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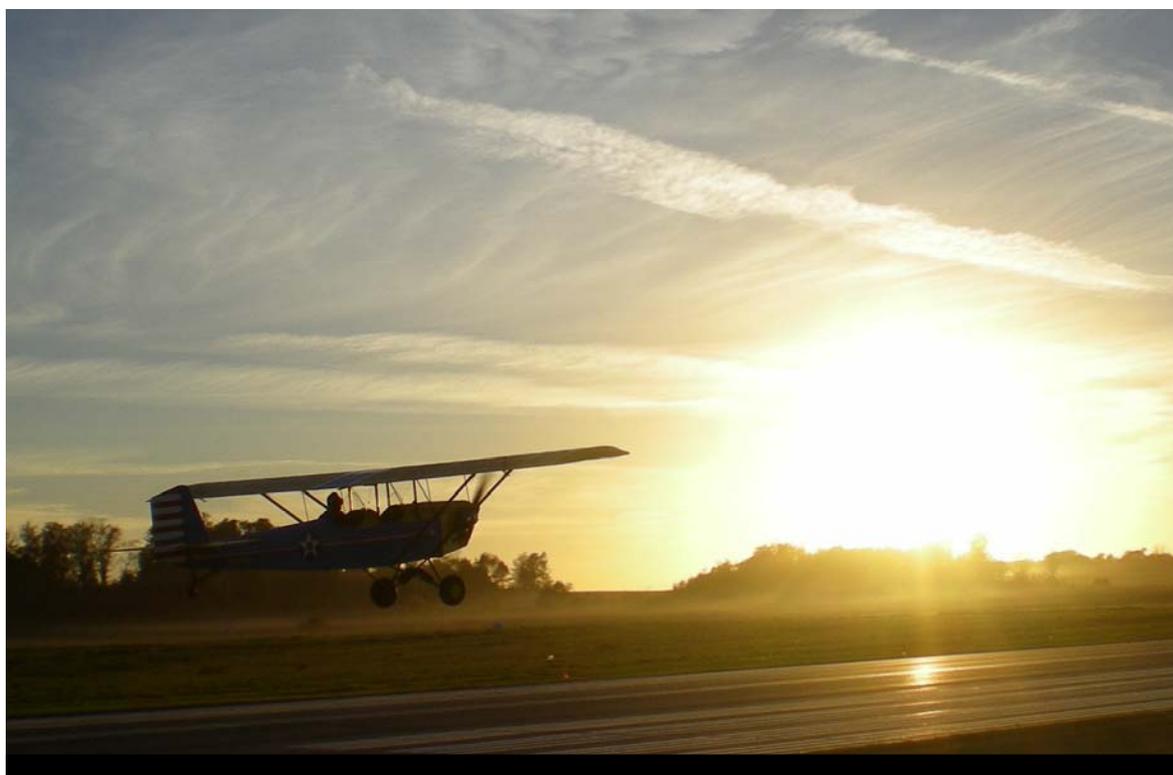
EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JANUARY 2011

It's a 'Back to the Old Future'

The story of Pietenpol NX29LD — by Norm Tesmar and Bob Poore



Bob Poore's purchase of an A-65 powered Pietenpol was quite equitable and has an interesting Red Green beginning tale that will be related later. This ship has a Toyota Tercel electric starter that is powered by a dead loss garden tractor battery and overstuffed cushy seats.

Starting near the end of the story to date,

(Continued on page 4)

Shenanigans at Hooligan's

It seems that everyone was having a good time at the Chapter Christmas party at the Halligan's. We had a great turnout in spite of the snowstorm the night before. Thanks so much to Pat and Sandy for being such great hosts and to everyone who brought food and drink. Here are some photos for those who attended, and for those who couldn't make it!

(More on page 6)



Koser's Comments
Jan meeting, Nov minutes

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P3

For Sale/Wanted
Events/Fly-ins, Gary's Celerity paint job

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P8

Koser's Comments



Happy New Year to all. I hope your holidays were restful and rewarding, and that we can get off to a good start with Chapter 25 activities.

Working on meeting presentations for 2011 has netted the following ideas so far:

Delta Airlines Flight Sim - off site
Flying in Class B Airspace with Mark Schrier - at BSAEC

MSP Approach with Mike Walker - at BSAEC

MSP Tower and Com Tour - off site

Visit to Pat Hoyt's Project - off site

Visit NWA History Center - off site

BSA Base Camp, Ft. Snelling Space Shuttle Sim - off site.

Notice the number of off site visits, and consider, if you will, some more ideas for meetings at our hangar BSAEC. **If you know resource people who'd be interesting presenters, if you have DVDs of aviation videos that could be the focus of a meeting, or if you can present on some area of aviation interest, I'd appreciate hearing from you.**

For 2011, I have tentatively scheduled the following:

January presentation by the Piet Group - History and Film(s)

March Chili Feed following YE,

Fundraiser Tickets: Print in March so we can sell them at YE events,

Board Meeting following April YE,

June picnic following YE,

Board Meeting following August YE,

Preparation of officer slate for 2012 in September with elections in October,

Board Meeting following YE in November

Christmas Party in December - location to be determined.

Finally, can we break our YE number record of 2010 in 2011? Please try to find some groups and let Bill Brown know.

Hope to see everyone at the January 19 meeting.



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ON FINAL



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The Leader In Recreational Aviation

This Month: Wed Jan 19th—Chapter Hangar—6pm

**Grill on at 6pm, meeting at 7pm
Please bring something to share**

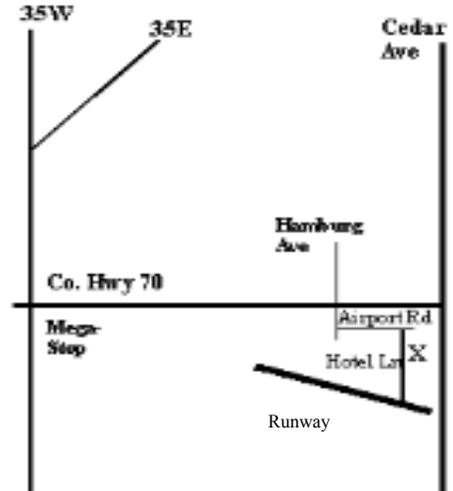
Program: Presentation by the Piet Group on the progress of their building project, includes Pietenpol history and films.

Sat Feb 19th—Young Eagles at 9am. Young Eagle volunteers, please contact Bill Brown for more information.

Sat Mar 19th—Annual Chili Feed at noon & Young Eagles at 9am.
Young Eagle volunteers, please contact Bill Brown for more information

Directions to BSAEC (Bert Sisler Aviation Education Center):

South on I-35 to Hwy 70 (Megastop), then East to Hamburg Ave (3rd stop sign.) Right turn and South to airport perimeter road. Left on airport perimeter road then right on Hotel or India Lane. If the surface is firm, please park on space between hangars.



EAA Chapter 25 Meeting Minutes

November 17, 2010

Presiding Officer: John Koser

Location: Villaume Lumber Company

Business meeting discussions

A treasurer's report was circulated. We have a cash balance of \$15,982 as of November 16.

Bill Brown reported that our total Young Eagles flights for the year stands at 457! He has 30 kids lined up for Saturday's rally which will fly out of the Airlake FBO. We are set for pilots for the event.

Kris Olson reported on membership news. Annual membership renewal packets are available during the meeting. Please complete and return with your dues to Kris by December 1. Visitors who are interested in joining the chapter can obtain an application on our website EAA25.org.

Kris also reminded members that she has Chapter 25 hats for sale.

Ami Sela's Rans S-19 is finished and his first engine run is complete.

The Chapter Christmas party will be at Pat and Sandy Halligan's house on Sunday, December 12. Check out the newsletter for driving directions.

The Pietenpol Group continues to make progress on their project. The fuselage floor has been glued in. They plan to start moving some work into the BSAEC in 2-3 weeks.

John Schmitt comments on the value of the EAA Webinars that are occurring. He spoke specifically about one that detailed how the YE program is expanding to offer more

Youth Aviation Education

2011 EAA Air Academy at Oshkosh , WI

Young Eagles Camp (ages 12-13) \$600/ \$675

Session 1: June 13 - 17

Session 2: July 12 - 16

Basic Camp (ages 14-15) \$800/ \$875

Session 1: June 19 - 24

Session 2: June 26 - July 1

Session 3: July 5 - 10

Advanced Camp (ages 16-18) \$1,000/ \$1,075

Session 1: July 19 - 27

Session 2: July 29 - August 6

For more information visit www.airacademy.org or 1-888-322-3229.

EAA Chapter 25 Scholarships contact John Schmidt at 651-776-1717.

—from Kris Olson

incentives to encourage Young Eagles to pursue getting pilot training.

Program

We had a great project visit to Villaume Lumber Company to see the CG-4A WWII glider that Dale Johnson has been involved with.

Submitted by Craig Nelson

The story of Piet NX29LD

(From cover)

Bob and Norm Tesmar flew to Milaca from Fleming Field in Bob's colorful Grumman Lynx. They were picked up by the Piet owner Lowell Durham to go about 6 miles East of Milaca airport, to the sleepy village of Bock, MN and check out his Piet. NX29LD was tucked away in Lowell's pole barn for 9 years without being flown - the poplar trees at the end of the pasture had grown too tall!

A little about Lowell the builder: Lowell Durham was just retiring from his tool & die business he had run in Cambridge, MN and wanted a project. Turned out a Pietyenpol was just the ticket. It took Lowell and his wife four years to complete the project. Bob commented that they did an exceptional job. Flying it for only 97 hours when it was relegated to the pole barn. Lowell has come to terms that it was time to sell his airplane; he said something about using the proceeds to get a more civilized aircraft with a canopy and heater. An LSA Ercoupe 415C was probably on his mind. As his disassembled airplane rolled out of his yard on Dick Navratil's trailer, Bob is sure he saw a tear in his eyes.

Deciding to buy the Piet, Bob organized the retrieval team which was Norm and mainly Dick Navratil and one of his substantial airplane hauler rigs. It took the better part of the day collecting the bodies, trailer, traveling, paper work, dismantling and getting it down to the Airlake chapter hangar.



Lowell Durham (builder of NX29LD) on the right with Dick Navratil and Bob discussing how to disassemble the Piet for hauling—result is below—photos by Norm

After reassembly and rigging it up back at the chapter hangar, Bob started the tinkering, correcting and improving what he wanted. He changed the hockey puck tail wheel to a more substantial RV type style wheel and replaced the main tires with Carlyle 8.00X6 golf cart tires. Battled with the Goodyear brakes and leaky brake lines for quite a while with finally good success. The toe brake pedal tabs



were lengthened and beefed up to stop bending and feet from slipping off during braking. He added cabane hand hold straps, new trim colors, decals and painted the engine cowl and metal boot cowl yellow. We rechecked the weight and balance and the weight turned out to be 732 lbs. That's a little higher than the original paper work. Bungee covers on leading edges were stiffened up for a little better aerodynamics. Aileron gap seals are yet to be installed.

During this time Bob was running the engine, taxiing and fast taxied down the runway and lifted off a few times. The engine starts and runs very well even though engine compression was somewhat weak in one cylinder and borderline weak in another. Taxiing the Piet is as normal as any average or better taildragger and making pivoting turns on a silver dollar is no problem.

The first flight was on Oct 7, 2010 and the Piet has been flown on 3 different days with 7 flights. It has a very respectable climb with one person at 70F. We'll see what it will do in warmer weather with the current metal prop and Bob's 76" semi scimitar wood prop. In cruise flight with 180lb. pilot solo in rear seat, it flies very straight except for a very slight nose down with full fuel in the fuselage boot tank. It still flew with a slight nose down when fuel level got to about 2/3rds empty. The horizontal ground adjustable trim tab &/or engine thrust line angle needs tweaking. Descents at closed throttle seem normal but carrying some power it has a right hand slipping bank. Might have to tweak vertical fin or rudder ground adjustable trim tab or engine thrust line or a combination. Power on and off stalls are normal. The roll rate is a little sluggish so the aileron gap seals should help that. Considering those things, it still flies pretty well.

The cold weather hit and Bob's Piet flying is waiting for the



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The story of Piet NX29LD

(Continued from page 4)

warmer weather so on to the beginning of the story.

Norm thinks the Piet Fever started for Bob on a flight they took in Dick Bylund's Cub with the door open and low level over farmland and smelling the warm earth scents and yelling at the manure spreader going down the road. That might have brought him back to the very young years flying with his father Roger, flying low and slow and not rocketing high overhead as in his venerable Grumman. Flying with Dick Navratil in his round motor Piet as Dick's first passenger helped as well. The memories of his meeting Bernard Pietenpol back in the 1978 at his shop in Cherry Grove, MN are rolled into the inspiration. This is the prelude to this venture. Now it's a back to the old future.

Bob's life moniker has been branded by friends as Side Trip Bob. Norm might call him Zig Zag Bob checking out all the deals on the way somewhere. Being not the only one, some can relate to this type of behavior. The accumulation of things from side tripping led him to take a discerning look through his banked away 20+ motorcycles, vehicles, airplane (pretty high cylinder index) and other trading fodder to use them somehow to economically rekindle the low and slow flight experience.

Well, what would be reasonable and nostalgic to fly? His being a long time motorcycle guy, an open cockpit like a two-place Pietenpol would fit the bill. The hunt started with all the usual avenues and some Bob has that people don't know about. Look at his wallet. For instance, he calls it the national archives—it's big as a bowling ball and there's no money in it (one drawer filing cabinet). Somehow he found a young guy going to school that owns a Grega GN-1 (Piet like) to part with and is looking for a MG Midget or similar to go to school in. Bob has one. So he struck a deal to swap and a little cash to get the GN-1.

Bob flew his friend Carl Moser to Lone Rock, WI to check it out. Upon opening the door where the GN1 resided, Bob realized this airplane was a might tattier than the pictures showed. The owner had failed to mention that the Lone Rock Airport had been flooded that spring and the airplane had been in the water half way up its landing gear legs. The Corvair rocker covers, pushrods and rocker arms had been on the dirt floor when the water rolled into the hangar. A quarter inch of dust and silt covered the aircraft and Bob was about ready to eat his deposit and walk away. But wait, it was still a way to get rid of that money pit MG Midget!! And he knew of a plan's built real Pietenpol, with a real aircraft engine; an A-65 Continental with electric start for sale up in Bock, MN.

Here goes. Bob, never having been at the Pietenpol Fly In, confirmed the deal with the Kid to do the swap and do it on the way to the Pietenpol Fly In at Brodhead WI near the end of July. That's the plan and Norm agreed to go and help out. The day before the trip they went to his brother-in-law's co op

farm about 80 miles into Wisconsin to get their flatbed trailer with extra tires. That was a good thing about the tires. In each one of these segments ahead there were always problems. Then it was to his hangar at Airlake to load up the car, lumber and tie down material for the plane. Bob's Brother Randy was there and helped. It's now late and they are hungry so they started out for a restaurant in Lakeville. Randy followed them and before they got there, Randy stopped them mid stream since there was smoke coming from the right side of the trailer. The tire was rubbing on the vertical part of the metal wheel well. The car was unloaded and shifted it to the left side. That gave a gap of about 1/2 inch to the wheel well. Oh, what about going around corners &/or a bouncing load? They ate around 11:30pm and headed to Bob's house to get ready to leave about 5 in the morning. The tire didn't rub or smoke.

Headed out for Lone Rock they made stops checking and retightening material like the 2 inch thick slabs of cushioning foam and other things that didn't want go with them and become orphans along the road. The traveling was mostly two lane roads and about 1/2 hour from Lone Rock a tire is going flat on the trailer about a mile outside a half-horse town by the name of Bear Valley with 6 or 7 houses. There is a service garage there and about to close because they were going to a NAPA Rep seminar and party in Madison. They claimed they'd rather stay at the garage and work on wheels and tires and miss the seminar part and get there in time for the food and beer. They swapped rims and tires and got it done. Bob did call the Kid with the Grega to let him know we'd be about an hour late.

Now at Lone Rock unloading the gear, the MG and trying to get it started (trace down a bad ground - Lucasitis), dismantling the plane and getting it loaded took 3 times longer than they figured. Many 2 steps forward and 3 steps back with spurts of progress with a lot of duct tape help. Bob and Norm stopped 3 or 4 more times to check on the load and had to fix and modify support structures to prevent more damage from occurring to wing fabric. More duct tape use and 2x4's. They are dragging, beat up and laughing about the trip. Got to Brodhead about 1am Friday and too tired to set up camp so they tried to sleep sitting up in the van. It was not good and Bob ended up on the ground in the dew. Norm crawled out of the van after daybreak crippled for an hour or so.

While at Brodhead, Bob fas-



Inspection of the Grega at Brodhead with critics Greg Cardinal and Dick Navratil

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The story of Piet NX29LD

(Continued from page 5)

tened For Sale signs on the Grega and a sign stating 'Please Don't Kick My Dog'. There were a couple bites on it and they thought a somewhat serious one.

They left Sunday morning for the Oshkosh Fly In. There were another couple stops to secure things as usual. It was reflex routine. On one stretch the Duo had one of those double takes in the rear view mirror because all they saw was white flailing around on the tail section. A sheet of folded up Ceconite fabric was forgotten on one of the GN1 seats. It flew out unfolding itself like setting a table and snagged on the tail more than covering it. It might as well have been a parachute. It could have been on the tail for a while because the fabric edges were quite frayed. Bob and Norm were a little frayed too. They wish they could have seen that happening watching from along side the highway. Hope no accidents happened from rubbernecking drivers.

After setting up camp at the Big 'O,' Bob got to park the GN1 at the fork in the road at Rellumdats Campground by the ultralight entrance with the For Sale signs on it and the 'Don't Kick My Dog Please' sign. Went on the field for a while and went back to camp. It rained and there was a vivid double rainbow – good or bad

sign?

While going back on to the field just inside the gate Norm saw Doug Ward & Judie Ohm (Log Cabin Airport) amongst the 10's of thousands of people and stopped Bob and pointed them out. They got their attention, greeted and within 2 minutes Doug said there's a plane on a trailer by the ultralights he thought was a Piet and thinks he wants to buy it. He had the phone number from the For Sale sign but no cell phone to call about it. Bob handed him his cell phone and asked him if he wanted to call the guy. Since the GN-1 was Bob's, the off the cuff joke was revealed.

In a short time they struck a deal and Doug asked if they could deliver it to the Log Cabin Airport which is almost on the way home. Bob owned it for only 2 1/2 days! They were walking about an inch off the ground for most of the afternoon. It was like something spiritual happened.

Returning home from Oshkosh, they delivered it to Doug's place in extremely thick fog, driving at 15 miles an hour. Unhooked from the trailer they headed for home. They went back to Doug's the next week and helped unload the plane and talked it into Doug's work shed at the south end of the runway. It was a shoe horn event since the landing gear is

Christmas Party Photos



wider than the door opening. Then the trailer was delivered back to the farm.

During this time Bob did alert Norm about the Piet he was interested in buying near Milaca because his current trading leveraged him to be ready to buy it if checking it out proved good. To finish the story go to the beginning of the end.

Side Note:

On the way back from the following Brodhead Fly In, Bob and Norm, avoiding the freeways again, stopped at the 1940's Picadilly Lilly Diner on the Lone Rock Airport to have a meal. By chance they met Ty Pennington of TV's Extreme Makeover waiting for his private jet. They were just finishing an episode near Spring Green, WI.

By the way, the airport was half flooded at this time. If

you're flying to Lone Rock amphib floats might help. One year, Doug at the Gate – the next year, Ty at the Café. The twilight zone has stopped for now.



Bob Poore
and Norm
Tesmar



Stuff for Sale/Wanted

For Sale: \$15,500. LSA 2003 Challenger II CWS, 145 TTAE, DCDI Rotax 503, Tall Drive, EIS with CHT/EGT/ALT/VS1. Like new condition, 2003 Copper State champion, N numbered. Hinged windscreen door. GPS, intercom PTT, headsets, portable radio, LED strobe, nav/landing lights, custom seats, fiberglass gear/nosecone/wingtips. Hydraulic brakes. 2 doors, 2-blade Tennessee prop., electric fuel pump, nicad coated muffler, full VFR instrument panel. Craig Rodamaker at 952-270-5739 or croddo@earthlink.net

For Rent: Concrete Block T-hangar at Flying Cloud. Electric south facing door. \$235/month. 763-656-8374

For Sale: Long EZ, IFR, 115HP/O235-C2C Lycoming, finished 1987, 107 TTAF, 687 TT Engine, Prince Prop., No hangar rash, No damage history. \$24,900. Contact Harvey @ 952-929-8725 More information/pictures at <http://longezpilot.com/PG10%20Aircraft%204%20Sale.htm>

For Sale: Lancair 320/360 kit, Super-Fastbuild kit. Asking \$20,000 or offer. Call 608/797-5752.

For Sale: 2024-T3 Sheets; 1 ea. - .020 4'x12', .025 4'x12', .016 3'x13', .032 4'x4'. \$1, sq/ft. Also smaller pieces. Monel Pop Rivets \$.05 ea. Latches - Hartwell H4600, \$3 ea. Call Jim Mayer (952) 469-2347.

PROJECT FOR SALE: 2001 KITFOX LITE SQUARED (Kitfox Model IV Tri-Gear) - Factory-rigged wings, Airfoiled tail, Conventional cowling, Electric elevator trim, Strut fairings. No engine. Asking \$10,000. Ben Adamowski - badamowski@comcast.net - 952 949-2186.



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Airlake Hangar Space Available Chapter 25

- Aircraft owner will need to join Chapter 25
- A hangar donation of \$125/mo is customary and appreciated
- Low wing preferred, but will consider high wing
- Preference is given to homebuilts in the final stages of construction
- ◇ Completed aircraft may need to find other space in the event a member needs the space to complete a new project.

For more information, contact chapter secretary Craig Nelson 952-949-0400 email c.s.nelson@msn.com

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Chapter Events and Fly-Ins

Jan 19th Chapter Meeting at BSAEC
Chapter hangar at Airlake (LVN)
Grill on a 6, meeting at 7pm
(see page 3 for map & directions)

Feb 19th Young Eagles start at 9am-
Contact Bill Brown to volunteer

Mar 19th Annual Chili Feed & YE's
Chapter hangar at Airlake (LVN)

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

Jan 15 White Bear Lk Mn 9-12
Benson's Apt Fly-in bkfst
Skiplane, Rwy not plowed
Kim, (763) 429-0315
www.eaa745.org.

Jan 29 Blaine Mn ANE 9-4
Cirrus open house
Safety Seminar 10-11
Transition to a Glass Cockpit
RSVP. Chris (763) 780-4375.

Feb 12 Park Rapids Mn PKD 11-2
Zorbas Zki Chili Fly-In
Little Sand Lake, N 46.978304,
W 94.949727, or 7 nm
on 042 degree PKD radial
Robb (218) 237-1969
rob@zorbaz.com.

Feb 13 Mondovi Wi 10a
Log Cabin Apt Skiplanes
S145 Segerstrom Rd
Lunch at noon with chili etc.

Doug Ward or Judie Ohm
(715) 287-4205
logcabinairport@tcc.coop.

Feb. 27 Warroad M RRT 8-12
Ski plane fly-in & bkfst
Skis land on Warroad R.
Wheels at Warroad Apt
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dpaulson@ssbwarroad.com.

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