

# WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

APRIL 2011

## ***RANS S-19 First Flight***



### ***Interview with Ami Sela***

*Chapter member Ami Sela flew his homebuilt RANS S-19 for the first time on April 2<sup>nd</sup> from Fleming Field. He will be bringing it down to Airlake for the test fly-off period.*

#### **How was your first flight?**

It went very well. You spend all this time building the airplane, doing the best you can to do everything right, and it all comes down to one day. You go over the plane from end to end,

*(Continued on page 4)*

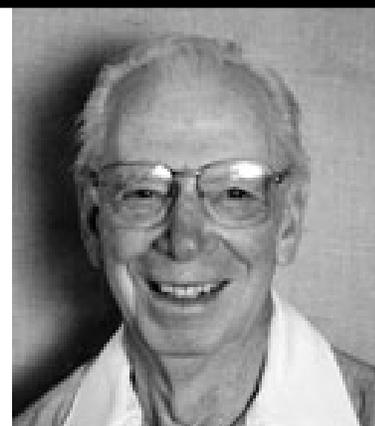
## ***Gone West: Sherm Booen 'Mr. Minnesota Aviation'***

Article by: [KELLY SMITH](#), Minneapolis Star Tribune

**"He loved being in the air and on the air, and combined the two with his TV show, "The World of Aviation."**

Richfield pilot Sherm Booen, whose weekly WCCO television show, "The World of Aviation," inspired generations of Minnesotans to look

*(Continued on page 6)*



**Koser's Comments**  
Apr meeting, Mar minutes

**P2**  
**P3**

**Young Eagle May 14 Event** **P3**  
**Piet Builders & Friends** **P6**

**Ads, Cool Aviation Links**  
**Events/Fly-ins**

**P7**  
**P8**

# Koser's Comments



April promises to be a good Young Eagle month if the large group that's contacted Bill shows up on the 16<sup>th</sup>. Let's hope so. We're off to a great start this year, and if rumors I hear are correct, we could have a record year flying kids. Bill Brown is doing a great job of communicating. If you have an interest in working with us on ground crew, let Bill know. I know I'm repeating myself, but I think it's the most important thing we do as a chapter – giving kids the experience of flying and sharing our enthusiasm.

Spring is here. I can tell by the (hopefully) dried out tire tracks in the formerly soft mud at KLVN near our hangar. Mark, our MAC airport maintenance guy, has been dragging the area and doing a lot of repair work to make the airport look "shipshape."

A major item is coming up in Chapter 25 business - our annual fundraiser. Terry has the tickets and we've put together the prize list. This is a chance for each of us to support Chapter 25's activities and obligations (yep, we have some) by participating actively in the selling of those raffle tickets. PLEASE, make a big effort to at least sell the 30 tickets you will receive. (At \$2 a ticket, it's a natural to offer 5 for a \$10 bill.) We'll also have raffle tickets available to see at YE events. If you can volunteer to be in charge of that activity on 3<sup>rd</sup> Saturdays, it would benefit the Chapter.

I'm hoping our MSP tower facility visit on 20 April will go off without a hitch. As I write these comments, I'm still in process of arranging that event. There's still room to sign up, so please contact me before noon April 19th if you would like to attend.

I'd also like to hear from members about topics for future meetings. If you have a resource that might present an interesting session, please give me a call.

## Clean-up Notice:

The Piet group has constructed a wing assembly bench along the south wall as we discussed at the March Chapter meeting, and it was necessary to clear a lot of things away from this area. So there is now a collection of stuff "known to be junk, or of UNKNOWN usefulness" in a prominent place so that members can pick up anything of interest to them.

**Please take time to stop at the hangar sometime this month and claim items of interest. We will dispose of remaining items as part of the LVN cleanup days April 29 & 30th.**

For those who are not going on the tower tour, note that the Piet group will be working on the Piet project at BSAEC Wed evening the 20th, and all are welcome to join in. See page 3 for more info.

—John

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# ON FINAL



Minneapolis/St. Paul

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

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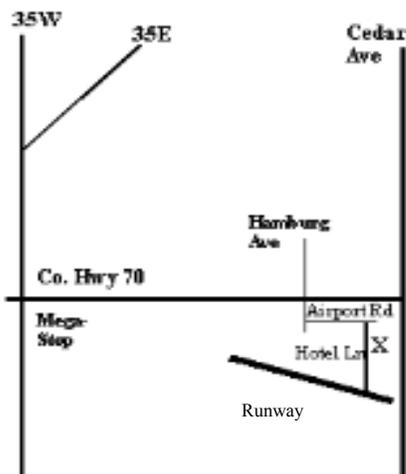


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# ***This Month: Wed Evening Apr 20th—Two Choices!***

## ***Work on the Piet***

Those who are not taking the tower tour are invited to come to the BSAEC chapter hangar to join the Piet builders who are working on that project. The group will gather at the hangar at 6:30 pm. Contact Pat Halligan 651-452-7050 or email to [pkhflying@aol.com](mailto:pkhflying@aol.com) for more info.



### **Directions to BSAEC to work on the Piet:**

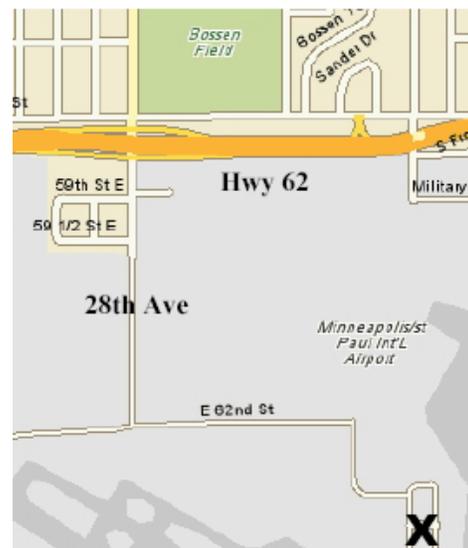
South on I-35 to Hwy 70 (Megastop), then East to Hamburg Ave (3rd stop sign.) Right turn and South to airport perimeter road. Left on airport perimeter road then right on Hotel or India Lane. If the surface is firm, please park on space between hangars.

## ***MSP Tower Tour***

We have space for a limited number to take a tour of the MSP tower. Contact John Koser 952-831-5142 or email to [jfkoser@comcast.net](mailto:jfkoser@comcast.net) before noon on Tuesday April 19th. John will confirm with MSP and notify those attending of arrangements on Tuesday afternoon.

### **Directions to MSP tower tour:**

Take Crosstown Hwy 62 to 28th Ave exit, then south on 28th Ave to E. 62nd St. Head east on 62nd St., turning right on 34th Ave. S. South to 63rd St. east to tower parking lot.



***Note: Special Edition Young Eagles Event 9am May 14th—Contact Bill Brown to Volunteer!!!***

### **EAA Chapter 25 Meeting Minutes March 16, 2011**

**Presiding Officer: John Koser**

**Location: Bert Sisler Aviation Education Center at Airlake Airport**

#### **Business meeting discussions**

John led the group in the Pledge of Allegiance.

The following guest was introduced:

Kjersti Boe

A treasurer's report was circulated. We have a cash balance of \$5,929 as of March 14.

Bill Brown reported that we are off to a strong start with Young Eagles this year. We flew 10 kids in January, 48 in February, and we are expecting 20 for next Saturday's rally. Members are encouraged to talk up the program and refer kids.

The Pietenpol group reported that they are working on the tail fittings at Dick Navratil's hangar. They expect to begin assembly at the BSAEC later this spring. They will be building a work bench on the south side of the hangar to facilitate the assembly process.

Kris Olson discussed several topics:

She has chapter membership applications available if guests would like to join the chapter.

Members are encouraged to order Chapter 25 name tags to wear during Chapter events. See Kris for details.

Chapter 25 hats are for sale at \$13.

Terry Carmine reported that we now have the tickets printed for our annual fundraising raffle. Official distribution to the membership will occur in May. We will sell tickets at YE rallies in the meantime and through the summer.

John indicated that the program for our April meeting will be a tour of the MSP Control Tower. Logistics need to be worked out so that the group is not too big to assure we don't disturb tower operations and to enhance our tour experience. This may require multiple tour times. Additional details will be forthcoming.

#### **Program**

Mark Schrier, FAA FFAST Team member and retired MSP ATC controller gave an entertaining presentation on how to get what you want from ATC when flying in Class B airspace. Submitted by Craig Nelson

# RANS S-19

(From cover)

hoping you haven't forgotten any little detail, knowing that just one slip can get you into serious trouble. Then you start the engine, and it really is a little unnerving. You want to keep all of these details in mind, but in the end, you just have to fly the airplane. It really concentrates your attention.

Everything worked. Take-off, climb-out. I stayed in the pattern in case anything went wrong. I reached pattern altitude just as I turned downwind, and as I leveled off I had to pull back on the power to keep from exceeding the aircraft red line speed.

With the Jabiru 3300 engine, you have about 120 hp on an airplane that weighs about 1100 lbs, so you have plenty of power. The airplane wants to just keep on climbing, but with the 2300 class B airspace base at Fleming, you can't do that. I limited my turns to about 20-25 degrees of bank. I did a few landings and overall stayed up for about 35 minutes. It was a very exciting time for me.

## Did you find any problems on that first flight?

Nothing serious. The only problem I discovered was with the tachometer. It is working off pulses from the alternator as compared with the more common EFIS sensors. Those are tuned to work with more conventional engines like Lycoming or Continental. So with the Jabiru, the rpm indicator kept fluctuating, and I've been working with Mike Hilger down at SteirAir and the manufacturer to resolve that.

It turns out that the rpm fluctuation is a known issue with this combination, and other builders have had to deal with this before. Eventually I want to use Hall effect sensors as with the more widely used engines. For now, I have an optical rpm sensor installed with a separate read-out.

I've been watching the cylinder head temps, and I'm running maybe 15 degrees hotter on the front two cylinders. There is a fiberglass dam in front that I can trim to adjust that, but I want to break the engine in first and let the temps settle down before doing that.

## So what kind of rpm's are you using in the pattern?

This is not like the Rotax, where you need reduction gears to downspeed the prop. With the Jabiru the engine rpm is the same as the prop, so the speeds are pretty conventional. I am seeing 2850 for take-off and climb, and reduce to 2500 for level flight so, again, not to exceed the red line. I reduce to around 1500 abeam the numbers, and bring it down to 1200 or so turning final.



# RANS S-19

(From page 4)

## What airspeeds are you using in the pattern?

For climb out, I've been using about 70-75 kts to keep the engine cool. I slow to 80 kts abeam the numbers so I can use the flaps, and 70 kts on final, slowing to 55-60 over the fence. I've been using two notches of flaps for the landing, and I would guess it stalls about 34 knots based on the factory info. To break in the engine, I want to exercise the full range of speeds, but that's difficult as long as I have to stay in the pattern. Cruise should be about 120 kts, with never exceed around 131 kts.

## Is the RANS LSA qualified?

I have it certified as Amateur-built LSA eligible, with a gross weight of 1320. Empty weight is 838, a little higher than standard with my extra instruments. The factory model is tested and rated for 1475 gross, so this model will carry that, but you can certify it for any weight you want.

## How did you prepare for the first flight?

I had the RANS people bring a factory demo aircraft out to Fleming – you may remember several Chapter members got a chance to fly it with a factory instructor that week. I ended up flying about six hours with their factory aircraft, so I was well trained.

I made my first flight on April 2<sup>nd</sup>, but I really hadn't planned on flying that day. I went out to the hangar that morning, and the weather wasn't cooperating. But later in the day as I was getting ready to close up shop, the weather cleared, so I decided to go for it. I hadn't had the time to tell anyone I was thinking about flying, so I didn't have anyone prepared to take photographs.

The photos of the RANS in flight were taken by Bill Molnar of Molnar Electric. He has a hangar at the south end of the field near Chris Bobka's. He was standing out on the balcony of his hangar and noticed me taxiing the RANS to runway 34 and went and got his camera. As you can see, he got some nice shots, and sent them to me later.

## How close is yours to the factory model?

They use the Rotax 912 as their standard engine, which has a rating around 100 hp, so the Jabiru has more power. I would say mine is lifting off in about 200' with just myself on board and no flaps as compared with 350' on the factory aircraft. Other than the extra power, it flew very much the same.

## How many times have you flown the RANS so far?

Four flights so far, with about 3 ½ hours total time.

## Have you taken it out of the pattern?



Right:  
Completing airworthiness certification on March 26



No. I want to get the rpm problem resolved before I do that, and I need to take it down to BSAEC at Airlake to fly off the 40 hours. My designated test area is bordered by a line from Airlake to Owatonna to Dodge Center to Red Wing, and back to Airlake.

## Any thoughts about Oshkosh this year?

Oshkosh, yes, but after the rain there last year, and the storms at Sun 'n Fun this year, I may leave the RANS at home and travel by car.



## **Piet Builders & Friends**

**by Pat Halligan**

On behalf of the Pietenpol owners, I would like to invite all chapter members to become involved in the building of the Pietenpol airplane in our chapter hangar.

Some of you may be aware that the owners and a number of chapter members started building the Pietenpol about one year ago in Dick Navratil's hangar at Crystal Airport, but now the project has been moved to the Bert Sisler Aviation Education Center (BSAEC) at Lakeville Airport.

I've read many articles in the EAA Sport magazine about chapters building airplanes and I even thought about it back when I was chapter president, but it just never seemed like there was enough time to start a new endeavor. Thankfully, Peter Denny brought up the idea of a chapter build project about eighteen months ago and it finally took-off (pun intended).

The fuselage, wing ribs and tail feathers have been started and are now in the chapter hangar. Our plans are to build on the airplane the first and third Saturday of each month, from approximately 0800 until 1600. The Friday before the first and third Saturday may also be an option for people who can't make it on a Saturday.

There are five owners and about ten or twelve members who had been showing up on Wednesday evenings (at Crystal) to work on the project, but now that the parts have been moved to the BSAEC we want any and all members to stop by and take a look and/or help build. If you have any building skills, they would be greatly appreciated, but if you don't, you are welcome to watch and learn. Trust me, you will learn. Some of the non owners, who are helping, know sooooo much about building it is unbelievable and they share this knowledge freely. We will be doing wood work, engine overhaul work, metal fabricating, and many other tasks over the course of the next year or two, so come when you can and don't worry about missing a month or two.

As a chapter member, you can come by yourself, bring a friend/neighbor/co-worker or anyone else that might be interested in building an airplane. You can work or watch or do both. The fact is, we have an AVIATION EDUCATION CENTER (BSAEC) that is owned by the chapter and is now home to a chapter project, so we want everyone to come and enjoy it.

This coming Wednesday evening (monthly meeting night) a number of chapter members are taking the tower tour and I highly recommend it if you have not done it before. For those of you not going on the tour, you are welcome to come to the hangar and see the Pietenpol project.

Again, this is to be a chapter project, so the more people

*(Continued on page 8)*

## **Sherm Booen** *(Continued from page 1)*

to the skies, died April 4. He was 97.

"He was simply Mr. Minnesota Aviation," said Noel Allard of Park Rapids, Minn., a longtime friend and director of the Minnesota Aviation Hall of Fame. "He got up every day and did something for aviation in Minnesota. There is no one before or after him that exemplified Minnesota aviation better."

Booen was a teenager in rural Glenville, Minn., when Minnesota native Charles Lindbergh captivated the world with his solo transatlantic flight. There were only a couple of airplanes in his small town, but growing up during the aviation boom cemented in him a love for flying that never faded.

"His interest in flight was intense," Allard said. "It never let up."

Eight years after his first plane ride, Booen learned to fly on a field near Albert Lea, Minn., where he worked at KATE radio. He continued his passion for flying and radio in 1942 when he served in the U.S. Army Air Forces as a radar technician and later with the Marine Air Reserve in Korea and Japan.

When he returned to Minnesota in 1952, Booen worked in radio at WDGY, then WCCO, and flew around the state to gather news. He then created "The World of Aviation," which lasted nearly three decades.

"It was ahead of its time," said a friend, Jim Bunker. "And it was purely his [show]."

Friends say Booen's love for flying was contagious, thanks to the TV show and a magazine, Minnesota Flyer, that he launched in 1960 and ran for 26 years. He also emceed hundreds of air shows, narrating with his rich, melodious voice.

"He was a man of all things and he was very much a celebrity," Allard said. "He basked in that and served the industry well."

Booen was inducted to the Minnesota Aviation Hall of Fame in 1995 and the Pavek Museum of Broadcasting Hall of Fame in 2002. He served as director of the Minnesota Aviation Trades Association for 30-plus years.

"His efforts helped create an awareness about general aviation beyond people who fly," longtime friend Al Lange said.

When Booen wasn't on the air, he was in the air, flying his Beechcraft Bonanza. His sole grandchild, D'Ette Mullinix of Minneapolis, remembered traveling with him to fly-in breakfasts throughout her childhood. "It was a big part of our family's life," she said.

He was preceded in death by wife Mavis, daughter Boni Roberts and brother Shirley. Survivors include sister Mary Leone Sonksen of Albert Lea.



## 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/VSI. Like new condition, 2003 Copper State champion, N numbered. Hinged windscreens 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](mailto:croddo@earthlink.net)

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 952-985-9141

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](mailto:badamowski@comcast.net) - 952 949-2186.

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.



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## Cool Aviation Links

(Pat Hoyt first engine run)

<http://www.youtube.com/watch?v=TIjDWNDJkkQ>

(International Space Station Assembly)

[http://i.usatoday.net/tech/graphics/iss\\_timeline/flash.htm](http://i.usatoday.net/tech/graphics/iss_timeline/flash.htm)

(Instant weather for any airport-just click on the map)

<http://www.wrh.noaa.gov/zoa/mwmap3.php?map=usa>

## 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](mailto:c.s.nelson@msn.com)

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# Chapter Events and Fly-Ins

**Apr 20th TWO CHOICES: MSP Tower  
Tour or Work on the Piet at BSAEC**  
(see page 3 for maps & directions)

**May 14th Young Eagles Special Edition-  
Start at 9am- Contact Bill Brown to  
volunteer**

**May 21st Regular Young Eagles start at  
9am- Contact Bill Brown to volunteer**

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

Apr 30 Crystal Mn (MIC) 10a-3p  
Club Cherokee Open House, Lunch  
Free [www.clubcherokee.com](http://www.clubcherokee.com).

May 6-8 Gull Lake Mn  
Seaplane Pilot's Safety Seminar  
[www.mnseaplanes.com](http://www.mnseaplanes.com)

May 8 Minneapolis Mn (FCM) 9a-1p  
Wings of the North Pancakes at  
Flying Cloud ASI Jet Center GateG.  
Warbirds. Fundraiser for Air Expo

May 21 Hibbing Mn (HIB) 11a-3p  
EAA996 Chili Feed  
Old Arrowhead Hangar  
[www.eaa996.org](http://www.eaa996.org).

May 21-22 Blaine Mn ANE  
Blaine Aviation Days 763/568-6072  
[www.BlaineAviationDays.org](http://www.BlaineAviationDays.org)

Jun 5 Reedsburg Wi.C35 7a-noon  
Fly-In Bkfst Craig Hillman  
608/524-6448

[chillman@amfam.com](mailto:chillman@amfam.com)

Jun 11-12 Hancock Mn  
Fly/drive/camp-in

Brown's Private Airport  
Pork Roast on Sat 4p-?  
320/392-5869, 320/760-7749

Jun 12 Albert Lea Mn (AEL) 7-  
12:30p

Fly-In Breakfast PICs free.

Jun 12 Montevideo Mn (MVE) 8-1p  
Fly-In Bkfst & car show

Jun 19 Stillwater Mn (21D) 8a-1p  
Pancake Bkfst Lk Elmo Airport  
[pao-stx-cap@comcast.net](mailto:pao-stx-cap@comcast.net)

## Piet Builders & Friends

*(Continued from Page 6)*

involved, the more fun it will be. When the airplane is finished, I'll get you a leather helmet and a pair of goggles and take you for a ride in an open cockpit airplane some beautiful summer evening. —Hooligan

*Piet Builders & Friends are known to gather at Bob Poore's*

*SAC Command Center after a long building session!*



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