

# WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

FEBRUARY 2007

## *How to Fly an Airbus ...*



### *Without Leaving the Ground!*

*By Jon Cumpton*

When I go to the Gala for the Boys and Girls Clubs of the Twin Cities each year, the thing I really look forward to is the silent auction. They always have interesting things to bid on. Their auction last fall was no exception – this time some gracious person at Northwest Airlines had donated a hour on one of their aircraft simulators. I vowed that no one would out bid me, and I was successful in

*(Continued on page 4)*

## *General "Hap" Arnold*

*—Author*

*by Noel Allard*



All of you recognize the name of Henry H. "Hap" Arnold, Commander in Chief of the Army Air Forces in WWII. It was Hap Arnold who was Jimmy Doolittle's boss, Hap Arnold whose command sent the (Continued on page 6)



### *Ken Beene's RV-4 (page 5)*

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# Cleared for Takeoff *by Jon Cumpton*



I realized in January that I was feeling a little stressed out. You might think that a retired guy with an airplane and a wife who works full time has no reason to worry. Yes, my father died recently and that makes one feel low. And my daughter is getting married this summer so that's a little stressful. And my medical is up in August,

but so far no real reason to start taking tranquilizers. Then I realized what was really bothering me this last week. Remember those rumored threats to our independence as pilots in the US that involve the way the FAA is funded? Well the rumors turned into cold, hard government proposals with the release of the President's Fiscal Year 2008 budget proposal. The proposal would radically alter the current funding mechanism for aviation in this country, which will expire September 30, 2007. The alphabet organizations (including EAA) have been shouting about this for some time, but basically the proposal would change the FAA's excise tax financing system to a cost-based system that recovers most of the costs of air traffic services through user fees. Read that to mean cost-shifting to pilots! More details will emerge when the administration sends its proposed FAA Reauthorization Bill to Congress in a few weeks. Then the battle truly will be joined, but it appears clear that the airlines and the FAA want a system that is free of Congressional oversight. So I think we should all have a chat with our elected Federal representatives to see where they stand on the subject. This is not the place to try to get into much detail, but it appears that if the administration has it's way, that excise taxes on fuel will rise significantly, to start. Then there would be a whole series of user fees would be implemented for FAA services that today do not carry a charge. To me, this is an approach we all must do our utmost to prevent. You can expect that we will talk about this proposal more at our upcoming meetings.

Speaking of upcoming meetings, we will again be at Washburn High School on February 21<sup>st</sup>. This month we will get to "play in the sandbox" a bit by spending time in Peter Denny's new fabrication shop. We need two kinds of people for this event – people who know how to fabricate things, and people who want to learn how to fabricate – I know we have some of both! We also plan to have the venerable coffee machine and some snacks too.

January also saw the first flight of Joel Fuller's WaieX. Congratulations Joel! I helped him put the wings on when we got it to the chapter hangar last spring – and it flew in spite of that!

Jon



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ON FINAL FEBRUARY 2007

# ON FINAL



Minneapolis/St. Paul

Visit our website at [eaa25.org](http://eaa25.org)

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# ***This Month: Wed Feb 21st—Washburn High 6:30pm***

## **This month we continue at Washburn High School in South Minneapolis for our winter meetings.**

**Program:** The February meeting will be devoted to exploring the new aviation shop that Peter Denny has put together at Washburn High School.

### **Sat Feb 17th, 9 am—Young Eagles**

Contact John Koser or Bill Brown for confirmation, plan on meeting at the Airlake FBO.

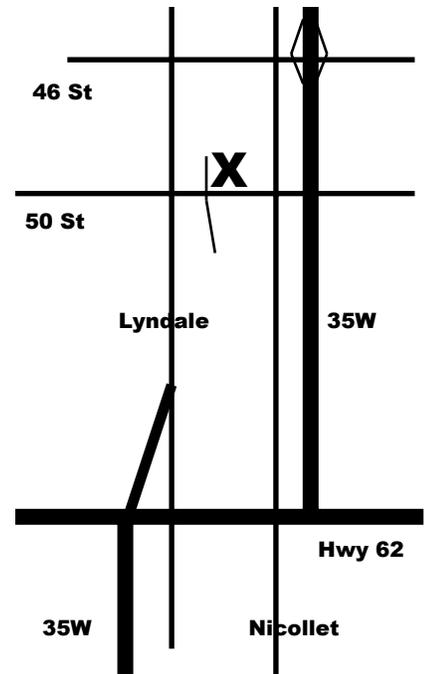
### **Sat Mar 3rd 11 am-1 pm Annual Chili Feed, Chapter Hangar Airlake**

Bring your favorite chili to share with members for our annual hangar celebration!

### **Directions to Washburn High School:**

**From the South:** Exit 10B from 35W at the Crosstown. Continue north on Lyndale Ave to 50th Street. Right turn and proceed 3 blocks. Turn left into the school south parking lot.

**From the North:** 46th street exit from 35W, turn right on 46th street. At Nicollet, turn left. South on Nicollet to 50th, turn right. West on 50th past the Junior High School to the Sr. High School 2 blocks west of Nicollet. Turn right into the school south parking lot. **Entry: South door #9, look for signs.**



### **EAA Chapter 25 Meeting Minutes January 17, 2007**

**Presiding Officer: Jon Cumpton**

**Location: Washburn High School**

#### **Business meeting discussions**

The following guests were introduced:

Jim Hard          Peter Van Velzen

All members are encouraged to wear nametags during chapter events. Doing so is very helpful and welcoming to new members. If you would like to order a permanent nametag at a cost of \$5, please send an email to Jon Cumpton.

Members are reminded to visit the chapter website at [EAA25.ORG](http://EAA25.ORG) for the latest chapter information. Please send project updates and other content for posting for the site to Jon Cumpton.

Members are encouraged to sign up with Pete Gavin to get the chapter newsletter via email instead of the USPS. The electronic version is in color and sending it by email saves the chapter approximately \$1 per paper copy.

We are expecting about 16 kids at the Young Eagles rally on Saturday the 20<sup>th</sup> at the Airlake FBO. Four pilots are planning on flying. Contact John Koser or Bill Brown if you can help out.

A financial report for 2006 was distributed. At meeting time our account balance stands at \$7,694.

The 2007 Membership Roster was distributed.

Congratulations to Joel Fuller who had a first flight in his WaieX on January 13!

Members are encouraged to visit Washburn High School and use the new shop facilities or to assist with one of the aviation classes that Peter Denny is teaching. Class times are at 9:30 AM and 2 PM. Contact Peter Denny for information.

Our February meeting will again be at Washburn HS. A tour of the new shop and demonstrations of aircraft building techniques are planned.

Mark your calendars:

The Minnesota Aviation Hall of Fame Banquet is scheduled for May 12.

Our annual Chapter 25 banquet will be held on October 7.

We now have room in the chapter hangar for an airplane project. It is a great facility to complete final assembly and flight testing activities. See a chapter officer if you have an interest.

#### **Program**

*Kathleen Winters discussed her book Anne Morrow Lindbergh: First Lady of the Air.*

Submitted by Craig Nelson

# Flying the Airbus!

(Continued from page 1)



Kevin Dunn, who schedules the simulators at the Eagan facility, briefs James and Ruthie

this first mission. When I called Kevin Dunn, who runs the scheduling of all NWA's simulators in Eagan, I was pleasantly surprised when he told me, "We normally run the simulators in

four hour blocks, but we can probably wring you out in about two hours. By the way, the Airbus simulator (the one I requested) will hold four people, plus the instructor. Who else will you bring?"

I immediately thought of James and Ruthie Stein, and was able to match everyone's schedule for late in January. Jim Stein, James and Ruthie's Dad, was also enlisted. At the agreed upon date and time, Kevin met us at the NWA Training Center in Eagan, and after a short briefing, conducted us to the simulator where we met our instructor pilot, Rich Kaynor. If you never have seen a full-motion simulator, it reminds me of a motor home supported by hydraulic legs. Once you get inside and you start to move levers and switches, you would swear you were in the real thing. In that regard, I was aided by Pat Halligan earlier in January when we both happened to be at the airport when he was flying out, and I got to sit in the captain's seat of an actual Airbus 320. I was only allowed to move the seat switch on that briefing, however.

Flying an Airbus should be a piece of cake for anyone of the younger generation, since there is no yoke – you fly it with a



From the left, Ruthie, James, Jim Stein and Jon Cumpston prepare to enter the Airbus A320 flight simulator

joystick. I wouldn't be surprised if the next generation of airplanes are flown with game controllers! I found a significant tendency to over control it, especially when landing, and especially when compared to James' and Ruthie's landings. In general, there were three kinds of landings – the good, the bad, and the ugly.

And then there was the landing where the pilot proceeded directly from the runway to the gate without the benefit of using the taxiways – talk about on time arrivals! Rich kept reminding us that as far as the computer was concerned, it was all concrete anyway.

Rich showed us all the important features of the Airbus, including the autoland feature, which should reassure you if the pilots on your flight are incapacitated. Also impressive was the ability to call up any type of weather, ceiling height, day, night, plus the ability to instantly go to any airport in the world. I know anyone who has experienced Microsoft Flight Simulator will not be impressed by this, but in this one you really moved when you banked the airplane, and there was a realistic bounce / shake when you landed. And then there was the turbulence "simulation" where you could actually spill your coffee.

I had planned to treat the experience like real flight training, but I quickly found myself dazzled by what was going on, and just zooming around. We also briefly had a chance to visit the 747 and 757 simulators. Overall, I was struck by how much everyone at the Center was concerned that we just had a good time. Which we did! Need I add that I recommend this experience to anyone?

James Stein contemplates the approach plate for Narita International, while demonstrating the no-hands flying technique for the B 747.



Rich Kaynor, our instructor pilot



# Ken Beene's RV-4

I was at Airlake flying Young Eagles on January 20th, and I spotted Ken flying his new RV-4 in the pattern. I got a couple photos in flight, and a few more on the ground later when I stopped by Ken's hangar. We will do an in-depth article on this aircraft in a later issue, but as you can see in these photos, Ken did some incredible work on this beauty.



This is Ken's second RV project — he previously built an RV-6A. Ken reports that the new airplane took 1900 hours to construct. Power comes from an O-360-C1G Engine with a Hartzell Blended Airfoil Prop. Empty weight is 1025 lbs, and the paint scheme is from an F-4-F Wildcat from Fighting Six in 1941. You can see construction photos at <http://www.mninter.net/~kbeene/>



-Pete Gavin



## New Members

### Gregory Burneske

From Mankato  
Building a Sonex  
Flying a Cessna 172

### Patrick Hoyt

From Eagan  
Building a Zenith Zodiac 601XL  
Flying a Piper Warrior

### Robert Hunter

From Prior Lake  
Building a Vans RV-10  
Flying various

## Humor *from Mike Dolan*

After marriage, husband and wife become two sides of a coin; they just can't face each other, but still they stay together.

Hemant Joshi

By all means marry. If you get a good wife, you'll be happy. If you get a bad one, you'll become a philosopher.

Socrates

The great question... which I have not been able to answer... is, "What does a woman want?"

Sigmund Freud

I had some words with my wife, and she had some paragraphs with me.

Anonymous

"Some people ask the secret of our long marriage. We take time to go to a restaurant two times a week. A little candlelight, dinner, soft music and dancing. She goes Tuesdays, I go Fridays."

Henny Youngman

"Bigamy is having one wife too many. Monogamy is the same thing."

Oscar Wilde

My wife and I were happy for twenty years. Then we met.

Rodney Dangerfield

# Gen "Hap" Arnold

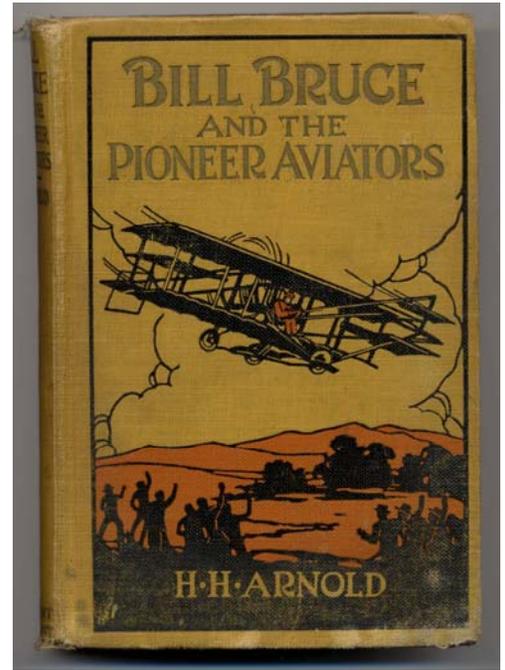
(from page 1)

B-29s to drop the atomic bombs on Japan. But how many of you know that one of Arnold's great personal skills was his ability to write children's books?

Perhaps one of Arnold's least enduring accomplishments, but perhaps the real reason that he became the top leader of the Air Forces, was his ability to communicate his ideas through his written words. Hold that thought for a moment while I give you some background. Beginning just prior to the turn of the century, the twentieth century - or prior to 1900, there began a genre of story-telling that has been labeled 'children's series books'. I got interested in the series books while, like most of you - reading the Hardy Boys series, which was nearly the final moment of glory for this genre. Only, I was smitten a little earlier with the Dave Dawson series. The Dave Dawson books were a series written in the 1945 - 1946 time period. As little kids, we were often given one of the many series books as a birthday or Christmas gift...from Aunt Alice, or Uncle Charlie. I happened to receive a couple of the Dawson books and read about the exciting adventures of two military pilots in such places as China-Burma, the Battle of Britain, Guadalcanal, Midway, etc. The books typically described in utter simplicity, the adventures of usually a pair of strapping American lads, usually in their teens or twenties, and the likes of spies, thugs, saboteurs, etc. that made their lives miserable. The endings were always melodramatic...the good guys always won, and the last few pages left one anxiously waiting to read the next volume in the series.

From the turn of the century, such compelling series as: The Campfire Boys, The Border Boys, The Khaki Boys, Uncle Sam's Boys, The Battleship Boys, The Navy Boys, The Six River Motor Boys, The Rover Boys, The Ranger Boys, The Saddle Boys, and especially the aviation books that I loved, Tom Swift; Aeroplane Boys, The Bird Boys, Air Service Boys, Ted Scott series, Rex Lee series, Don Sturdy series, and as for this article, the Bill Bruce series, written by H.H. Arnold in 1928. The last series books were written during and immediately after WWII and those included the Hardy Boys. Each series generally included about ten titles, and there were similar series for little girls. The language was for the twelve to sixteen year old audience. In the 1960s I began to collect these books, aiming to get at least one in each series. I have over 125 books and if you have never read one, you have missed a great experience. For, in general, the authors, who did know how to write, did not really have much knowledge of their subject. After all, who in 1920 really understood aviation, radio, electricity, engineering - except engineers, and certainly not authors who were cranking out a book a month.

That is the appeal of a book such as Tom Swift and his Aerial Express, for example. There were no airliners in the US in the early twenties, yet Victor Appleton, the author, tried to flesh out a story about an airline. The story would make you laugh, yet for a reader, the genre of books draws a clear contrast to the literature of today.



The series written by Hap Arnold shows a greater degree of understanding of the nature of flight, indicating that he was, indeed, a serious student of flight. His Bill Bruce books include the titles; Bill Bruce and the Pioneer Aviators; Bill Bruce, the Flying Cadet; Bill Bruce Becomes an Ace; Bill Bruce on Border patrol; Bill Bruce on Forrest Patrol; and Bill Bruce in the Trans-continental Race. In the book, Bruce and the Pioneer Aviators, believe it or not, two boys actually interact with the Wright Brothers, Glenn Curtiss and Louis Bleriot! The book begins with the simple question asked by one boy of another, "How would you like to take a ride in one of these?" asked Bill Bruce as he held up a picture of an airplane for Bob Finch to see. "None of that for me," answers the other boy. The conversation takes place in 1909! The book ends with this: Bill felt sure they were prophesying something that was sure to come true, for he heard the call of the air, a call which can not be resisted, as will be seen in the next volume, "Bill Bruce and the Flying Cadet."

One of these books will carry you away. I have read every one in my collection, some several times. They are wonderful quaint reading, and the expertise of the authors in the subject matter makes you feel at once comfortable - perhaps their knowledge only parallels your own, while at the same time, becomes an exciting adventure. While not Tom Clancy, they are just as gripping and fun. I hope you have a chance to find a series book in an antique shop, they are running from \$5 to \$10 now. I see them all the time and still pick them up and enjoy reading them.

**Noel Allard**



# Joel Fuller's Waixex

Joel reports, "I made my first flight in Waixex SN 14 on January 13. The engine I selected is the Aerovee. I received my airworthiness certificate on December 9th, and had just been waiting for the holiday craziness to be over and the weather to cooperate.



I took off from Airlake at about 1:30PM. There was no wind and the temperature was about 9 degrees F. I basically just made one circuit around the pattern and landed. I was seeing some high cylinder head temps on my rear cylinders, so I decided to make it a short flight.

I have had a dream of building and flying my own plane since I was a kid, and I have finally accomplished it (yay!). The flight itself was totally uneventful, which is what I was counting on, but that didn't mean the adrenaline wasn't flowing pretty hard anyway. Now the flight almost seems like a blur.

The plane handles great. It has a nice balance between responsiveness and stability. The only other taildragger I have flown is a Cub, and all I can say is that the Waixex is way way easier to land and taxi (and start, and take off, etc.). Everyone told me this would be the case, and they were right. I don't think I really looked at my flight instruments during the whole flight, I just did everything by feel."

For anyone that is interested, Joel's builder's log website is here: [www.mykitlog.com/joelfuller](http://www.mykitlog.com/joelfuller)

## Stuff for Sale/Wanted

For Sale: Full Lotus Floats model FL 1220 brand new never inflated. 2 extra air bladders, front & rear. Ops Manuals. Digital pics to e-mail if interested. Asking \$2500. Paul Brown [paul.brown@fontiernet.net](mailto:paul.brown@fontiernet.net) or 952-457-6940.

For Sale: 1/2 share 1958 J-35 Bonanza (IFR) based at Fleming Fld in So St Paul in a new htd hgr. (Bldg an RV-10.) 12 hrs SMOH 300 hrs SPOH on Beech 278 prop. Airplane is "10" mechanically. Updts/mods include: IO-470-N 260 HP eng, STEC-30 autopilot w/yaw damper and alt. hold, KLN-89B GPS (IFR), new wing bolts in 2004, alternator conv, GAMI injectors, EI UBG-16 eng mtr, EI FP-5 fuel flow, 1-piece wshield, shldr hrns & much more. All AD's complied with. 160 kts TAS 11.5 gal/hr. See and fly to appreciate. \$45,000 David Maib 651-454-5358 [dmaib@mac.com](mailto:dmaib@mac.com)

For Sale: Homebuilt two place tandem. open cockpit, hi wing, 64TT, Eng. 0235C 1035TT Plane garaged 10 yrs Bldr deceased. \$20,000 Starduster II fuselage & empennage \$1800 Amphibian, single place hull/fuselage modified Cub wings \$1800 Alum 6061T6 tubing 1.175"OD, .025 wall, 12 1/2' long, about 60 lengths 6 RC models, gas & electric engines, controls etc. Pair of J-3 ailerons, J-3 fin, motor mount, pair of skis, radio, Lyc o'haul man. Vivian Christianson [vivchristi@gmail.com](mailto:vivchristi@gmail.com) 763-559-2783



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**CLAY ADAMS**

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](mailto:ctarara@comcast.net) 952-956-4614

For sale: 1/4 share in 1958 C172 N8564B for \$7000. Located Crystal in CAP hanger. Dues \$40 per mo. Fly time \$25 plus fuel. Contact Earl Jensen, Lake Flying Club, 952-935-4306 or [EMJMNTX@AOL.COM](mailto:EMJMNTX@AOL.COM).

# Chapter Events and Fly-Ins

**Feb 21st Ch. 25 Meeting Washburn HS**  
Peter Denny will be giving us a guided tour of the new aviation workshop at Washburn High. See page 3 for map & directions.

**Feb 17th Young Eagles (LVN)**  
Contact John Koser or Bill Brown for current info

**Mar 3rd Annual Chili Feed 11a-1p**  
Chapter Hangar at Airlake

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

**Feb 17 Eden Prai. Mn (FCM) 8-12**

Getten Pancakes on Charlie Ln  
Marv Getten (763) 473-5398

**Feb 25 Warroad Mn (RRT) 8a-1p**

Bkfst & Ski plane fly-in on the Warroad River. Shuttle avail.  
218/386-1818

**Mar 3 Duluth Mn (DYT) 9am**

Wheel & ski plane fly-in. Buffalo Burgers & beans. Sky Harbor.  
800/432-2884 x4880

**Mar 6 Mankato Mn 6pm**

FAA Wings Safety Seminar  
Ostrander Auditorium, Mn State Univ., Mankato 612/713-4225

**Mar 8 Duluth Mn 6pm**

FAA Wings Safety Seminar  
Monanco Air Duluth  
612/713-4225

**Mar 17 Cloquet Mn (COQ) 10a**

Food & birthday cake fly-in  
218/879-3062

**Mar 26-27 Bloomington MN**

Sheraton Bloomington Hotel.  
2007 Aviation Maintenance Conf.  
Janese Thatcher, 651/297-7652

**Apr 11-13 Alexandria Mn**

Arrowwood Resort  
MCOA Airport Symposium  
651/296-8061

**Apr 28 Mora Mn 8a-1p**

Panacakes & Eggs fly-in  
612/227-8083

**May 4-6 East Gull Lake, Mn (9y2)**

MN Seaplane Pilots Assn Safety Seminar at Cragun's Resort  
www.mnseaplanes.org

**May 12 Bloomington Mn**

Mn Aviation Hall of Fame  
Ramada/Thunderbird Convention Center, north of Mall of America  
Ticket information available after Jan. 1. E-mail nallard@unitelec.com

**May 19 Alexandria Mn 8a-1p**

Belgian waffles, Armed Forces/Airport Days fly-in 320/762-1333

**Jun 3 Reedsburg Wi (C35) 7a-12p**

Fly-in bkfst 608/524-6888

**Jun 10 Albert Lea Mn (AEL) 7a-**

12:30p Fly-in bkfst

**Jun 15-17 East Gull Lake, Mn (9y2)**

Madden's Fly-in & Safety Seminar  
Ben Thuringer, 218-855-5970

**Jun 16 Morris Mn (MOX) 8a**

Fly-in bkfst 320/589-2083

**Jun 23 Alexandria Mn**

Airshow 320/762-1333

**Jul 23-29 Oshkosh Wi**

Airventure 2007

**Aug 5 Chetek Wi (Y23) 10:30a**

BBQ Fly-in 715/924-4501

**Aug 12 Lino Lakes Mn (8Y4) 12-4p**

Pig roast Fly-in at Surfside Seaplane Base  
www.mnseaplanes.org

**Aug 12 Walker Mn (Y49) 730a-**

1230p CAP Pancake bkfst fly-in  
oldworld@eot.com

**Aug 12 Rice Lake Wi (RPD) 7a-1p**

Bkfst & Lunch fly-in, Aerobatic  
Flying 11-11:30a 715/458-4401

**Sep 1 Shell Lake Wi (SSQ) 7-1130a**

Pancake bkfst fly-in, Shell Lake Town & Country Days

**Sep 2 Mondovi Wi (pvt) 930a-4p**

Log Cabin Airport fly-in  
Doug Ward 715/287-4205

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