

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JUNE 2008

Building the RV-8



Last month we announced the first flight of Jerry Farrell's RV-8. This month we interview Jerry for a builder's profile, and get more detail on his experiences building and flying his new aircraft.

Continued on page 4

Update on Airlake

According to Jeff Nawrocki, MAC's manager responsible for Airlake, MAC is moving closer to developing the southwest side of the airport. To avoid further delays in the process, MAC will not include sewer and water. Thus, the arrangement will be like the existing hangar area, and will include hydrants for fire protection. Jeff says that MAC is hopeful development will start next year, and that they

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What we really need at Airlake is a beautiful pair of Flitzers!

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<http://www.airshows.org.uk>

Cleared for Takeoff
June meeting, May minutes

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Cleared for Takeoff *by Jon Cumpton*



Last week I spent the morning with Bert Sisler in his garage / aircraft design center. I wanted to catch up on his progress on the latest aircraft design produced there – the Six Pac. Bert describes his activity as what he does to keep his mind active instead of doing crossword puzzles.

Bert's workbench might present a puzzle to the casual observer, since it carries a collection of engineering drawings, notes and aircraft engineering reference material. However, when Bert starts to discuss a design feature he is working on, he quickly sifts through the piles and pulls out the relevant drawing and begins to discuss the issues and alternatives. My reaction is, "Boy, there sure are a lot of things to think about when designing an airplane!" I can't imagine even designing one part of an airplane, but Bert can show you numerous design drawings and mock ups of every feature.

The Six Pac is Bert's fourth design, I believe. Now, designing four airplanes (three flying so far) is a significant accomplishment. Then you have to add on to that an airline career that started with DC-3's and ended with 747's. And then there was the Army Air Force and Reserve career flying B-25's P-61's and such. Before that was his youth as an airport rat near Grand Rapids. OK, I guess I had better mention that he was a founding member of Chapter 25, and it's first President. I couldn't leave out restoring several planes and advising others on building or restoring airplanes. Over 50 years later, he shows up when it's time to clean the hangar, put the Gusty back together again, or work ground crew at Young Eagles. Just imagine how many crossword puzzles Bert would have completed by now. In short, he does it all.

To recognize Bert's accomplishments so far, the Board of Directors of Chapter 25 has decided to honor him by dedicating our Chapter Hangar in his name. Please join us at the Chapter Picnic on Saturday, June 21st, for the dedication of the Bert Sisler Aviation Education Center. And Bert will tell you that the important word there is "Education", because that's really his passion.

Before that, please also join us for our regular monthly meeting on June 18th. Jerry Farrell will talk about completing his RV-8 (and bring it with him) and we'll also roll out the 2008 Fund Raiser.

Jon



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The Leader In Recreational Aviation

This Month: Wed June 18th—Chap. Hangar—6 pm

Grill on at 6, Meeting starts at 7:00 pm
Bring something to grill and something to share

Program: Jerry Farrell will talk about his just completed RV8 project, and will have the aircraft on hand for inspection. Also, Jeff Nawrocki from MAC will be on hand to explain the approach being taken for new hangar construction. Finally, after the meeting, Phil Funk will have his hangar (32G, just on the market) open for inspection.

Sat June 21st—Young Eagles at Airlake 9am (before Chapter picnic)

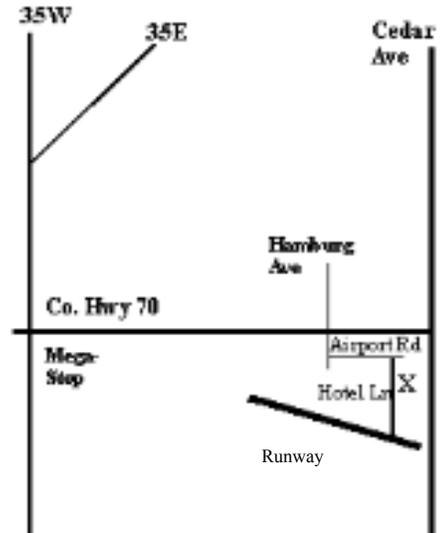
Contact John Koser or Bill Brown if you can volunteer.

Sat Jun 21st—Chapter picnic, hangar dedication and fundraising kick-off, Chapter Hangar 11am-2pm

Sun Oct 5th—Annual Awards Banquet, Eagan Community Center

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 21, 2008

Presiding Officer: Jon Cumpton

Location: Chapter Hangar at Airlake

Business meeting discussions

The following guests was introduced:

Chris Hrabe Rich Marr Jim Heimann
Dan Jackson Jim Batzli

Members are encouraged to wear nametags during chapter events. See Jon Cumpton for a permanent nametag (\$5).

We now have a supply of black EAA Chapter 25 hats. Cost is \$13. See Jon Cumpton if you would like to buy one.

Please visit EAA25.org for up to date chapter information. If you have any project updates or announcements, please send them to Jon Cumpton for posting.

If you would like to get the newsletter via email, send a note to Pete Gavin asking to get on the distribution list. You get it in color and you save the chapter a buck each newsletter.

A Treasurer's report was circulated.

John Koser reported that we flew 16 kids at last Saturday's Young Eagles event. Many of them were Scouts. We continue to look for groups of kids to fly. Contact John Koser or Bill Brown if you have any leads in this area.

Congratulations to Dan Jackson, our scholarship winner from Lakeville North High School. Dan plans to attend the Aviation Program at UND. We will also sponsor Greg White to attend the EAA Air Academy. Greg has attempted to register but the program is full. He is first on the waiting list.

Congratulations to Jerry Farrell on the first flight of his RV8.

Upcoming events:

June 18 is our next chapter meeting at the chapter hangar.
Saturday, June 25th - The chapter annual picnic, chapter hangar dedication, and monthly YE event.

Our annual fundraiser will kick off during the chapter picnic in June. The grand prize will be a 32" flat screen HDTV. Second prize is a ride in Clay Adam's 1929 Travel Air. Tickets will once again be \$5 each. Andy Hutchinson will coordinate the activity.

Airlake Airport News:

MAC is moving toward developing the southwest area of the airport

Sewer and water will not be included

Hydrants will provide fire protection

The hangars will be built by private developers

A \$500 deposit will be required which is refundable if the hangars are not built in 5 years

Public rest rooms and an aircraft washing area will be installed this year

Contact Jeff Nawrocki, MAC Manager in charge of Airlake for more detail

Harvey Havir indicated the Hummingbird Aviation at FCM is now a Jabaru dealer and they have Light Sport Aircraft available for sale and rental.

The recent state budget agreement that passed stripped \$15 Million from the airport budget and moved it to the general fund. This prevents any outstate airport projects next year. Members are encouraged to contact Governor Pawlenty on this issue.

Program

Rich Marr, an ABDAR gave a presentation on how to navigate the process and paperwork needed to get a homebuilt aircraft inspected.

Submitted by Craig Nelson

Building the RV-8

(Continued from page 1)

Special thanks to Pat Halligan for helping out at the last minute to get the photos for this article.

- Pete Gavin

How did you first get interested in flying?

I wanted to fly ever since grade school. In 1949, I got my first airplane ride. I was at a wedding reception for the parents of Pat Halligan (my nephew). The reception was held at Pat's grandparent's farm in Franklin, Minnesota, and a barn-stormer dropped into an alfalfa field and offered rides for \$5. Pat's dad bought me a ride – it was a Piper Vagabond, and I've never forgotten it. He must have given rides to about a dozen people, and that was good money in those days. I also remember watching a B17 flying over my brother's farm, and how I dreamed about flying someday.

When did you begin flight training?

I spent all my money in high school and after on flight training. I remember it cost me \$8 per hour dual. I first soloed in 1958, after six hours in an Aeronca Champ. My instructor weighed in around 250 lbs, and without all that weight in the back seat, that Champ was a different airplane. But after some hops down the runway, I got things under control. I got my commercial license in 1961, while I was in the Army.

Did you start training with the goal of becoming an airline pilot, or did that come later?

I think it was always in the back of my mind, but it was not something I talked about.

When did you first start flying for the airlines?

I was hired by North Central Airlines in June of 1964 by Pete Wahl, the head of flight training there for many years. It turns out that Pete Wahl was the pilot of that B17 I watched



flying over my brother's farm as a kid. That date (June of 64) is now part of the N number for my RV8 (N664JF). I stayed with the airline for 33 years and went through the change first to Republic and then later, to Northwest Airlines. I started flying the DC-3, and later moved on to the Convair 440, Convair 580, DC-9, MD-80, 727, DC-10, and 747.

Most favorite airliner, least favorite?

I loved them all, although I will say that it was difficult to really keep proficient in the 747. One pilot would take off, and with the switch in the middle of long flights, another pilot would land. That was a little frustrating, but I still loved them all.

Other airplanes?

Of course the Aeronca Champ, but also the Cessna 170, the Ag Wagon, the SuperCub, and two I now own, the Mooney and RV-8.

How long have you been involved with the EAA?

I've been a member for about 30 years. I fly the Mooney out to Oshkosh with a couple of friends every year. We fly into Appleton where we stay at a hotel and rent a car to drive down to Airventure. Pat Halligan got me involved with Chapter 25 a few years ago, and that has been fun.

Experience flying young eagles?

I've flown a number of kids, but more as part of family gathering rather than the official Young Eagle events. I do whatever I can to encourage young people who are interested in a career in aviation.

How did you decide to build your own airplane?

I love flying, and after retiring from the airline, it was a great way to get out of the house and keep busy at something interesting and challenging.

How did you select the RV-8?

I thought it was the best aircraft

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Building the RV-8

(Continued from page 4)

to meet my needs – a plane fun to fly on local flights as well as a great cross-country airplane. Plus the RV's have established a great record with over 5000 homebuilts now flying.

You selected the quick-build kit – what work is pre-done for you with that kit?

The wings are partly finished, but there was still a lot of work to do. I spent most of one summer completing those. The fuselage is also partly done, but also with a lot of work remaining. It definitely saves a lot of time, but I never actually recorded all the hours I spent building. I finished the tail first, in December of 2004. Then I ordered the kit, and that arrived in June of 2005. It took me nearly three years to complete the rest by May of this year.

Did you do a lot of the building at home?

I built the tail and a number of other small parts at home. But as I mentioned, part of my incentive was to get out of the house.

What engine and prop are you using?

I'm using the Lycoming IO-360 180hp engine from Aero Sport Power, and the Hartzell blended airfoil constant speed prop from Van's. The curved design of the prop is supposed to add a couple of knots over the symmetrical designs.

What did you decide to include in the instrument cluster? Did you design it?

I put together the general design, and SteinAir helped me finalize the details. I choose the glass panel over the traditional steam gauges. I'm using the Dynon Avionics EFIS D100 flight info system, and their EMS D120 for the engine management system. SteinAir did the panel wiring, but I hooked up all the components in the engine compartment. I also designed the wiring for the starter and alternator systems. For the radio and



nav systems, I'm using the Garmin SL30 Transceiver, the GTX 327 Transponder, and the Garmin GPS 396.

Did you stick pretty close to the original plans for the RV-8? What type of modifications did you make?

I stayed with the original design with one exception. Instead of using the piano wire hinges for the engine cowling, I used cam locks. They are so much easier to deal with when you need to remove the cowling.

Did you get much help with the riveting, or other areas?

Not much. I did need some help with riveting a few areas that require two people, such as under the wings. But most of it you can do yourself. I also got some help from Pat Halligan on the weight and balance and the fuel system.

Can you describe the most difficult part of the building project?

I would say that most areas present some challenges, but the canopy was probably the worst. It takes hours of trimming to get a good fit, then you need to slice it off across the front to match the windscreen. Molding the fiberglass trim is also a challenge. The baffling is another difficult area.

What type of paint scheme are you planning?

I'm thinking of plain white with maybe gray and burgundy stripes down the side, similar to my Mooney. I'm planning to fly up to Castleton, North Dakota on Aug 4th, after Oshkosh, to have it painted by Aircraft Refinishing.

How did you prepare for the first flight? Had you flown a similar design?

The RV8 was really quite different from any aircraft I had flown before. So I arranged for a couple of hours in an RV4 with a friend from Arizona. That definitely helped, but because it was four months before my first flight, I didn't feel real current.

Any issues with the FAA certification?

Rich Marr completed the certification on May 3, and he spent most of the day going over the

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Building the RV-8

(Continued from page 5)

plane in fine detail. He found one issue – a nut that was flush with the end of the bolt – I removed a washer to get a couple threads showing. He gave me a lot of compliments on the construction, especially the ailerons. When the stick is centered, all the trailing edges are in perfect alignment.

I had the RV8 certified for 1900 lbs gross weight. Vans recommends 1800, but I decided to add a little extra in case I have some larger passengers.

How about the first flight?

Once I got the certification, I was really itching to get flying. But with the bad weather in May, I had to wait eleven days for my first flight. On the morning of the 14th, the sky was clear and the wind was calm, so I just felt that “Today’s the day!” I felt more comfortable doing this without an audience, so I didn’t tell anyone. But as I taxied onto the runway, I announced “RV 664 Juliet Foxtrot taxiing onto 30”, adding “First flight” as you are instructed to do, and a bit later a voice came over the frequency, “That you Jerry?” I replied, “That must be you Wolfe.” A friend of mine, John Wolfe Clark III, just happened to be flying his C172 nearby and heard my announcement, so he joined me for some circuits around Chub Lake 4 miles south of the airport.

I know you made the first flight just a few weeks ago, and you only have a few hours on the aircraft. How is it flying so far?

I’ve got about 8 hours on it now, and I’m very happy with it so far. The controls are very sensitive, and after flying planes like the Champ, C170, or Mooney, its quite a change. Very slight movements produce big changes in pitch and roll, so you need to stay on your toes. But it flies straight and level with hands off, and that’s a big help. I’ve spoken with other RV builders who had one wing or the other tending low, so I feel lucky that I got it right the first time.

This design is a bit nose-heavy, and on final, I need to keep some back pressure on the stick even after rolling in all the up-trim. But that IO-360 really performs – I’m getting 195 mph with 24x24, and 204 mph with 25x25. The stall is somewhere in the fifties. It has a short take-off roll, and a stable approach.

Its burning 9-10 gal/hr, and with 42 gal capacity that’s as much time as I want to spend in the air at one time. I will be able to fly to Phoenix with one fuel stop. On the other hand, with fuel prices the way they are I’ll probably be spending something like \$2,500 to fly off the test hours!

Overall, I’m finding the RV-8 is easier to fly with each flight, and more fun. I’ve done both 3-point and wheel landings, and I find wheel landings a lot more natural. The 3-points tend to drop in a bit – when it’s done flying, it’s done flying.

How is the engine monitor? Temps in expected range?

All temps are falling in the expected ranges. No issues so far. The EFIS and EMS are performing beautifully. I can display the engine readouts on the right side of the EFIS display – it makes it easier to monitor those you want to watch.

What is your test flight area?

I’ve had some great luck on this. The last person Rich checked out apparently complained bitterly about the small test area, so when he asked me where I wanted to fly, I said Redwood Falls, and ended up getting the largest test flight area on record. See the diagram. You cover a lot of ground quickly at 200 mph, so I’m very grateful for this freedom.

What are your plans for cross-countries once you get the 40 hrs flown off?

Definitely a lot of trips to Phoenix, where we have a townhouse. I would also like to fly to Florida.

Does your family get involved in flying?

Yes. My wife Barb flies with me to Phoenix in the Mooney now, and both my sons, Matt and Sean, like to fly occasionally.

Any advice for new builders?

Just that it’s very difficult to get work done at the airport. You can probably make the best progress building alone in your basement where you can work without interruptions. At the airport, you will get a lot of people stopping by to say hello and see how you’re doing, and pretty soon they want to go for lunch. So I learned to take advantage of the lunch hour to work on the plane. As I’ve heard other builders say, you just have to make up your mind to do something on the project every day.

Any plans for another project?

Not at this point. I just want to fly as long as I can, and possibly help others who want to pursue flying.



Update on Airlake (from page 1)

will use a private developer or developers as has been the case recently with Flying Cloud and Anoka. After hangars are built, generally using standard sizes, the developer will transfer the leases to MAC and tenant. The developer will also be responsible for alleyways and roads.

Those who wish to remain on the waiting list for hangars will be expected to make a \$500 deposit to keep their name on the list. The deposit is refundable with interest if MAC fails to develop the site by the end of five years.

Jeff also tells us that plans to build a public restroom and 60 x 60 airplane wash pad near the existing hangars is on track to be completed this year.

Jeff encourages all interested people to contact him if they have questions or comments. Reach him at (763) 537-2058 or email him at jnawrock@mspmack.org. Jeff will also join us for our June 18th meeting at the chapter hangar.



Stuff for Sale/Wanted

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. Hangar will be open during June 18th chapter meeting or 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 Sale: ICON IC-A23 VHF Airband Transceiver still in box never used. \$275. Peter Denny 763/529-5325

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 jigged with the skeleton and main skins clecoed in place. All parts primed. Includes elec trim, wing Indg lts and AOA kit. \$5000 for all, but am on furlough from Mesaba and willing to negotiate. Chad Tarara ctarara@comcast.net 952-956-4614

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

For Sale: Homebuilt two place tandem. open cockpit, hi wing, 64TT, Eng. 0235C 1035TT Plane garaged 10 yrs Bldr deceased.

Starduster II fuselage & empennage

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Chapter Events and Fly-Ins

June 18th Chapter Mtg at Airlake
6:00 pm (Directions on page 3)

June 21st 9am Young Eagles (LVN)
(Before Chapter picnic) Contact John Koser or Bill Brown for current info.

June 21st Annual Chapter Picnic & Chapter Hangar Dedication 11a-2p

Oct 8 Chapter Awards Banquet
Eagan Community Center

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

Jun 14 Eau Claire Wi (EAU) 8a-12
Pancakes 715/877-2406

Jun 14-15 Hancock Mn (pvt)
Brown's fly-in. Pork roast Sat 4pm.
Call for permission to land
320/392-5869

Jun 15 Canby Mn (CNB) 7am
Waffles, noon airshow
507/829-9608

Jun 15 Crystal Mn (MIC) 7:30-5p
Morning pancakes & open house
763/745-7888

Jun 15 Hutchinson Mn (HCD)
8am pancakes, 4-7pm pork chops
320/587-3802

Jun 15 Princeton Mn (PNM) 7a-1230p bkfst 763/389-4187 x201

Jun 15 Dodge Center Mn (TOB)
7a-noon Pancakes 507/282-9682

Jun 15 Redwood Falls Mn (RWF)
Panck bkfst, 8a-noon 507/627-2707

Jun 15 Rush City Mn (ROS) 8a-12
Father's Day fly-in

Jun 15 Grand Rapids Mn (GPZ)
8a-1p Fly-in Bkfst 218/326-3118

Jun 21 New Richmond Wi (RNH)
11a-3p Fly-in lunch

Jun 21 Moose Lk Mn (MZH)
7:30-11a Fly-in bkfst 218/485-4441

Jun 22 Hinckley Mn (04W) 730-12
Flyin bkfst/aerobatics 302/384-6667

Jun 22 Fairmont Mn (FRM)
7-11:30a Fly-in bkfst 507/235-9837

Jun 28 Hibbing Mn (HIB) 8a-1p
Miners bkfst 218/262-6377

Jun 29 Wells Mn (68Y) 7a-noon
Pancakes/eggs 507/553-3100

Jun 29 St Cloud Mn (STC) 8-1p
Pancake bkfst 320/255-7292

Jun 29 Springfield MN (D42) 7a-12
Flyin bkfst 507/723-6343

Jun 29 Aitkin Mn (AIT) 7-11am
Pancakes, brat/burger 11a-3p
218/927-4104

Jun 29 Caledonia Mn (CHU)
730-Noon Fly-in bkfst

Jul 4-6 Starbuck Mn 7a-noon
Pancakes Sat morn. 320/392-5869

Jul 5 Chetek Wi (Y23) 9am
Street Rod/Car show/Crafts
715/456-8415

Jul 6 Austin Mn (AUM) 7a-1p
Pancakes & SPAM 507/433-7115

Jul 12 Superior Wi (SVW) 8-11a
Pancakes, YE rides 218/729-7764

Jul 13 Two Harbors Mn (TWM)
7a-1p Fly-in bkfst 218/834-4784

Jul 20 Preston Mn (FKA) 730-1230
Omelet fly-in bkfst 507/765-2582

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