

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

APRIL 2006

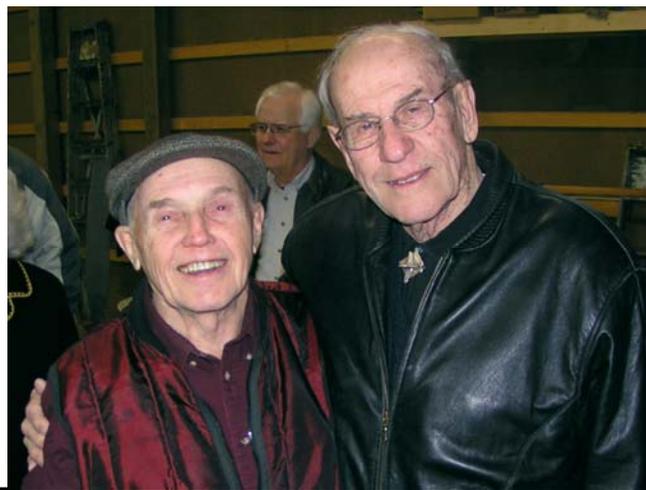


Minneapolis/St. Paul

Chapter 25 turns 50!

EAA Founder Attends Chapter 25 Celebration

Over 60 people attended our 50th Anniversary meeting on March 15th. Our special guests Paul and Audrey Poberezny managed to dodge two snow storms to join us. Bert Sisler, our first president, was on hand to welcome Paul (see picture at right). Pat and Sandy Halligan cooked some great food, and Paul presented Pat with a signed, leather bound copy of his new book for Pat's service as Chapter 25 president. Many "old timers" showed up for a rare visit. Among these was our self-proclaimed "oldest" chapter member, Chuck Doyle, (Continued on page 4)



More Chapter 25 Memories

by Lee Hurry

After reading Norm Tesmar's article last month, Lee was inspired to fill in more details on the early days of Chapter 25. Lee suggests that you refer back to Norm's article for related background.

Lovely and Gary Hanson, who all became part of the junior chapter, which eventually evolved into the Minnetonka chapter. I was part of the Rockford storm midnight "shove 'em in a hangar" activity with my Hurry Sport. Our then secretary, Bill Clinton was there too with his Luscombe and fiancée Diane. They were trying to bunk in the same hangar I had selected, we all had pup tents which wouldn't have weathered the storm. I was about zonked out but they were still whispering around and then there (Continued on page 5)



Norm's dad, Bob, was one of my first friends when I joined EAA & Chapter 25 in 1963. I do remember Norm tagging along as a youngster, along with Forrest

Cleared for Takeoff

April Meeting at Crystal Airport

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Events and Ads

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Cleared for Takeoff by Jon Cumpton

I just spent a couple of unique days. As I sat down to write this column tonight, I realized that I hadn't been involved in any chapter business for 48 hours or so!

Things usually aren't that quiet around here.

March was quite a month! We started on the 4th, with the Chili Feed. It was still winter when that event happened, although without snow, as I remember. The chili variety was great, some people showed up we hadn't seen for a while, and it looked like spring was around the corner. We had our first board meeting that day, and I managed to avoid impeachment.

I thought all we had to worry about was getting ready for our meeting on March 15th with Paul Poberezny. That was plenty by itself, but of course things don't happen that way. Literally an hour after our board meeting, an opportunity came up to be the recipient of the gift of a major airplane kit. This quest took us on a roller coaster for about a week, but it was a short ride that ended with us not being selected.

Of course, at the same time we were trying to get ready for the 15th, another thing fell out of the sky. EAA called us to ask if we would sponsor the Minneapolis stop of the Sport Pilot Tour (visit www.sportpilot.org). Deciding to sponsor this event was a no-brainer, but it has already involved a lot of activity as the EAA goes through the process of deciding exactly where they want to do it. Last week, for example, I flew Dan Johnson (EAA consultant on Light Sport Aviation) around various Twin Cities airports under consideration for the event. I expect we will know more soon.

But meanwhile, back in March, we hadn't made it to the 15th yet!. On Saturday the 11th, we had a big hangar cleanup. We got rid of at least two pick-up loads of junk, replaced light bulbs, and hung stuff up that had been waiting for years. Based on what we've collected, it seems amazing we've only had the hangar for four years.

Then I started to sweat out the meeting. Watching the weather forecasts, and thinking about Paul and Audrey driving over from Oshkosh, I prayed to the weather gods, "Please don't snow!" On the 12th, I changed the prayer to "Please snow now so we have time to clean it up before the 15th!" My prayers were answered.

Of course, the actual meeting seemed to come off without a hitch. Thanks to everyone who contributed their efforts for that event.

However, the month wasn't over. I spent the rest of the month working on future programs. We are fortunate to have several chapter members who are not only building airplanes, but are also interested in sharing that with the rest of us. Over the next three months, we will have the opportunity to see three very different airplane projects, starting this month with Dick Navratil's latest Pietenpol.

Next, I visited Mark Schreier at the TRACON facility at MSP. It was awesome, and I plan to have us do a meeting there sometime, at Mark's suggestion. A visit to Minneapolis Center at Farmington would also be a good idea.

(Continued on page 3)

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, ph 612-866-6676, email petegavin@mn.rr.com**. 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

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The Leader In Recreational Aviation

This Month: Wed. Apr 19th—Crystal Airport 6:30 pm

**Grill on at 6, bring a dish, chips or dessert to pass.
Meat and soda provided compliments of Dick.**

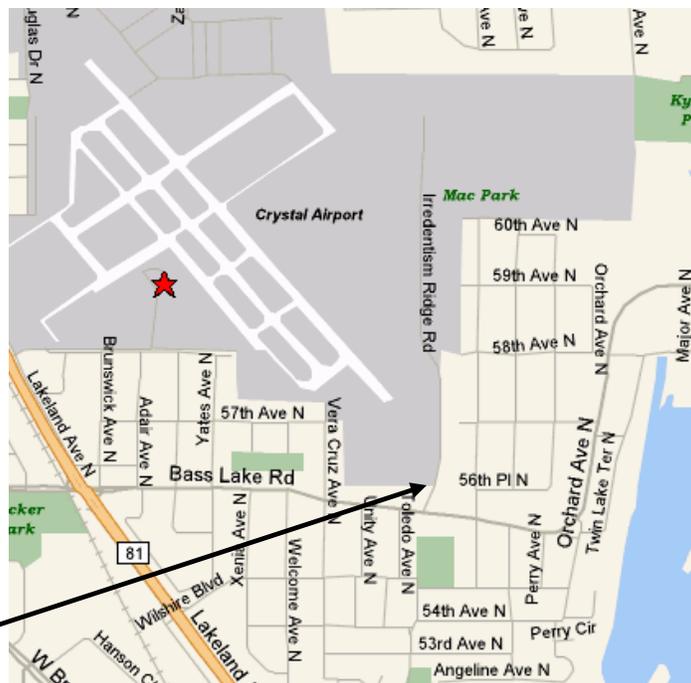
Program: This month we will be meeting at Dick Navratil's hangar at Crystal Airport to see his progress on his new Pietenpol project. This one has the Rotec radial engine—very special!

**Saturday, Apr 15th—Young Eagle flights, 9 am—FBO,
Airlake Airport** Be sure to check with John Koser or Jeff Coffey in advance if you plan to volunteer for this event.

Directions to Dick Navratil's hangar at Crystal Airport

From I-694 westbound: Exit on Hwy 100 south to Brooklyn Blvd. Go west to Bass Lake Rd and take left. Go approx 2 mi. Airport Gate D is on the right just before the VFW. Go to Row Delta 7. Hangar 68D.

From Hwy 100 northbound: Exit to Co Rd 81, go west to Bass Lake Rd and take a right. Look for the VFW entrance is just after the club on left. Go to row Delta 7 hangar 68D.



Gate D

EAA Chapter 25 Meeting Minutes

March 15, 2006

Presiding Officer: Jon Cumpton

Location: Chapter Hangar at Airlake

Business meeting discussions

Bert Sisler, Chapter 25's first President 50 years ago, called the meeting to order.

The following guests were introduced:

John Schmidt Pat & Mary Hoyt Gene & Billy
Steiner

Many thanks to Lou Martin who made a beautiful wood podium which we will use during our chapter meetings at the hangar. It got its first use during this meeting.

Chapter members are encouraged to visit EAA25.org to see our reformatted website. Jeff Coffey is our webmaster and the person who completed the reformatting work. The new format is easier to maintain, can track hits, and supports return comments. Thanks for your effort Jeff.

Our usual 3rd Saturday Young Eagles rally is planned for March 18 at the Airlake FBO. We continue to look for groups of

kids to fly. Please talk up the program with people you know. Jon has send out a YE flyer that can be posted on community bulletin boards or at work.

Bert Sisler is heading up a team to complete the work needed on the Gusty so it can go on display. The goal is to have it complete by the Chapter Picnic on June 17.

Upcoming events include:

The April meeting will be a visit to Dick Navratil's Pietenpol project at Crystal. OSH work weekend is planned for the weekend of June 3/4.

The Chapter Picnic will be June 17. We will be the sponsoring chapter for the EAA Sport Plane/Pilot Tour which will visit the Twin Cities August 19.

Program

Chapter 25 50th Anniversary celebration with charter members and special guests Paul and Audrey Poberezny.

Submitted by Craig Nelson

Cleared for Takeoff (from page 2)

And finally, Jeff Coffey and I worked on the website. Those of you who use the Internet can now get constantly updated information about Chapter activities. I suggest you consider using

www.eaa25.org as your home page! See you on the 19th at Crystal!



50 Anniversary *(From page 1)*

born 1916. Chuck was inducted into the Minnesota Aviation hall of fame in 1992, and into the EAA Warbirds of America



Chuck and Paul

Norm Tesmar (for his father) - see below, and George Jensen (see inset at lower right).



From left, Paul Poberezny, Bert Sisler, Roger Anderson, and Norm Tesmar

This was a very special night for Chapter 25. Bert Sisler opened the meeting and shared some experiences from the early days. He recounted his visit by train to one of the first EAA fly-ins at Milwaukee, which required a two mile walk from the end of the city bus line to reach the airport. He recalled being impressed at the sight of the Belly Flopper, an early twin-engine homebuilt requiring the pilot to lie prone between the engines.

Mike Dolan shared a story about working as a volunteer at Oshkosh. He was doing some work before the upcoming fly-in, when Paul stopped by and suggested a different way of doing the task. When Mike mentioned that he was setting it up the way Audrey wanted, it didn't take Paul long to come around to seeing it her way! Mike also shared a moment from earlier in the evening, when he had caught Paul picking up some litter from the hangar floor. Paul has set an example for the entire EAA community in this regard for years, and whenever you attend AirVenture at Oshkosh, you see thousands of EAA members following Paul's example.



Paul presents book to Pat & Sandy

Paul recounted many memories from the early days, and repeatedly credited Audrey as the real driving force behind the scenes in the organization of the EAA.

Paul talked about the many difficulties encountered in the battle to convince civil authorities to accept homebuilding as a legitimate part of general aviation. He told about how his student pilot certificate was revoked for one year because he admitted to flying his first homebuilt, the Munson Special, illegally across civil airways. Once in the air on the first test flight, Paul realized that the field was too short to safely land the Munson Special, and was forced to cross the specially designated civil airways in order to find a suitable landing place.

Paul reminded all of us of the importance of family and the need to keep safety constantly in mind. He noted how Steve Wittman had flown his Tailwind safely for 10 years before encountering a problem with tail flutter, which resulted in the untimely death of Steve and his wife.

Looking back at his many years in aviation, remembering all of the wonderful people he has been privileged to meet, and all of the experiences he has had, Paul spoke for many of us when he said, "Where *has* the time gone?"



George Jensen, one of three original members of Chapter 25, receives his 50 year plaque. George was unable to be with us on March 15th for our meeting, but shared some thoughts with Jon Cumpton. "I appreciate being recognized by the chapter, and being treated as a special member." George began flying when he purchased a J-3 Cub after Army service. He completed building the Stits Playboy with fellow charter member Bert Sisler around 1961, and owned several other airplanes. Although George has not been able to fly for many years, he still loves aviation and has a hangar at Flying Cloud.



More photos on page 5 →

Lee Hurry *(From page 1)*

was this rhythmic sound of canvas against the sandy floor. It went on for an admirably long time while I was trying to keep my ears closed, 'til they finally quit--the air mattress was full! Aren't you ashamed of what you were thinking? When we flew home, Bert flew formation on me with the Playboy. The Playboy was faster so when he got

bored he flew aerobatics around me.

Fritz Davis and Stan Grapp had the Ercoupe together while Fran Eischen had one too. Stan kept it quite a while after Fritz passed and sold it to Gene Stinar, also at Southport with his dad who had a L-2 T-craft. Gene never did join the chapter, but was around with us. He has his private strip north of Stanton at Welch where he still keeps his Sisler Cygnet. He just sold the 'coupe down to Dodge Center, Mn.



Dick Gleason in 1996

Hanson Plumbing was our 25's home for many years. That cash box for the quarter dues may be the same one we still have, although we raised it to two quarters to finance the coffee etc. A co-worker had told me about this shop where there was this long airplane wing hanging on the wall. Pietenpols were originally built with a one-piece wing (cheaper and lighter). I was then building the Sport so went to look and met Wally. I was using Dick Gleason at Flying Cloud for IA and he was chapter president then. One meeting demo was Fritz breaking wood test glue joints of various glues and tapers. Very impressive. Most of the new glues were weaker but all had to be done correctly per spec.

Wally winning that first AC Rally inspired all of us to participate. I still have some of the trophies. Minneapolis always had the largest contingent. Lloyd Franke, North Central pilot, even flew their retired DC3 in one. Simple rules, state your speed and fuel consumption and go do it. Closest to his estimate won. Everyone got a set of AC plugs.

The other Tailwinds then in the chapter were Ralph Morehouse and one up in Hugo. Everett Schermerhorn was at Rochester. Before this, he built a Pietenpol and was flight testing it when I happened to fly in from Mankato. He had changed the landing gear and the Friendlies? were requiring him to demo it's strength by dropping it in from 20' !!! It held! He had been flying a 37 Piper J2 which he wanted to sell. My Kato flying buddy and I were interested and finally bought it for \$200.00 The deal included a spare. A complete dismantled 1936 J-2. We didn't want it, had no space for it, but had to take it home. We sold the fuselage, engine and prop for a sno-sled. Gave the wings to Norm Sten, chapter member who had a fuse he was building up as a float plane (on 40 horses?). He had a Robin and a biplane which kept him busy so he never completed the Cub. The parts stayed at Flying Cloud unused; I tried to buy the wings back, forget why, unsuccessfully. I built up a L-4 for CAP and modified



Tailwinds belonging to Wally Carlberg and Bill Hansen

(Cont'd on page 6)



Fritz Davis and Bob Tesmar with the Playboy

From page 4



Lou Martin, with new podium he built for Ch 25



Chris Bobka, Phil Schaffer & Peter Denny



Paul with current and past presidents of Chapter 25. From left, John Curry, Jon Cumpston, Jim Ladwig, Pat Halligan, Paul Poberezny, Mike Dolan, Bert Sisler, Phil Schaffer, Tom Kerns, and Forrest Lovely

Lee Hurry (From page 5)

the old 36 Tailfeathers to fit it. Those 5 tailwinds were all slightly modified. Bill Hansen welded the fuselages which were wider and higher in the cabin area. Steve Whitman was a small man and the original fit him. Irv Winer used wheel controls and an Aeromatic Prop, calling it a Mercury (goddess of speed?) He had milled the plexi windows so they were flush, etc.

It was fast, but once he was needling me about how slow my 36 Fairchild was. I told him that in reality I was faster. I could get 4 people to Oshkosh faster than he could. Dick Gleason found my plane when he moved from Flying Cloud to Southport. The partner-owners were splitting up and it was for sale. Problem was it had a damaged gear from ground-loop and they had no money to fix it and had been unable to locate a replacement. Dick had figured out a repair including re-heat treating and "sold" the method to the



The Fairchild 24 after Lee's restoration

FAA. Then he called me about the plane. I was still flying the little Sport happily but here is an available FAIRCHILD 24 !! Only time in my life I actually lost sleep while the deal was pending!

Forrest's little Pietenpol adventure had a mag spring break on the Model A on a Saturday near the town where the mags had been built up, and after this lucky coincidental situation, was given the part free. Seems to me that years later Gary Hanson had a similar experience, perhaps enroute to Oshkosh in a Piet without brakes and he busted the prop and found a replacement similarly?



Jim Ladwig's beautiful Pietenpol

Ask Jim Ladwig about who's on first? (flying, that is) and his Piet. As I recall he and a buddy were flying low around Ottumwa Fly-in, swapping off pilot duties, down pretty low, and

getting lower--and lower. Jim can explain the rest.

Norm's ski experiences are normal, you can get stuck on them too! Landed at LeSueur in soft snow and windy, got pushed sideways and buried the skis. Buddy got out and kicked snow away and pushed 'til I got unstuck, taxied in a circle so he could jump in. Landed at Rochester for first solo

cross country hop - sun had melted the runways clear but the sod behind the gas pump was snow so I landed there. Got log signed and refueled. The snowy space was too short, so I started out downwind, did a 180 and bounced it off the snowplow ridge at the far end, staggering into the air ok. Next stop was Eau Claire, airport on strike and closed. Needed gas, landed beside manned weather station who phoned to get me a gas man. Headed for Mankato @ 4 PM. Had Mpls beacon in sight when it started to snow and was night. No flashlight and compass is way up in front when solo pilot is in back seat. Finally picked up Kato beacon, overflew the field and landed over the car whose lights had turned on when I got there. The plane owner/instructor had waited 2 hours for me. He knew I'd do everything he had taught me.

That homebuilt Gleason had started was a replica of a Gere Sport built with a 4 cyl Chev engine. It was at the U of M when Dick took mechanic training there. Dick had the original fabric with NX from its fin. He had a 75 Cont mounted but never had enough money to complete it. I believe he still had it at Austin when he passed on. Ray Brown was second owner of my Fairchild. He bought it from dealer at Willmar after it had been repaired from its first ground loop, just pre-war. It had free swiveling tail wheel. He installed a steerable mod which I got along with fine, but it would still get away from a careless incompetent pilot. I asked Ray if he knew where the original wheel pants were. His response was in the St. Paul dump where he threw them. In spring the mud could freeze up the wheels so he dumped them. Took a lot of searching to replace them.

Ron Zimmerman found himself a real long runway for his T-18 once. Forget why but he made a successful highway landing.

Jerry Shallbetter had built a beautiful PJ-260; his Travel Air was a modern Beech, not the biplane. He was doing aerobatic practice in the PJ when his fuel got too low for the flop tube to pick up when inverted. He was high



Jerry Shallbetter's PJ-260

enough but lost power inverted and it went into a flat spin. Witness heard bursts of power, assume from primer attempts but all too short to pull out of the spin. He finally jumped, but too late. The chute had only streamered when he hit. With the weight shift, the plane flipped right side up, still descending fast. The Cessna type gear came up thru the lower wing panels before rebounding with such force that the plane went up so high that it could turn upside down again and crashed down again. Bill Hansen and I looked it over for rebuilding but it was too bad.



Special thanks to Norm Tesmar for the photos for this article.

Airlake Airport News

from Karen Workman

Repaving at Airlake in July

At the recent quarterly Airlake community/airport meeting hosted by Jeff Nawrocki with MAC, repaving at LVN was announced. MAC will send notices to all hangar owners in advance, as well as post notices in the FBO lobby. We can expect to see activity during the month of JULY.

- A) On the east side, the alley ways between hangar rows M through G will be paved.
- B) The FBO ramp and aircraft parking area will be paved at this same time. This project is expected to take most of the month.
- C) Since the car parking area is owned by the FBO and not MAC, no plans were announced for improving it.
- D) Continuation of the south hangar development has been pushed to 2007.

While this project will be potentially disruptive, it's an improvement to our airport that won't need to be repeated for a long time.

Hangar Waitlist Update

As a result of the message I sent recently, there have been questions about the hangar waitlist. I spoke with the LVN MAC manager, Jeff Nawrocki and was told the following:

The list is an actual document that is maintained by Addie Smith with MAC. You can contact her directly to find out your position on the list. Her number is 612-726-8140.

This fall, a notice will be sent to everyone on the waitlist to confirm whether or not they wanted their spot held. The last time this was done was Feb. 2001. Currently, the list holds about 200 names and seldom does anyone contact MAC to ask that their name be removed, so the accuracy of the list is questionable. But, once hangar building begins, people will be contacted in the order of their name on the list.

In order to have a "clean" list from which to work, MAC will require a fee to remain on the list when they send out the notices this fall. The only thing certain about the fee at this time is that it will be reimbursed by being applied to the rent after the hangar is built. What's still uncertain is how much that fee will be (at least a couple hundred dollars) and if or how much of it will be returned if someone removes their name from the list, as well as what MAC's commitment is once the fee is collected.

Baby Airplanes A Mother and her very young son were flying Southwest Airlines from Kansas City to Chicago. The little boy (who had been looking out the window) turned to his mother and asked, "If big dogs have baby dogs, and big cats have baby cats, why don't big airplanes have baby airplanes?" The mother told her son to ask the flight attendant. So the boy went down the aisle and asked the stewardess. The flight attendant, who was very busy at the time, smiled and said, "Did your Mom tell you to ask me?" The boy said, "Yes she did." "Well, then, you go and tell your mother that there are no baby airplanes because Southwest always pulls out on time. Have your Mom explain that to you."



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Humor from Mike Dolan

A Living Will

While watching a football game a couple weeks back, my wife and I were discussing life and death.

I told her, "Just so you know, I never want to live in a vegetative state, dependent on some machine and fluids from a bottle. If that ever happens, just pull the plug."

She promptly got up, unplugged the TV and threw out all my beer. Some days I hate being married to a smart ass.

Chapter Events and Fly-Ins

Apr 19th Ch 25 Meeting 6:30pm
Dick Navratil's hangar
At Crystal Airport (MIC)
See page 3 for map & directions

Apr 15th Young Eagles 9am
ARC FBO at Airlake (LVN)

May 17th Ch 25 Meeting
Joel Fuller's Waix Project

Jun 21st Ch 25 Meeting
Jerry Farrell's RV8 Project

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

Apr 19-21 Willmar Mn

Minnesota Airports Symposium
Holiday Inn Conference Center
<http://www.dot.state.mn.us/aero/>

Apr 23 St Cloud Mn (STC)

Airport Day Fly-in 507/438-0782

Apr 29 Hibbing Mn (HIB) 11a-3p

Chili/Hotdog Fly-in 218/263-4152

May 5-7 Brainerd Mn

East Gull Lake (9Y2) Cragun's
Resort (reservations 218/825-2852)
MN Seaplane Assoc. Safety Seminar
612-720-4371

May 13 Bloomington Mn

Aviation Hall of Fame Banquet
5:30 Social, dinner & inductions follow
nallard@unitelc.com

May 19-21 Iowa City Ia

Ea. Iowa Big Kids Toy Show
888-925-3947

May 14 Fertile Mn (D14)

Fly-in Bkfst 218/945-3136

May 19-21 Keweenaw Il (EZI)

Midwest Aeronca Fest. 309/853-8141

May 20 Alexandria Mn (AXN)

Armed Forces Day Fly-in Bkfst
320/762-1333

May 20 Big Fork Mn (FOZ) 10-2p

Burger/brats (No fuel) 218/743-6175

May 20-21 Blaine Mn (ANE)

Discover Aviation Days Bkfst Lunch
Museums. Dance 8p Sat. 763/786-5004

May 26-28 Red Wing Mn (RGK)

Airshow www.wingsoffreedom.org

Jun 4 Buffalo Mn (CFE) 8a-noon

Fly-in Bkfst 763/682-5452

Jun 4 Reedsburg Wi (C35) 7a-noon

Fly-in Bkfst 608/524-6888

Jun 9-11 Hancock Mn Brown's Airport

Pvt-call for permission 320/329-5869
Pork feed Sat 4p

Jun 11 Montevideo Mn (MVE) 8a-1p

Fly-in Bkfst 320-269-4829

Jun 11 Albert Lea Mn (AEL) 7a-1230p

Fly-in Bkfst

Jun 11 Fergus Falls Mn (FFM) 8a-1p

Fly-in Bkfst

Jun 18 Crystal Mn (MIC) 7:30a-5p

Fly-in Bkfst/open house 763/745-7888

Jun 18 East Gull Lk (9y2) 11a

Pilot Safety Sem. @ Maddens Resort

Jun 24-25 Brainerd Mn (BRD)

Brainerd Air Show.

Jun 24-25 New Richmond Wi (RNH) 7a

Bkfst & noon Airshow 715-246-7735

Jun 25 St Cloud Mn (STC) 8-1p

Fly-in Bkfst/festival 320/255-7292

Jun 25 Caledonia Mn (CHU) 730-noon

Fly-in Bkfst brianm@acegroup.cc

Jun 25 Fairmont Mn (FRM) 7a-noon

Fly-in Bkfst 507/235-6648

Stuff for Sale/Wanted

For Sale: 1/10 share in Wally's Flyers J-3 Cub "N25WF"—\$3,150—includes hangar on southwest side of MIC Airport—vintage flying at a very low rate. Contact Peter Denny 763-529-5325

Quality radiant floor heated hangar space for rent at Fleming Field. Monthly rent commensurate with aircraft size. Utilities shared. New hangar top notch with excellent light and electric power. Completed and project experimentals welcome. CFI, A&P with IA, EAA Tech Counselor owner. Chris Bobka cell 612/207-3762

For Sale: 2 Continental IO-470L engines with accessories, TT1550 Right & left. Call Dan 612/991-6392.

For Rent: Hangar space at Crystal Airport \$85/mo.
Darrell Pearson 952-927-9471 wabedo50@yahoo.com

For Sale: 1989 Kolb Twin Star, open cockpit side by side 2 place, 503 Rotax, Warp Drive Prop, \$10.5K, 612-978-6099.



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