

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JUNE 2007

1st Flight of the Coyote

Interview with Paul Lamberty



by Pete Gavin, photos by John Koser

John Koser captures the huge grin on Paul's face following the first flight of his RANS S-6ES Coyote II

How did you decide to build your own aircraft?

I've always been interested in flying, but other commitments were always getting in the way. It had never occurred to me to build my own airplane. Then my neighbor built a Challenger II, and that really got me interested. He introduced me to Osh-

(Continued on page 4)

Scholarship Essay

by Andrew Lauber

Chapter 25 awarded three scholarships this year to seniors at three local high schools. We will be publishing the winning essays over the summer months. This month, we give you the essay by the winner from Washburn High School.

My name is Andrew Lauber. I am a senior at Washburn High School. I have been involved in the Aviation SLC for the last four

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Cleared for Takeoff
June meeting, May minutes

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Noel models Chuck Doyle's Skywriter
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Cleared for Takeoff *by Jon Cumpton*



Everyone ought to fly more, that is, people who like to fly in the first place. Notwithstanding the fact that flying gets more complicated and expensive all the time, and the fact that I am retired and supposed to have all kinds of time, I don't fly as much as I'd like. That's why I appreciate a chance to take a long trip periodically. Last month I got to move a Cirrus SR20 from

Florida to Wisconsin. It's about 1300 NM and takes about 12 hours, I read an article by one of the experts somewhere who expressed the opinion that a **real** cross country like this should be part of pilot license requirements. While I don't necessarily think it should be required, it sure is valuable experience, and it can be fun. It makes flight planning an interesting experience, and if you're flying IFR or using Flight Following, you get to interact with ATC and find out how helpful they really are. Also, if you have another pilot with you, you'll get to learn more about them and share a team experience. As in, "No, it's your turn to preflight the airplane. I did it last leg." When you make a trip like this, you're likely to run into some unexpected weather and have to deal with it. This kind of experience is **really** valuable. But I suppose I am mostly preaching to the choir here. But despite the vast experience of a lot of our members, when was the last time you took a really long trip in your airplane? It seems it's like a lot of things are competing for our time – but remember – you only go around once!

I am particularly proud that our chapter has granted three aviation scholarships to deserving high school students. The latest was given to Andrew Lauber at Washburn High School in Minneapolis. The scholarship program at Washburn is new this year and was kick started by a generous contribution from one of our members.

Speaking of Washburn, by the time you read this, Peter Denny will have retired as a teacher there. Congratulations to Peter for a long and valuable career in education. I hope he doesn't stop teaching us!

Our annual picnic is around the corner on the 16th. We'll roll out this year's fundraiser, which will feature a great new Grand Prize – a 32 inch LCD HD TV. 2nd prize will once again be a biplane ride with Nostalgic Wings. See you there.

I am also excited about this month's meeting. Rich Kaynor was our instructor pilot in the Airbus simulator last winter. He also is the Development Pilot for the Boeing 787 program at Northwest, and he will talk to us about the design and production of that new airplane. Please don't miss it.

Jon

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The Leader In Recreational Aviation

This Month: Wed June 20th—Chapter Hangar—6 pm

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

Bring something to grill and something to pass

Program: This month our featured speaker will be Rich Kaynor from NWA, who is developing their new 787 simulator.

Sat June 16th, 9 am—Young Eagles at Chapter hangar, Airlake

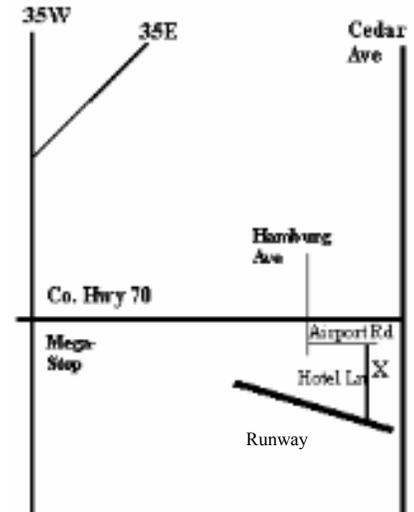
Contact John Koser or Bill Brown to volunteer. We expect lots of kids!

Sat Jun 16th—Chapter 25 Annual Picnic. The picnic will follow our young eagles event. Come early and bring some kids for free airplane rides! The grill will be on by noon. Brats and buns provided, bring something to share: dessert, beverage, etc.

Sun Oct 7th—Chapter 25 Annual Banquet

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. Please park on grass between hangars.



EAA Chapter 25 Meeting Minutes

May 16, 2007

Presiding Officer: Andy Hutchinson

Location: Chapter Hangar at Airlake

Business meeting discussions

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

John Koser reported that 14 kids are expected on Saturday at our next Young Eagles Rally. Current plans are to have 40 Scouts at our June 16th rally. Contact John Koser or Bill Brown if you can help at the rally or to arrange for a group to attend a rally.

Member news:

Sig Larsen indicated that he bent the prop on his newly acquired Pulsar.

Dick Navratil said that the Pietenpol wing building workshop that he oversaw at Sun & Fun was a big success.

A Treasurer's report was circulated. Our cash assets stand at \$6774 at meeting time.

Members are encouraged to consider volunteering at one of the EAA Volunteer weekends that will be occurring in preparation for AirVenture. Members who have participated in the past have had an enjoyable experience.

Upcoming events:

June 16 is our annual chapter picnic and YE rally

Our annual banquet is scheduled for Oct 7 at the Eagan Community Center



Rich Kaynor, our featured speaker this month

Clay Adams has contacted a chapter member indicating that he is trying to set up a fly-in & picnic at Jensen Airport sometime in June or July. Stay tuned.

Members are encouraged to contact their federal representatives and express their views on the FAA's user fee proposal. Visit the AOPA or EAA websites to become more informed on the issue.

Program

Lou Martin discussed an article he wrote about the pilots of the fatal flight that carried Paul Wellstone.

We watched 1940's vintage Piper J3 Cub factory.

Submitted by Craig Nelson

Coyote 1st Flight

(from page 1)

kosh, where I could see all the choices first hand.

How did you decide on the RANS S-6ES model to build?

I wanted something more conventional than the Challenger. I also wanted a company with a lot of airplanes flying and a solid reputation so that I could be confident in long-term support. I was also looking for a model that was easy to build so I could complete it in a reasonable time. The S-6ES is a popular model that RANS plans to continue into the future.

When did you start on the RANS?

I started in August of 2005, and completed the FAA certification this March. So it took about a year and a half, and something like 500 hours to complete. If I built a second one, it would probably take about 300 hours, which is what they advertise.

Did you take advantage of any of the quick-build options?

The cabin cage comes welded and powder-coated. The rest of the frame is aluminum tubes tied together with gussets and rivets. I took advantage of the option to have them assemble the fuselage and tail, as this saved me about 150 hours. They offer a lot more quick-build options – you can even order it with the wings and fuselage assembled and covered – but that is expensive.

I bought the kit from Silver Wing Aviation in Knapp, Wisconsin. Ron Purvis is the owner. He is a dealer for RANS, and he has provided excellent support. He recommended that I let them build the fuse and tail, as it eliminates the need for jigs and you will get a properly aligned tail out of the box.

Did you build the rest yourself?

Yes, but as you can guess by the build hours, this is a simple plane to build. For example, the design of the wings eliminates a lot of work compared to other models. You have two aluminum tubes for spars, and except for the inboard and outboard ribs, they just slide in over the tubes and kind of hook in place. The fabric comes in an envelope, and you find yourself sliding this 20 pound envelope over a 30 pound frame. The fabric is Dacron, and it fits pretty tight as assembled. You do a little ironing to get out the wrinkles, but it is much simpler than a process such as Polyfiber. I built the wings on sawhorses – no jigs required. And they mounted perfectly to the fuselage. I have been very pleased with the quality of this kit. Everything just fit together as advertised.

What paint system did you use?

I used four coats of Auto Clearcoat for UV protection. It also stiffens the fabric. This is why you see that semi-transparent



Ready for first takeoff

look compared to a more traditional paint system. You still need to protect yourself from the fumes. I am renting space in a friend's hangar at Airlake, and I built a paint booth of plastic and 2x4's, with a filter and exhaust fan. Silver Wings rented me an HVLP system with respirator for \$50 for the whole job.

This was the most challenging part of the build process for me. I had never done any spray painting before, and it does take some practice and attention to detail to get it right.

How was the build of the firewall forward?

It went well. The Rotax 912 comes pretty complete, and I bought a wiring harness for the starting and ignition system. I built an electrical bus with switches. I am using the standard factory Sensenich wood prop.

How about the instrument panel?

I went with the stock factory instruments. I had Stein Air in Farmington build the harness for the instruments and radio, transponder, and intercom. I installed the harness and switches. I have the standard airspeed indicator, vertical speed indicator, tachometer, oil temp and pressure, and cylinder head temp. I am using the standard altimeter and compass. I chose the XCom 760 radio and intercom. I don't have a GPS, but will probably get that after I fly off the 40 hour test period.

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Airborne

Coyote 1st Flight

(from page 4)

What is the useful load?

The empty weight is 589 lbs., and with a gross weight of 1100, I have a useful load of 500 lbs. With 18 gal. fuel capacity, this leaves about 400 lbs. for passengers and baggage. It is a side by side design, with the baggage area behind the seats. The fuel burn with the 912S is something over 4 gph, giving me about 4 hours flying time. The 912S uses 91 octane fuel, and this should keep me clear of the ethanol issues.

At 1100 gross, the aircraft is LSA eligible for flying. I actually certified it as experimental-amateur built, as the sport pilot specs were still in flux. Besides, this enables me to do the mechanical work and inspect it myself without additional training.

What is your test flight area?

Airlake is the northern point, with Red Wing to the east, Le Sueur to the west, and Owatonna and Dodge Center to the south.

Were you already flying when you started to build?

Yes. I got my private license at Stanton about 3 years ago, and have about 100 hours in a Cessna 150. I trained with Vince Lange and Kent Johnson. I also trained in Stanton's Flight Design CT's for about 15 hours, because they share some important characteristics, such as weight and powerplant, with the RANs model I was building. The Cessna 150 is heavier and more stable. Both the Design CT and the RANs are lighter and much quicker on the controls. You really need to fly them all the time. And they require much more rudder control, especially in crosswinds or turbulence. I chose the Rotax 912S for the powerplant, and the extra P-factor also keeps you more active on the rudder.

I see you chose the nosewheel option. Did you consider the tailwheel version?

No, I really didn't. I don't have a tailwheel endorsement, and I feel the nosewheel gives me more control in crosswinds and will allow me to fly in a wider variety of conditions. The nosewheel is steerable, and it really turns on a dime. I also have hydraulic brakes controlled from the left seat.

Did you make any modifications to the design?

Actually, I made one modification. I used bolts instead of rivets to attach the instrument panel. Other than that, it is exactly according to specs. I have no design experience, and I was not interested in getting into that.

How did you prepare for the first flight?



At altitude—no problems!

As I mentioned earlier, I started with the Design CT training at Stanton. I also went out to the RANS factory in Hays, Kansas for 5 hours of training in a similar model the week before my first flight. With the flat plains, Kansas is an excellent place to train with those strong winds. I also got an excellent instructor, Tracey Standish. She really put me through my paces, with lot of stalls and what they term near-spin training. You take it up to the stall, and put in rudder to start the spin as it goes into the stall, but you stop the spin before it fully develops. I also got a lot of crosswind, short and soft field take-offs and landings, etc. At first I was thinking of having someone else conduct the first flight, but after this training, and knowing the quality I had put into the build, I was comfortable doing this myself.

How did it go?

I spent three weeks preparing for that first flight. It was very intense, as anyone who has done this knows. I had John Koser on the ground with a radio, recording stats for me, and ready to call out my position in case I lost the radio. Bill Brown flew his Sonex as the chase plane, looking for falling parts! I kept the banks fairly shallow and just concentrated on getting the feel of the airplane. I initially flew at 3000' MSL above Airlake until everything checked out OK, and then descended to pattern altitude for some landings. The controls are very sensitive, and with the light weight, the airplane really reacts to any turbulence. If you have strong winds at altitude, you really need to use the rudder to get the crab into the wind so you can level the wings.

The landing were challenging, as I was used to Stanton for visual references, and everything is different at Airlake. I was also carrying a lot of power with that Rotax 912, and I ended up doing two go-arounds because I was too high on final. With the light weight, it really floats! The 3rd time I landed, and it went perfectly.

That 912 provides so much power that it takes some getting used to. You need a lot of rudder for the P-factor. I was climbing out at 80 mph and getting

(Continued on page 7)

Andrew Lauber

(from page 1)

years. I plan on pursuing a career in Aviation. I have taken the following Aviation classes:

- ◇ Aviation Orientation
- ◇ Aircraft Design
- ◇ Private Pilot Ground School
- ◇ and this year, Aerospace Engineering

Right now my cumulative GPA is not at a 3.0, but I am anticipating it to be there by the end of the year. At the moment it is at a 2.8, but I am really working on bringing it up.

Every year I have maintained an A average in my Aviation classes. In every class, I have had new and difficult challenges. I enjoy the challenges because I know that since I love Aviation so much, I can do it. I have been through many different subjects with Aviation. I have learned a lot of the information you need to be a private pilot. I have learned how airplanes are constructed as well as how to fly them.

My sophomore year was great because we got to make a wing rib. That was great because when you make something for a plane you really get to learn about all the parts and how they work. This year we are making a glider; this project is by far the best. As a student pilot when you get to build a model airplane it is just so fun and interesting.

My plans for next year are to attend St. Cloud State. I have been accepted into their Aviation Program and I will be on my way to an ATP license. I have already been out there to talk to a professor and look at the campus. I even got to go out to the Airport, which was really fun.

The one thing that I remember the most was the simulator that they have. Usually they don't just let anyone go in it but they let me fly it for a little. That was a lot of fun. It was a little hard at first because it was a simulator and I wasn't taking flight lessons yet. My main goal is to be an Airline Transport Pilot, but along the way I want to fly smaller commercial jets and be a flight instructor.

I have been a student pilot for about three months now, and I love every hour of it. I am taking lessons at Flying Cloud Airport and it is going great. I hope to have my private pilot license by the end of the school year, which is in June. After I get my license, I will do a lot of flying on my own and get a head start for College.

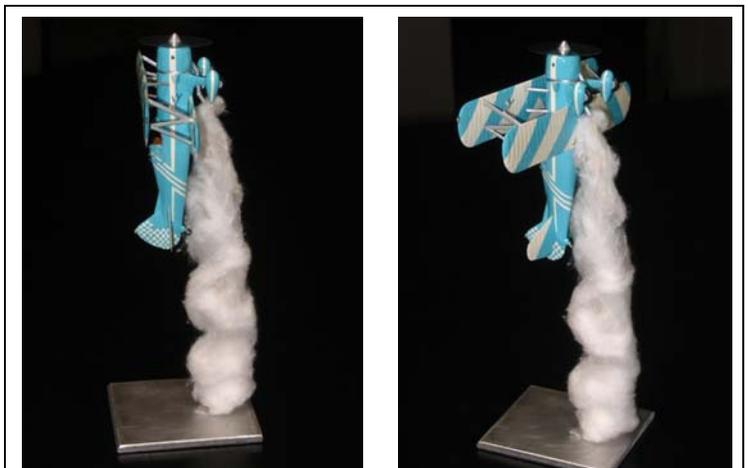
I hope that when I get to St. Cloud State, I can go past Orientation classes and work on my other hours. I want to get all sorts of certifications; one I think would be really fun to have would be the Seaplane License. When I get out

of college, I hope to find a good job with a small airline and fly with them for a while. After a couple of years, I want to look at a major airline. I really want to fly for Northwest. I don't care if I will get paid little because it really isn't about the money. I want to fly for a living and no matter what I get paid I will always love it.

In school, Aviation is my best subject. It has been for the four years I have been at Washburn. When it comes down to related topics, some I don't do so great in. My math class is the one I have most difficulties with. I am in Pre Calculus, and it is tough. When it comes down to flying I really don't have any trouble computing any data. When I am doing math for Aviation it "clicks" much more than in Pre Calc.

One thing that I am having fun with is the weather. I am always looking at weather trying to figure new things out. Weather is so important with flying that it is mandatory for a pilot to understand it and to always check it. At school, I haven't been in a class specific for weather, but I do it with my instructors and on my own.

My future plans are to go all the way with Aviation, I know it will be hard at times, but I love it and I know that's what I want to do. The degree I will receive in Professional Flight from St. Cloud State, will be the gateway for my success, but I will always look back at what I learned in Mr. Denny's class to support my future.



Chuck Doyle's Stearman Skywriter

Noel Allard passed along the photos above. This is a model Noel built of Chapter 25 member Chuck Doyle's Stearman Skywriter. Chuck learned the skywriting trade from the first skywriters in the 1930's, and practiced this art throughout his career. Chuck was born in 1916 and was inducted into the MN Aviation Hall of Fame in 1992. Chuck moved to a nursing home with Alzheimer's disease earlier this year, and Noel reports that his condition has worsened recently.

Coyote 1st Flight *(from page 5)*



Descent for landing

900 fpm climb. I tried slowing it a bit, and was getting 1100 fpm with a pretty steep pitch. They say you will get 1400 fpm with a 60 mph climbout, but I was not comfortable enough with the steep pitch to try that. With that powerplant and the light weight, it just climbs so much steeper than the C150. You have no problem getting to pattern altitude before turning crosswind.

Did you get much help from the chapter during the build?

I had Chris Bobka do the pre-cover inspection. The build went so smoothly, this was the only inspection I had done. I also got some help mounting the wings to the fuselage.

How did the FAA inspection go?

Dealing with the paperwork was the most difficult part for me. The EAA preparation kit was recommended to me, and I'm really glad I went with that. It only cost \$20, and it really helps you get through the paperwork with the FAA. I worked with DAR John Roscoe, and he made this much easier. He had me hand-deliver the paperwork to the MIDO so it would not get delayed internally, and they released it to him. He worked with me on some final corrections at the hangar to avoid delays.

Are you planning on some cross-countries once you get the 40 hours flown off?

People have asked me if I plan on flying to Oshkosh this year, but with less than 200 hours total time, I am not ready for that. I do plan to fly up to do some fishing with my brother-in-law in Warroad, MN, and I will definitely do some pancake breakfasts! I am also looking forward to flying with my kids and with Katina, the new girl in my life. They are all very excited about the airplane, and can't wait for me to complete the test hours so they can ride with me. By the way, I have decided on a name for my airplane – I'm calling it Chapter II.

It sounds like you really enjoyed the building process. Any thoughts about doing this again?

The thought has crossed my mind, but this will be a ways off. I have thought of possibly building something like an RV in the future, but I know that would be more challenging and would take more time. But I really like the RANS, and the great thing is that I will have an airplane to fly if I do decide to build again.



ON FINAL JUNE 2007



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Chapter Events and Fly-Ins

June 20th Ch. 25 Meeting at Ch. Hangar
See page 3 for map & directions.

June 16th Young Eagles (LVN)
Contact John Koser or Bill Brown for current info

Jun 16th Annual Chapter Picnic (see p. 3)

Oct 7 Annual Chapter Banquet

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

Jun 15-17 East Gull Lk, 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 16 Two Harbors Mn (TWM)

10a-1p Hotdog & Chili Feed.
218/834-4784

Jun 16 Moose Lk Mn (MZH)

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

Jun 16 Boyceville Wi (3T3) 7a-2p

Pancake & brats 715/235-0972

Jun 17 Rush City Mn (ROS) 8a-12p

Fly-in bkfst 320/358-4743

Jun 17 Cambridge Mn (CBG)

7:30-
12:30p Fly-in bkfst 763/689-5194

Jun 23 Alexandria Mn

Airshow 320/762-1333

Jun 23-24 New Richmond (RNH)

11am-start 2pm-Airshow
4pm-pig roast 7pm-hangar dance
CTAF 122.975 nrairport.com

Jun 24 St Cloud Mn (STC) 8-1p

Fly-in pancakes 320/255-7292

Jul 7 Superior Mn (SUW) 8-11a

Fly-in pancakes eaa272.org

Jul 15 Grantsburg Wi (GTG)

7-12p Wild rice pancake fly-in
William Didlo 715/653-2619

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

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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 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 wshld, shldr hrns & much more. All AD's complied with. 160 kts TAS 11.5 gal/hr. See and fly to appreciate. **\$35,000** David Maib 651-454-5358 dmaib@mac.com

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

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.

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