

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JUNE 2009

Revisiting Memories of Niels

Sorensen

(Chapter 25 Lifetime Member)

by Norm Tesmar

Being around Niels gave me a feeling that I was in the presence of an angelic shaman. Niels passed away back in 1993.

Niels retired back in 1977, from a successful business as an owner of a field based operation (FBO) called “Lakeland Skyways”, located at Crystal airport, Minnesota (KMIC). This exit from professional life allowed Niels the time to begin the restoration *(Continued on page 4)*



Niels' 1918 Standard J-1

Photographing your own Airplane

by Peter Denny

Achieving good photographs of your aeroplane is not difficult. The difference between good pictures and bland pictures is having the knowledge of a few simple tricks, and taking the time to do it well.

1. Wash your plane. You have to do it anyway, right? A clean aeroplane looks far better in a picture than a dirty

one. You may like to leave it wet for the photo shoot. Water left in a surface always gives the impression of a fresh look to the photo. That's why food and flower photographers sprinkle water droplets on fruit and flowers to give them that “tasteful look” if you don't want to do that, don't! Importantly, make sure though, there are no water spots on the windscreen and side windows.

(Continued on page 5)

Koser's Comments
June meeting, May minutes

P2
P3

Chapter History Project
Buffalo Fly-in Photos

P6
P6

For Sale/RV Hotline
Events/Fly-ins

P7
P8

Koser's Comments



Happy Spring! With some good flying weather (if you ignore the high winds), I hope we can get some flying time in on a regular basis.

Our Chapter meeting this month features Mark Korin, an Electrical/Mechanical engineer, with design interests in several areas. He has modified and improved the former "Lift Reserve Indicator" (see December 2001 ON FINAL) system to the state of a very visible, useful, easy to install instru-

ment. Mark has significantly improved this device such that Alpha/AOA will always provide a warning of an approaching stall, regardless of airspeed, and prior to the stall horn.

The system I installed on N167JK has always been somewhat out of calibration, but following Andy's and my trip to Mark's facility in late May, I've become motivated to remove and re-calibrate my LRI. That accomplished, I flew south of LVN to try a few stalls. The system responds well, and just before the break, the needle swings to the warning point. Now I'm planning to replace my panel readout with one of the AlphaAOA ones for better visibility.

As the June meeting approaches, followed by Young Eagles and the picnic on the 20th, I regret that I won't be in town for either. I hope lots of members and families can attend and bring something to share.

Bill Brown tells me he has 21 Boy Scouts plus some others coming. It should be a good rally. With any luck, it'll bring our total number of Young Eagles in 2009 to 100 or so. Can our chapter reach the 300 mark this year?

Its' time to make plans for Air Venture. Is anyone planning to have a meeting place in the campground for members to check in? Who's planning on being there for the landing of the Airbus 380? That should shake the runway a bit.

We should be hearing from Jim Hancock during the July meeting as he gives us a report on test flying his Pitts Model 12. Last I heard from Jim, he won't be planning on using our hangar after all, but has offered the check as a donation to the chapter. I am disappointed that the Pitts won't live in our hangar for a month or so, but I am looking forward to Jim's presentation on his test flying.



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ON FINAL



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This Month: Wed June 17th—Chap. Hangar—6 pm

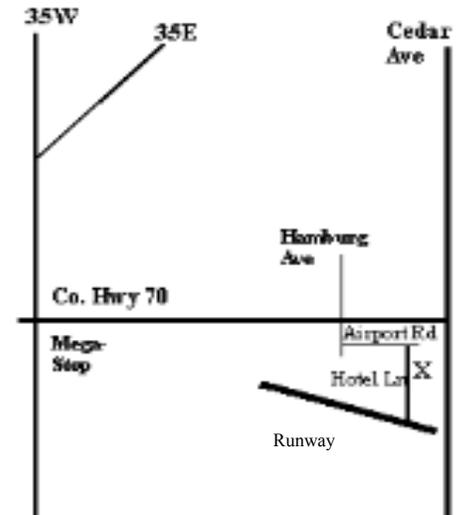
Grill on at 6, Meeting starts at 7. Please bring something to share.

Program: Our Chapter meeting this month features Mark Korin, an Electrical/Mechanical engineer, who has modified and improved the former “Lift Reserve Indicator” (see December 2001 ON FINAL) system to the state of a very visible, useful, easy to install instrument.

Sat Jun 20th—Chapter 25 Annual Picnic, chapter hangar at Airlake — Young Eagles Event starting at 9am, picnic at noon.

Bring food to share. Young Eagle volunteers, please contact Bill Brown for more information.

Directions to Chapter Hangar at Airlake: 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 dry, please park on grass between hangars.



EAA Chapter 25 Meeting Minutes May 20, 2009

Presiding Officer: John Koser

Location: Emerson Park Pavilion in Eden Prairie

Business meeting discussions

John Koser updated the members on the hangar insulation project. We are continuing to look at options for both insulation and south wall windows, as well as options for routing the electrical.

John provided the following web address for anyone who would like a free on-line subscription to *The Experimenter*.
http://www.magnetmail.net/actions/subscription_form_ExAA.cfm

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.

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.

A large turnout is expected for our Young Eagle events in both June and July. On July 18th, we are expecting over 100 in conjunction with a Big Brothers/Big Sisters picnic at Airlake. Pilots and ground volunteers will be badly needed. Contact Bill Brown if you can help.

Here are further notes from John Koser on our May meeting:

Chapter 25 extends it's condolence's to our member Elwood Kruger, on the passing of his wife-Corkey on May 28th.

“The Emerson pavilion is an excellent facility, big enough and nice enough to handle a large meeting, and well equipped with sinks, refrigerator, freezer, huge gas grill, bathrooms, etc. It's enclosed with glass and in a beautiful setting.

The winds were high and the temps were high, but we were comfortable and the tower tours were excellent. Contrary to what some of the members must have thought, the FCM tower handled some traffic while were there. They tower controllers were very good at explaining their jobs and answering questions as well as pointing out local points of interest, like eagle nests, heron flights, and of course radar data.

We had fifteen people attending, including three guests, the lowest turnout I've ever seen for a Chapter 25 meeting.”

We will be back at the chapter hangar for our June meeting, and hopefully this will get our attendance back up to normal!

Submitted by Pete Gavin

Niels Sorensen

(Continued from cover)

of one airplane and the scratch building of another. These airplanes, a 1918 Standard J-1 (restoration), and a 1917 British Royal Aircraft factory S.E.5a (re-production) from an excellent set of original construction prints acquired from Great Britain, before the proclamation preventing historical archival artifacts from leaving Mother England. Both aircraft were to be powered by *Hisso* (*Hispano-Suiza*) Spanish engines. It is also worth noting, that Niels' workmanship was superb, he fabricated all metal pieces and produced all the wire bracing including the hand wound end windings; a true craftsman.

Niels Standard J-1 (Owls Head Collection)

Along with a few chapter members, others and the media, I had the pleasure to witness the unpainted Standard fly at Crystal; an event I'll never forget. To me, the J-1 appeared to move through the sky like a ghost in a white bed sheet! Niels did not have a current medical when he flew the Standard that day, in front of a crowd and active tower. He probably knew he would never be able to get it back

Niels SE5a (Owls Head Collection)

Before Niels death I set up a chapter 25 meeting to see the S.E.5a at his Crystal hanger. The J-1 was already at the museum.

The Standard is currently flying at Owls Head and the S.E.5a will fly soon. Niels' pride is currently apart and is being prepared for covering. An earlier photo of the plane prior to being disassembled shows it on display in the epi-center of the museum. Visiting this museum or going on line will reveal for you an array of exotic antiques including a flying 1913 Etrich Taube, a collection of machinery and other modes of transportation vehicles.

To navigate to and through the website, go to: ohm.org (click on museum collections then on the triplane) to see the aircraft, his *S.E.5* and *J-1*.

I had an opportunity to visit Owls Head two years ago where I took photos, purchased a video on some of the planes flying especially the *Etrich Taube*.

When this project is completed, I would be more than happy to deliver a presentation on the SE5a, Owls head Museum and their incredible collection at one of our meetings. The presentation would be supported by slide show and video.

A request: To help in my research on the *S.E.5a*, I would welcome any personal antidotes, photos for scanning, video footage etc. Please contact me by phone on 763-789-5349, or email me at: normtesmar@usfamily.net

The following descriptions were taken with permission, from the *Owls Head* webpage:

The 1918 Standard J-1 was the number two trainer in the U.S. Air Service during World War I. Basically a good airplane, it was hampered by a Hall-Scott A-7 engine which was unreliable and frequently caught fire in the air. Because of this, many Standards were never removed from their shipping crates. After World War I, many Standards with Wright-Hispano engines were used by barnstormers.

Specifications: span 44 ft.; length 29 ft. 6 in.; takeoff weight 2025 lbs.; engine 100 hp. Hall-Scott A-7a four-cylinder in-line water-cooled (original); 150 hp. Hispano-Suiza direct drive water-cooled V-8 (replacement); cruise speed 68 mph.

The 1917 S.E.5a was one of the most successful fighters of World War I. It was a fine gun platform with none of the bad traits of some contemporaries; i.e., vicious turning because of engine torque, or shedding of fabric or wings. Many pilots who would not ordinarily have become aces, did so on the S.E.5a because its stability let them concentrate on their targets.

Specifications: span 26 ft. 7-3/8 in.; length 20 ft. 11 in.; takeoff weight 2048 lbs.; engine 200 hp. Hispano-Suiza geared water-cooled V-8 (original); 150 hp. Hispano-Suiza direct drive water-cooled V-8 (representation); maximum speed 132 mph. Armament one Vickers .303 cal. machine gun on nose and one Lewis .303 cal machine gun on upper wing.



Niels SE5a (Owls Head Collection)

Photographing your own airplane *(Continued from page 1)*

2. Choose your setting. Where you photograph your plane will make a big impact on how the pictures look. Try to find a setting that will make your plane stand out. For example, a red plane in a sea of green grass or against a cornfield will jump out at you; Maple Plain is a great spot when the corn is at its peak. Where, as a white plane against a light colored hangar will get lost. A dramatic setting will make your plane look great, and will make for a dramatic photo.



How to spoil a great shot of a Tomahawk by including a messy background. (Warwick, Queensland Australia)

3. Eliminate distractions. When setting up that shot, look for things in the frame that are distracting you from the plane. Is there a telephone pole growing out of the fuselage? Is there an object in the background that draws your eye away from the subject? Patrol the area you are shooting for debris, such as trash, sticks or anything that looks untidy. Avoid other aircraft in the background if possible.

4. Consider unconventional angles. Avoid the temptation to just take the picture from eye level. Try shooting up at a low angle, which will exaggerate the proportions a bit, and make your aircraft seem more impressive. I remember all the photographs I took back home of Piper Tomahawks, I was very pleased with the results! Another trick is to use a stepladder and shoot down on the plane, giving a sort of bird's eye view.

5. If you have one, a wide-angle lens, or by zooming the camera lens to the widest setting; this is a great aid to aircraft photography. By using a wide angle, and getting up and personal you get a different perspective. The area closest to the camera will seem larger than normal, while the area furthest from the camera will seem smaller. By using this technique when shooting aircraft, it can really make the plane jump out of the frame. A wide angle lens is also particularly useful at air show events and fly-ins, where there is not a lot of room to maneuver, and you want to get close to the subject to eliminate people and other distractions.

6. If your camera allows you to use filters, buy a polarizer. A polarizer is quite simply one of the most indispensa-

ble tools any photographer can have. A polarizer eliminates glare and reflections, increases color saturation, and can improve contrast. Your plane, with all its plexiglass, and shiny paint (you washed it remember!) is like a magnet for reflections. Think about it, your camera is dumb, it doesn't see an aeroplane, but a mix of reflected light; that's what the camera is taking, not a picture of a plane.

7. While you can certainly shoot your aeroplane at any time, the best light is typically found just after sunrise, or just before sunset. As the sun travels across the sky, the lighting direction changes relative to the subject. Not only does the lighting direction change throughout the day, but the color changes as well, from cool before sunrise to warm just after sunrise to neutral at midday to warmer near sunset to cooler after sunset. Night shots of aircraft can also be very dramatic, particularly if you have the subject in a setting with interesting lighting; runway/taxiway lights in the background, lit wind sock or even a hangar lit in the far distance.

8. When you're shooting early morning or just before dark, consider turning your landing lights on along with the navigation and position lights. Don't forget to turn up the interior panel lights as well. Now if you really want to go the full hog, sit a mirror or sheet of reflective material (Aluminum foil) on the seats, directing the reflection of the instrument lights up onto the windscreen; you will be impressed! This adds that extra little touch.

9. The most important rule to remember when engaged in photography is that there are no rules! The best pictures are typically a result of experimenting. Digital is cheap, (shoot and delete). So get at it, go shoot some pictures.

Or, you can have me do it for you :)



An example of a night shot with a backlit Background (Perth, Western Australia). It would have been better without the aircraft to the left.

Chapter History Project

—Call for Volunteers

To All:

Peter Denny called me the other day with an idea that I thought we might consider. Peter's also volunteered to work on the project should it be accepted by members. Here's what we discussed:

In an attempt to develop and catalog the history of Chapter 25, a group would work on developing a short (20 pages or so) magazine entitled "The First Five Years." The working group would research as many events and items as it could find during the first five years of the Chapter 25's existence and put together a written description of what happened during those years, hopefully in some chronological order.

Since we have a wealth of history and we have many of the early members still here to advise us, the project would involve several interviews, collecting photos, etc. to develop this chronology. Then writing the history, which might take some months could lead to a printed magazine, which could be sold for something like \$5/copy. These funds could go back into printing and production costs.

Following the production of "The First Five Years," a group could work on "The Second Five Years," with the idea of continuing the process. Since shortly, the Chapter will have

been in existence for 55 years, this could eventually (over 3-5 years??) lead to eleven such magazines, which could be bound into the Chapter 25 History. If we wanted to put the effort into this, a LOT of interesting photos and stories (some taken from previous ON FINAL issues) could be amassed.

My purpose in sending this note is to pass on Peter's idea and see if there's feedback, interest, etc. Please, if you have feedback, hit "Reply All" when you respond. Also, perhaps if the idea goes over, we could have a few minutes at the next several chapter meetings to discuss and suggest how to go about it.

What do you think?

—John Koser

Since John's initial call for action, a number of volunteers have stepped forward, include Norm Tesmar who has agreed to coordinate this effort. You can contact Norm via email at normtesmar@usfamily.net or by phone at 763-789-5349. Please bring your ideas, your memories, early photos etc. to the next meeting and help get this project underway!



Buffalo Fly-in: Last Sunday, Norm and I went out and attended the Buffalo fly-in breakfast. Weather was bad and only about three aircraft flew in. IFR I'm sure. We all hung around, kicked tires, drank coffee and ate pancakes. Two pictures I shot, One of Norm Tesmar and one of Dick Bylund, the owner of the beautiful Cub.

Peter Denny

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: 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 philschaffer@usfamily.net

For Sale: RV-6/6A project in Burnsville—pre-punched empennage and wing kits are complete. Right wing is jiggged with the skeleton and main skins clecoed in place. All parts primed. Includes elec trim, wing lndg 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

Note from Bob Collins, publisher of RV Builder's Hotline per Terry Carmine

I need more content and I'm simply not getting enough to warrant continuing the Hotline for too much longer. Specifically, I'm looking for interesting articles in EAA chapter newsletters that I can refer to. Similarly, I need your help finding articles and threads online that you feel others should know about, too. Just send me an email or fill out the online form. And if you see tips or photographs that you think others would be interested in, let me know about these, too. I'm more than happy to highlight the good work that's being done on the various forums, EAA chapter newsletters, and builder sites. .

I'm still planning to host a get-together at Oshkosh for RV Builder's Hotline readers. It will be held Wednesday evening at 6 p.m. and involves almost nothing other than a piece of grass for you to plant your chair. There'll be a cheapie BBQ grill available if you want to make anything but it's strictly BYOB and BYOF. If you can make it, please RSVP at bob@rvbuildershotline.com . I'll need to buy some extra campsites for us to have enough room. Those are \$19 a night so we're asking you to bring along a donation of \$3 per family to help defray the cost. The location will be in the campground on 12th St. between Lindbergh and Elm, otherwise known as "the usual spot." - **Bob Collins**



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Chapter Events and Fly-Ins

June 17th Chapter Meeting at Airlake
Grill on at 6, meeting starts at 7pm
(see page 3 for directions)

June 20th Annual Picnic and Young Eagle Rally (Airlake) See page 3
Contact Bill Brown for current info.

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

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 Dodge Center Mn (TOB)

7a-12p Pancakes 507-282-9682

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 21 Stanton Mn (SYN) 7a-12p

Fly-in bkfst 507/645-4030

June 21 Lake Elmo Mn (21D)

8a-1p Fly-in bkfst 651/773-1210

June 21 Grand Rapids Mn (GPZ)

Fly-in bkfst 218/326-3118

June 22-24 Superior Mn (SUW)

B-17 flights, tours, food etc.

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

June 28 St Cloud Mn (STC) 8a-1p

Fly-in bkfst 320/255-7292

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 10-12 St Cloud Mn (STC)

Flying fortress tour, book a flight At b17.org 320/229-8563

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)

7a-1p Fly-in bkfst 218) 834-4784

July 12 Hinckley Mn (04W)

Field of Dreams Flyin bkfst/airshow

July 18-19 Eden Prairie Mn (FCM)

MN Air Expo, www.wotn.org

July 18 Hallock Mn (HCO)

7-11:30a Fly-in bkfst 218/843-1059

July 19 Preston Mn (FKA) 7-12:30

Fillmore Co. Fly-in Breakfast

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