having to be out of town for that Saturday, an able group of volunteers kept things going on the ground and in the air. Previously participating pilot participants were: Pankratz, Kolesar, Eide, and Foster, along with a great addition, Steve Olson. Steve "dropped in" in his Mooney saying that he'd invited some Cub Scouts, and offered to fly

more. Be sure to greet and welcome Steve next time you see him at a meeting or YE rally.

I still think Young Eagles is one of the most important things we can do to welcome new participants to the general aviation community. Now that EAA has provided Young Eagle logbooks, it'll be more fun. Let's keep this program fully supported. That means we need a continuous recruiting process. Everyone can help by simply passing on contact info to Bill or any Young Eagle pilot or ground support person.

We wish Jim Ladwig good luck in his new hangar location at Le Sueur. Hope he'll drop in once the Whistler is ready to fly.

Our estimates for improvements to the Bert Sisler Aviation Education Center are coming along. Dan Carroll has gotten us window estimates, and Ed Hansen is putting together the last of the electrical contractor estimates. Soon, we should be meeting with the potential contractors to do a walk-through in order to understand changes that will be made and how the various estimates compare. Decision time is down the pike, but we should soon be able to put it together.

As I write this, I'm looking forward to the fly-in at Jensen Field on 9 May. Clay Adams is the organizer, and as I understand it, the grill will be on with burgers as a fundraiser for the Jensen group. Several members are planning to stop in as of this writing. –Should be a good collection of airplanes and fun looking them over.

I've received two DVDs from EAA headquarters. These might just make good showings at the July meeting. One is entitled EAA Insider featuring a new version of "Oshkosh: The Spirit of Aviation," and the other is "The Successful Cross Country CD, produced by FAA to use at meetings or Chapter-sponsored ground school. Is our projection system able to handle these for full screen projection?

Hope to see everyone at our May meeting, courtesy of Rosemount Engineering, at their pavilion, followed by the FCM tower tours. –Should be an interesting night!

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 612-866-6676 email petegavin@comcast.net** Submission deadline: 1st Wednesday of the month. New or renewal memberships (\$25/year) should be addressed to: **Ron Oehler, 36 Walden St., Burnsville, MN 55337-3678.** 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.

ON FINAL



Minneapolis/St. Paul

Visit our website at eaa25.org

President

John Koser 952-831-5142
jfkoser@comcast.net

Vice President

Andy Hutchinson 952-758-9703
achutch@bevcomm.net

Secretary

Craig Nelson 952-949-0400
c.s.nelson@msn.com

Treasurer

Kris Olson 651-675-6826
ksimpson2@yahoo.com

Membership Coordinator

Ron Oehler 952-894-2332
r.oehler@comcast.net

Newsletter Editor

Pete Gavin 612-866-6676
petegavin@comcast.net

Young Eagle Coordinator

Bill Brown 612-269-2868
shelties@charter.net

Technical Counselors

Bob Eckstein* 763-494-6993
Peter Denny 763-529-5325
peterthepilot_99@yahoo.com

* also flight advisor



The Leader In Recreational Aviation

This Month: Wed May 20th—Eden Prairie—6 pm

Grill on at 6, Meeting starts at 7. Please bring something to share.

Program: Our May meeting will be held at the Emerson Park Pavilion in Eden Prairie. Following a short meeting at 7pm, we will tour the Flying Cloud Airport Tower in shifts. See the red 'A' on the map at right. For a more detailed map and directions, see page 6.

Sat May 16th—Young Eagles at Airlake 9am

Volunteers contact Bill Brown for more information.

Wed Jun 17th—Monthly Meeting at Airlake

Meet at the hangar, Mark Korin of Alpha System AOA will speak.

Sat Jun 20th—Chapter 25 Annual Picnic, chapter hangar at Airlake

Directions to May meeting: See page 6



EAA Chapter 25 Meeting Minutes

April 15, 2009

Presiding Officer: John Koser

Location: Bert Sisler Aviation Education Center (BSAEC) at Airlake

Business meeting discussions

The following guest was introduced:

Kevin Glenney Tom Dallman

It was reported that Terry Carmine's surgery went well and that the biopsy results were negative. Fabulous news. We wish Terry a speedy recovery.

Members are encouraged to wear nametags at chapter events. Dakota Awards will be our new supplier of permanent tags. The cost is now \$7.50. Contact them if you would like to order one.

Jon Cumpton has taken on the project of sorting, storing and when appropriate, tossing items that are up in the mezzanine. He will focus on preserving items that record the history of our chapter.

Contact Pete Gavin if you would like to get on the distribution list to get the chapter newsletter via email. Members are encouraged to make this transition over the next year. Starting in January of 2010, the newsletter will only be distributed via email.

31 Young Eagles were flown during March's YE rally. We are expecting 20 Scouts plus other kids for the rally in April. We are targeting to fly 100 kids through the Big Brothers/Sisters program on July 18. Volunteers are always needed at the rallies. Contact Bill Brown if you can help.

A treasurer's report was circulated. At meeting time our cash balance is \$7184.

John Schmidt reported that we now have 2 applicants for post secondary scholarships from the Lakeville High Schools. Last year's scholarship winner has reapplied for this year as well. The Scholarship Committee will review these applications and select who will be awarded scholarships for this year. John also indicated that EAA is now awarding \$5 in Air Academy credits for every Young Eagle flown by the chapter.

We continue to explore the cost of several proposed improvements to the Bert Sisler Aviation Education Center (Chapter Hangar). These improvements include revising the electrical system, insulating the walls, and adding windows to the south side. The Board of Directors will discuss these options once all the cost information is available.

Future chapter activities:

Our May meeting will be held at the Emerson Park Pavilion in Eden Prairie. For the meeting program, we plan to visit the Fly Cloud Control Tower.

June will be our annual picnic and fundraiser kick-off. It is not clear that we have enough members who would participate in a Duluth trip to visit the Cirrus factory and the Bong museum to make renting a motor coach cost effective. It was suggested that members could car pool as an alternate transportation means. This will be explored further.

Program

Dr. Phil Sidell, one of our chapter sponsors gave an informative talk on how medical issues impact a pilot's ability to get an aviation medical certificate.

Submitted by Craig Nelson

Record Photography

(Continued from cover)

Shoot from a low angle. Aim for a strong composition without distracting elements.

Slightly overcast skies diffuse the light, reducing harsh contrast, deeper shadows and reduce reflection off wind-screens. If you can, try and save cockpit photography for early mornings or later afternoons. The results will please you no end.

So how do you approach this from the photographer's point of view?

Firstly, look at the aeroplane from a distance. It's all psychology you know!

Walk around it and take in as much information as you can, look for the direction of the sun and where the people are standing. Ask yourself, "What is it that turns me on with the aeroplane. You might have a fin fetish, a prop hub fetish, if you're like me; it's a rigging fetish. There you have it, I'm out of the closet!

Choosing Equipment:

Choosing equipment is like buying a dog. You can get a cheap dog that will sit around and share its fleas, or you can buy an expensive dog with a few brains that can bring you your newspaper and slippers when required. What ever dog (camera) you acquire, there are several items essential for good record photography.

Try to use a camera that enables you to easily adjust the white balance, aperture and shutter speed settings, and ISO. If using auto white balance, make sure it gives accurate results.

Forget a wide-angle lens, distortion of perspective should be avoided as much as possible. Zooms on the other hand, are extremely useful, as they allow you to frame the subject with a full frame. Zooms really come into their own when access to the subject is restricted or unable to move in closer for the shot. If you don't have a tri-pod, try a monopod; zooms and tripods are a team, they go together.

Adopting a Good Technique:

A clear sharp image is the key to good record photography. You don't want small details blurred. Therefore, a fast shutter speed is a must. Learn how to compensate with aperture with different shutter speeds and to be able to adjust quickly before that bozo sticks his head between your lens and your subject. Beware of unwanted shadows; wing shadows, people shadows. As you know, ideally the sun should be behind you to about 45 degrees to the subject. The sun's rays should be at 45 degrees to give you the best contrasts; in this case (record photography) better to be behind. Avoid shadows falling across or, off the fine details of your intended subject. Shadows under switches, levers, small fittings and over gauges will spoil your well-intended shot.

Finally, compose your shot so there are no distractions competing for the viewer's attention, and position it within the frame so that the important details can be seen. This often means making the detail or the whole of the subject as large as possible.

Enjoy your photography at Oshkosh.

Peter Denny



Cataract Surgery

(Continued from page 1)

could see as well as I had for many years. My vision had never been good. I was nearsighted with a severe correction requiring glasses that approached 1/4" thick at the edges. Without the glasses I would probably have been legally blind, totally unable to drive, let alone able to pilot an airplane. And I had this condition for over 60 years.

The surgeon assured me that cataract operations were usually successful, and that it would be awhile before I would require surgery. In the meantime I might require more frequent changes of lenses as the cataracts increased in their size.

So what is a cataract? Here is a definition from allaboutvision.com:

A cataract is a clouding of the eye's natural lens, which lies behind the iris and the pupil. The lens works much like a camera lens, focusing light onto the [retina](#) at the back of the eye. The lens also adjusts the eye's focus, letting us see things clearly both up close and far away.

The lens is mostly made of water and protein. The protein is arranged in a precise way that keeps the lens clear and lets light pass through it.

But as we age, some of the protein may clump together and start to cloud a small area of the lens. This is a cataract, and over time, it may grow larger and cloud more of the lens, making it harder to see.

Note the phrase "as we age". Some doctors say that with time, almost everyone will develop cataracts.

In December of 2008 I had my first cataract surgery, on my right eye, the eye most severely affected. Before the surgery there was a visit to the eye doctor at which my eye was measured very precisely using computer graphics to map out the eye's dimensions. These measurements would be used in the surgery to enable the precision work required.

The surgeon cuts into the cornea (outer portion of the eye) and removes the lens, then replaces the diseased lens with a new plastic lens. You could say that cataract surgery is a means of installing a permanent contact lens inside the eye.

Here is a link to a video of the procedure. <http://www.allaboutvision.com/conditions/cataract-surgery.htm>

On the day after the surgery, the bandage over my right eye

was removed, and I could see objects at a distance in a way I had not experienced for over 60 years. My vision was a bit fuzzy, but the doctor explained that it would improve with time. Also, my right eye is a bit misshaped, a condition called astigmatism. The cornea is not curved the same in all directions, so I had some blurriness from that. One thing I noticed right away was that the image in the "new" eye was brighter than the other. My left eye saw things with a bit of yellowish tint.

A month after the first surgery my doctor gave me a prescription for the right eye glasses. I had taken the right lens out, as I would be unable to see at all with that severe correction in front of the new lens. The lens implanted by the surgery is similar to the lens in a fixed focus camera. It focuses on things at a particular distance, but less well at other distances, particularly those close to me. The normal eye has the ability to focus the lens with the eye muscles causing it to expand and contract. Older eyes tend to lose this flexibility after age 40, and after the operation I had lost it entirely. My glasses have been trifocals for the last few years, so that is what I stayed with for the right eye.

There is now technology providing a variable focus lens for cataract surgery, but my doctor said there has not been sufficient experience with these lenses to show that they are worth the risk at this time.

So for three months I had one renovated eye and one using the old high refraction glasses. The two eyes did not work together. The image in my right eye was larger than that of the left. I had to spend most of the 3 months with one eye shut, which made driving more fun. Obviously I did no flying at this time.

My final surgery, on the left eye, occurred March 30. On the one week after surgery exam, my left naked eye tested out 20-20. With my right eye at 20-30, I should be able to preserve both my drivers license and my FAA medical. A couple days later I bought some reading glasses at the Dollar Store, and I could read with both eyes. In the final analysis I will probably go ahead and get bifocals to sharpen up the right eye a bit for distance, and to have ready to use reading glasses at all times.

While perhaps all of us will get cataracts if we live long enough, some of us could delay onset of this disease by wearing sunglasses. Ultraviolet radiation is suspected to be causally related to cataracts.

The total cost of both operations is probably in the neighborhood of five or six thousand dollars, most of which was paid for by insurance. Given my history, I thought this was a bargain.



Books by Lou

Non-fiction books by Lou Martin, Lt.Col. USAF (ret.)

Wings Over Persia, in 253 pages and 35 photos, presents a pilot's true story of intrigue and adventure when flying as a charter pilot in Iran during the overthrow of the Shah (1976 to 1979). The book (Revised in 2007) was rated the best aviation writing in 2004 by the Minnesota Aviation Hall of Fame and in 2007, The Military Academy at West Point added a copy to their library. Autographed copies are available for \$17.00 (which includes S & H). Book is suitable for all ages.

Close Encounters with the Pilot's Grim Reaper, recounts exciting flying experiences experienced by the author and aviation colleagues. It includes detailed descriptions and historical backgrounds of aircraft like the T-6, C-82, C-54, C-119, T-33, F-100 and C-133 to name a few. The book (Revised in 2008) in 503 pages and 80 photos, presents a chronicled autobiographical account of a pilot who spent 22 years in the Air Force (including 169 combat flight hours in Vietnam), five years as a captain for Japan Domestic Airlines, three years as a charter pilot in Iran and 19 years as a FAA DC-9, B-727 and B-747 inspector. Autographed copies are available for \$25.00 (which includes S & H). Book is suitable for adult readers.

My Life in Ladysmith, Wisconsin 1928 to 1948, (Released in 2009), recounts the author's experience of growing up in a small Northern Wisconsin town during the Great Depression. With colorful clarity in 261 pages, 161 photos and entertaining anecdotes he relates what it was like being number nine of ten children during the trying 1930's and as a teenager during America's involvement in World War II. He also invites the reader in joining him in his quest in obtaining a Private Pilot's Certificate at age 17 when still in high school. Autographed copies are available for \$20.00 (which includes S & H). Book is suitable for all ages.

Send check to: Lt.Col. Louis J. Martin USAF (ret.), 13268 Huntington Ter., Apple Valley, MN. 55124. Contact Information:
Tel: 952-891-1250, Cell Ph. 612-309-1825, e-mail: Pilotlou@aol.com.

Directions to May Mtg

Emerson Park Pavilion
12001 Technology Drive
Eden Prairie, MN

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

From the East/South:

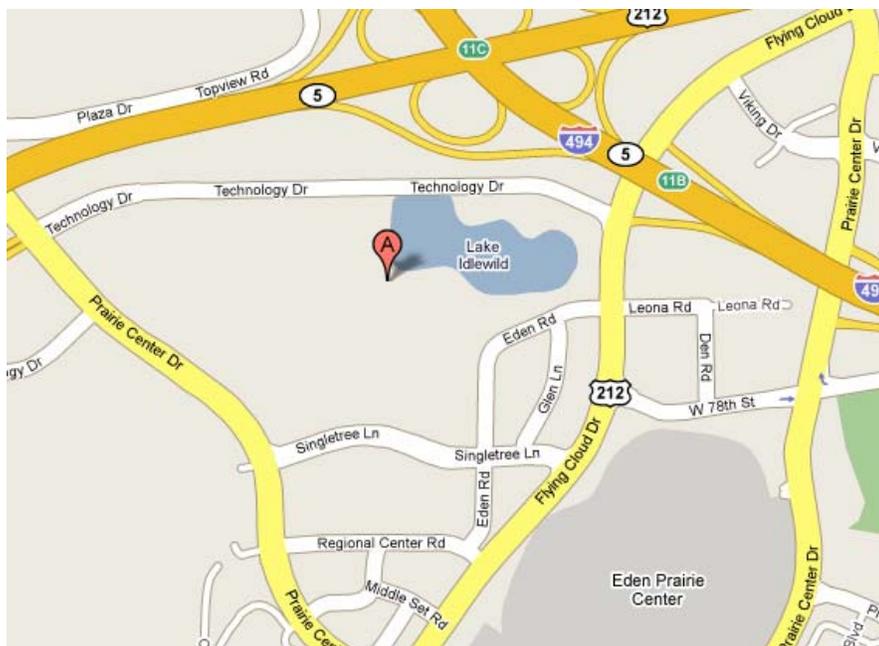
Head west on I-494 W. Take exit 11A (sign reads Prairie Center Dr.) for Flying Cloud Drive and keep left at the fork (marked Chaska). Go up to light and turn LEFT onto Flying Cloud Drive from the turn lane on the right. Turn right at Technology Drive (1st right after going over freeway). Emerson will be on the left.

From the North/northwest:

Head south on I-494 S. Take exit 11C onto westbound US Hwy 212/MN Hwy 5. Take first exit for Prairie Center Drive. Take Right onto Prairie Center Drive. After going over freeway, turn left onto Technology Drive. Emerson will be on the right (use 2nd driveway).

Local directions:

Emerson is next to Costco and across the street from Gander Mountain. The park pavilion is on the east end of the corporate complex, at the back of the parking lot. After entering the driveway proceed to the stop sign. Turn left into the parking lot and head to the back of the lot (east end). The pavilion can be seen up the hill.



Books may be reviewed on Amazon.com, Barnes & Nobles.com and Traffords.com. Interesting comments from readers are listed on all three web sites.

Stuff for Sale/Wanted

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: DRDT-2 Rivet Dimpler and table, all for \$275. Dimpler alone is \$355 new. Other tools & equipment too. Moving to Florida, must sell asap. David Maib [dmaib@mac.com] 612-202-6309

For Sale: 1948 Beech Bonanza 35. T.T.A.C. 2980, Engine 22 SMOH. Prop & all Accessories 22 since overhaul. New paint & leather interior. Tip tanks, dual controls, all new windows, cleveland brakes. Many mods. VFR radios. At KLVN. Asking \$48,000. Al Morphey 952-985-5910 612-961-1546

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 Sale: 40' x44' hangar 32G at Airlake Airport. A/C building tools, many misc. parts. A/C oil & filter, welder/tanks, 1968 Cardinal wings & tail feathers. Call Phil & Betty Funk at 612-578-3017 for viewing.

For Sale: Hangar #30, 48'x50'—Winsted Municipal Airport 10D-40' Electric Bi-Fold door; Concrete floor; Mercury Vapor lighting; 11' x 13' Garage door. 320/834-2824 be35_33_captn@hotmail.com

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.

Wanted: I am working almost daily on my Fisher project. Down the road I will need some instruments. This will be a VFR setup. Engine will be a Subaru. Let me know if you have something I might be able to use. Contact philshaffer@usfamily.net

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

'Wings' Pilot Safety Seminar

Topic: "THE GO-AROUND MENTALITY"
HOW TO REPROGRAM OUR BRAINS FROM THINKING THAT
LANDINGS ARE MANDATORY

Speaker(s) BEN McQUILLAN

On: Saturday, May 23, 2009 at 8:00 AM

Location: Inflight Pilot Training
10,000 Flying Cloud Drive, Eden Prairie, MN 55347

Description: Relaxed, interactive, open forum style lecture with questions, comments, and personal experiences encouraged. Come in and enjoy the learning process!

Direction: Park in the Modern Avionics parking lot. Walk along the side of the building toward the taxiways of the Airport. Inflight's office doors are on the west end of the Modern Avionics building right next to the taxiways.



Aircraft Resource Center

office ☎ 952.469.4414
fax ☎ 952.469.3535
web ☎ www.gotoarc.net
22100 Hamburg Avenue ☎ Lakeville, MN 55044

Our Goal is to provide superior service to you for your aircraft maintenance needs.



**AVIATOR'S
QUICK REFERENCE MAPS**
USA, Europe, Latin America & more
www.airmapsinc.com
1-800-852-1470



AIROVATION INTERIOR RESTYLING, INC.
14871 Pioneer Trail • Minneapolis, MN 55347-2643
(952) 944-9690 • Fax (952) 944-0758 • www.airovation.com

Experience a Virtual Tour at: www.airovation.com

NOSTALGIC WINGS
LLC

ENJOY THE WIND IN YOUR HAIR AND THE SUN IN YOUR FACE

FOR RESERVATIONS AND SPECIAL EVENTS
651-423-2804

CLAY ADAMS



P.O. Box 44578
Eden Prairie, MN 55344

1-800-798-0554

Email: sales@PlaneSmithLLC.com

www.PlaneSmithLLC.com

We are experts in finding qualified buyers for your aircraft

Chapter Events and Fly-Ins

May 20th Chapter Meeting at Emerson
Park Pavilion in Eden Prairie
Grill on at 6, meeting starts at 7pm
(see page 6 for directions)

May 16th 9am Young Eagles (Airlake)
Contact Bill Brown for current info.

June 17th Regular June meeting
June 20th Annual Picnic

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

May 16-17 Blaine Mn (ANE)

Blaine Aviation Weekend
Pancake bkfst, hangar dance
612-940-0971

May 17 So St Paul Mn (SGS)

8a-12:30p Pancake bkfst, Young
Eagle flts. 651/690-0615

May 23 Red Wing Mn (RGK)

Noon-10pm CAF Fly-in, car show,
Food music, 6pm hangar dance
715/594-3999

May 23 Grand Rapids Mn (GPZ)

8am-1pm Fly-in Pancakes
218/697-8374

May 30 White Bear Lk Mn (6mn9)

Benson Airport Pancake Bkfst
7-11am 763/503-0161

June 6 Clear Lk Mn (8Y6) 10-2p

Bean & brat Fly-in 320/229-8563

June 7 Buffalo Mn (CFE) 8a-12p

Pancakes, music, airplane rides
763/295-8730

June 7 Albert Lea Mn (AEL)

7a-12:30p Fly-in bkfst

June 13-14 Hancock Mn

Brown's Pvt Airport Fly-in,
camping, pork roast Sat. at 4pm
320/392-5869

June 14 Montevideo Mn (MVE)

8a-3p Pancakes and car show
320/269-4829

June 14 Fergus Falls Mn (FFM)

9:30-2p Fly-in lunch, Young-Eagle
Flights EAA Chapter 1174

June 14 Rush City Mn (ROS)

8a-noon Fly-in bkfst, car show,
Airplane rides 320/358-4743

June 19 Benson Mn (BBB) 7a-1p

Fly-in bkfst 320/226-3237

June 19-21 Brainerd Mn (9Y2)

Madden Resort, East Gull Lake
Fly-in and MNDOT Safety
Seminar 218-855-5910

June 20 Moose Lk Mn (MZH)

7:30-11a Fly-in bkfst
218/485-4441

June 21-27 Duluth Mn (KDYT)

41st annual Cessna 170 Assoc.
Sky Harbor Airport.

June 21 Canby Mn (CNB)

7:30am Fly-in and 12:30pm
Airshow 507/829-9608

June 21 Crystal Mn (MIC) 7a-5p

Crystal Airport Open House,
Fly-in bkfst & lunch

June 27 Hibbing Mn (HIB) 8-1p

Fly-in Bkfst www.eaa996.org

June 27 Wadena Mn (ADC) 8a-1p

Fly-in bkfst 218/631-1196

June 27-28 Mason City Ia (MCW)

Aircraft Electrical Systems
Seminar by Bob Nuckolls and EAA
Chapter 94

June 28 Caledonia Mn (CHU)

Fly-in/Drive-in 507-450-2095

June 28 Pine River Mn (PWC)

7:30a-noon Fly-in 218/587-2158

June 28 Fairmont Mn (FRM)

7-11a Fly-in bkfst

June 28 Aitkin Mn (AIT) 7a-3p

Fly-in pancake bkfst & brat lunch
Classic cars/airplanes 218/927-7069

June 28 Wells Mn (68Y) 7a-12p

Pancakes/Fr. Toast/Eggs Fly-in
507/553-3100

July 3-5 Starbuck Mn (D32)

Camping, bkfst 7-noon Sat.,
Fireworks Sat. (320) 392-5869

July 5 Austin Mn (AUM) 7-11a

Spam & pancakes 507/433-7115

July 12 Winona Mn (ONA)

7:30-11:30am Fly-in bkfst,
Airshow at 10:30a 507/452-2220

July 12 Grantsburg Wi (GTG)

7a-noon Fly-in Bkfst

July 12 Two Harbors Mn (TWM)

APPLE AUTO GROUP



Apple Ford Shakopee 800-737-0489

Apple Valley Ford Lincoln Mercury 800-737-0481

Check out the
2009 Ford Edge



One Low Price.
Plain and simple.
Always!

SteinAir

Stein Bruch
President

Tel: 877-STEINAIR -or- 651-460-6955
Fax: 651-305-0746
Email: stein@steinair.com

SteinAir, Inc.
21170 Eaton Ave, Suite A
Farmington, MN 55024
www.SteinAir.com

CONTINENTAL
LYCOMING

Bolduc Aviation Specialized Services, Inc.

ANOKA COUNTY AIRPORT
8891 AIRPORT ROAD
MINNEAPOLIS, MN 55449

DARRELL E. BOLDUC
PRESIDENT
(763) 780-1185

"SPECIALIZING IN ENGINE REBUILDING AND REPAIR"



Philip A. Sidell MD

Family Physician
Aviation Medical Examiner

(952) 926-3002
Fax (952) 926-7744

3920 Sunnyside Road
Edina, Minnesota 55424

New
Richmond
Insurance
Agency, Inc.

Bruce Bottolfson

Aircraft and Hangar Insurance

PO Box 367
1225 N. Knowles Ave.
New Richmond, WI 54017

Phone: 800-747-1619

www.newrichmond-insurance.com

