

ON FINAL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

FEBRUARY 2012

Remembering Ken Dahlberg



As you may have read in last month's On Final, Pat Halligan has been working with the family of Ken Dahlberg to arrange for an annual scholarship to UND jointly with Chapter 25. Here is a brief rundown on the incredible life of Ken Dahlberg. Wikipedia was a primary source for this article.

-Pete Gavin

Early life

Born in [Saint Paul, Minnesota](#), Dahlberg grew up on a farm near the

(Continued on page 4)

Ken Dahlberg watches as "Little Horse," a P-51 D restored with the markings of the plane he flew in Europe during WWII, prepares for take off at Flying Cloud Airport in 2008

Stearman Origins

The Stearman Model 75, with nearly 10,000 built in the 1930s and 40s, was the primary military trainer during WWII. After World War II, the thousands of PT (primary trainer)-17 Stearmans were auctioned off to civilians and former pilots. Many were modified for crop dusting use, with a hopper for pesticide or fertilizer fitted in place of the front cockpit. Additional equipment included pumps,

(Continued on page 6)



Boeing Stearman N67193 in USN markings

"Say Intentions" P2
Feb meeting, Jan minutes P3

MCTC Welding Class Feb 21 P5
Medical forms go online P8

Little Falls Courtesy Car P8
For Sale P7 Events P8

"Say Intentions"



-an update from Kim V. Johnson, Chapter 25 President

I had just arrived and was getting things organized for my first time at the Chapter meeting podium and a member came up in front of me and said, "Welcome, Kim." As I looked up and he stuck out his hand and said with a big smile, "Hi, I'm Bert Sisler." Needless to say, I was so astonished that I was speechless. There he was, the first

Chapter 25 President, dating back to June, 1956, providing his encouragement and support, to me a relative newby. What a class guy. I was 5 years old when a group of individuals interested in building custom aircraft organized under the then emerging Experimental Aircraft Association. I am overwhelmed with the history and the class of the people in this organization, and am proud to be a part of it. Great people make great organizations.

For the program this month, we will be participating in a live EAA Webinar about the Onex Kit Aircraft, the newest member of the Sport Pilot Aircraft family. Jeremy Monnett from Sonex Aircraft will discuss their latest kit offering. It is an all metal, single seat airplane with folding wings. We would like to use this webinar as a means of introducing the EAA Webinar series to members who may be unfamiliar with this wonderful resource. The EAA Webinar series is a live, interactive multimedia presentation provided over the internet by experts on a number of aviation subjects. They allow presenters to use slides and audio, while audience members can ask questions, chat or respond to a quick survey question. Once a webinar is conducted live, it is posted on the EAA website under Webinar Archives for viewing at your convenience. I like to set up my iPad and listen to archived webinars in the morning while I am making my breakfast and lunch. I have learned a great deal on a variety of aviation subjects like: Deciding When to Overhaul, All About Magnetos, Building a Wood Wing Rib Jig, etc. The webinar starts promptly at 7:00 pm so please plan on being in your seat at that time. We will have a quick business meeting beginning at 6:45 pm.

Please feel welcome to come out and participate in our monthly Young Eagles event on Saturday, Feb. 18 (the 3rd Saturday of every month). If you know of any groups of kids, ages 8 - 17, have their leaders contact Young Eagles Coordinator, Bill Brown. We have capacity for more kids this month. This is yet another way we give back to the community by giving kids an opportunity of flying in a small airplane. Our goal is to fly 500 kids in 2012.

Our annual Chili Feed will be on Saturday, March 17 following the March Young Eagles event. Come and help with the Young Eagles and bring a pot of your favorite chili recipe. Spouses are invited. Please note that

(Continued on page 7)

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ON FINAL



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This Month: Wed Evening Feb 15th—BSAEC at Airlake

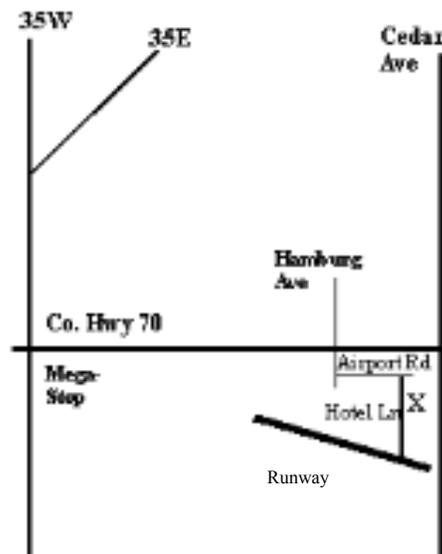
Grill on at 6pm, Meeting starts at 6:45pm
Please bring something to share

Program: For the program this month, we will be participating in a live EAA Webinar about the Onex Kit Aircraft, the newest member of the Sport Pilot family.

Saturday, Feb 18th: A Chapter 25 Young Eagles event will be held from 9:00 am to 12:00 at the Airlake Airport. To RSVP or coordinate a group event, please contact our Young Eagle coordinator: **Bill Brown: 952-432-4231**

Saturday, Mar 17th: Annual Chili Feed following Young Eagles

Directions to BSAEC (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. If the surface is firm, please park on space between hangars.



EAA Chapter 25 Meeting Minutes January 18, 2012

Presiding Officer: Kim V. Johnson

Location: Bert Sisler Aviation Education Center at Airlake Airport

Business Meeting Discussions

The treasurer's report shows cash balance of \$10,409 as of 1/18/12.

Kim Johnson introduced himself, the new and continuing chairs, officers and board members.

Ten visitors introduced themselves.

Kris Olson reported that new rosters are available for pick up.

Kim Johnson thanked Pat and Mary Hoyt for hosting the Christmas party. He also announced that Chapter 25 members donated \$365 and 5 pounds of food to the 360 Communities food shelves and the MN Military Appreciation Fund.

Saturday January 21st is the next Young Eagles

Thursday February 9th General Aviation issues will be discussed at the State Capital. Fee is \$20 and includes breakfast.

Ami Sela announced that EAA has asked him to be a Flight Advisor and he accepted the offer. He also announced Fleming is having an event June 2nd and 3rd. There will be 3 seminars. Admission is free to the public. Rans Aircraft, Vans Aircraft and Zenith Aircraft will have demo aircraft and will give demo flights.

Dick Navratil warned us, stating that he was out on one of the 50 degree days in early January and Dave Nelson of the FAA

ramp checked him at Osceola airport.

Program

"i Want To Fly With An iPad"

Presenters Keith Tschohl and Hiroshi Takeuchi

This was a talk about creating an "electronic flight bag" using an iPad or Smart Phone. They had a nice power point presentation with a iPad demo and question and answers at the end.

Submitted by Paul Brown

"Weight & Balance Refresher, Class 2"

Topic: Practical examples, computerized tables, & navigating your POH's Weight & Balance Section.

On Saturday, February 18, 2012 at 8:00 AM

Location:

Inflight Pilot Training
10,000 Flying Cloud Drive
Eden Prairie, MN 55347

Final Approach Trivia Quiz ***from John Schmidt***

In a corporate jet or an airliner, what are the 'barber pole' and the 'clacker'?

Answer on page 5

Ken Dahlberg *(From Page 1)*

village of [Wilson, Wisconsin](#), in [St. Croix County, Wisconsin](#), and attended classes in a one-room schoolhouse for 11 years.^[2] During his senior year he moved back to Saint Paul to live with an aunt, in order to graduate from an accredited high school ([Harding High School](#)). After graduation in 1935, he worked in the hotel business, starting as a dishwasher and working his way up to food and beverage manager for a hotel chain.^[3]

World War II

He was drafted into the [army](#) in 1941 and originally desired to become a cook. He eventually became an aviation cadet in the [United States Army Air Forces](#) (USAAF), where one of his instructors was future [Senator Barry Goldwater](#).^[4] After training, Dahlberg flew the [P-47 Thunderbolt](#) and [P-51 Mustang](#) with the USAAF 353rd Fighter Squadron, 354th Fighter Group [Ninth Air Force](#) in [Europe](#). As a fighter ace, Dahlberg was credited with 14½ aerial victories.^[5] He received numerous awards and decorations, including the [Distinguished Service Cross](#) for leading a flight of 16 P-47 Thunderbolts (354th) against an attack of 70 German [Messerschmitt Bf 109](#) fighters on December 19, 1944. Dahlberg shot down four enemy planes that day. Dahlberg was shot down three times, the last on February 14, 1945 near [Bitburg](#), and became a [Prisoner of War](#) for the final three months of the war.^[5] Martin Dardis was one of five GIs who rescued Dahlberg as a [POW](#) after the [Battle of the Bulge](#). It wasn't until 1991 that Dardis and the other four GIs were honored with [Silver Stars](#) for their heroism in rescuing Dahlberg. Continuing his military service after the war, Dahlberg served with the Minnesota [Air National Guard](#) until 1951.

Business career

Fully expecting to return to the hotel business after the war, Dahlberg wound up working for [Telex](#), a company that made [hearing aids](#).^[3] In 1948, Dahlberg founded [Dahlberg Electronics](#), a subsidiary of which is the [Miracle-Ear](#) hearing aids manufacturer. His company is credited with the first use of the newly invented [transistor](#) in a consumer product. By 1959, Miracle-Ear had evolved into a subsidiary of Dahlberg, Inc. with USD 100 million in annual revenues. In the summer of 1993^[6] Dahlberg sold his company to [Bausch & Lomb](#) for \$139 million.^[3] In 1995, Dahlberg started the venture capital firm Carefree Capital, whose investments include the [Buffalo Wild Wings](#) restaurant chain.^[3] As of 2010, Dahlberg lived in [Carefree, Arizona](#) and still piloted a [Cessna Citation](#) jet.^[5]

Watergate

During the Watergate investigation by [Washington Post](#) re-

porters [Bob Woodward](#) and [Carl Bernstein](#), chronicled in [All the President's Men](#), Bernstein traveled to [Miami](#) to see Martin Dardis, the head investigator for [Dade County District Attorney](#) Richard E. Gerstein. Since most of the Watergate burglars were from Miami, the district attorney's office had launched an investigation. Dardis showed Bernstein a photostatic copy of a cashier's check for \$25,000 that had been deposited into the bank account of a real estate firm owned by [Bernard Barker](#), one of the Watergate burglars. The check was drawn on a [Boca Raton, Florida](#), bank and was made out to Kenneth H. Dahlberg. Bernstein telephoned this information to Woodward who was back at the *Post* in [Washington, D.C.](#)



Woodward located Dahlberg's telephone number from information and called him^[7] at home. At first, Dahlberg did not believe Woodward was actually a reporter. He later called Woodward back and explained that his neighbor, Virginia Piper, had been recently kidnapped^[8] and it was an upsetting experience. Dahlberg told Woodward he had the check made out to himself while he was in Florida on business and did not want to carry that much cash around. Dahlberg could not explain how the check got into Barker's bank account but said it was either given to the [Committee for the Re-Election of the President](#) or to [Maurice Stans](#).

Dahlberg was the midwest finance chairman for the Committee to Re-elect the President during [President Richard M. Nixon's 1972 campaign](#). In 1968, Dahlberg was the finance chairman for [Clark MacGregor's](#) unsuccessful [Senate](#) campaign in Minnesota. MacGregor was later appointed the head of the Committee to Re-elect the President in 1972 after for-



Kenneth H. Dahlberg Center for Military Aviation History:

Kenneth H. Dahlberg, a World War II fighter ace and member of the American Fighter Aces Association, generously contributed financial assistance to the center's development. The Center's military library and archives holds many unique collections including materials from the American Fighter Aces Association, American Volunteer Group, the Champlin Fighter Museum as well as the expansive Norm Taylor and A.J. Bibbee photograph collections

Ken Dahlberg (From Page 4)



mer attorney general [John Mitchell](#) had resigned. It was later learned the \$25,000 came from [Dwayne Andreas](#), chief executive officer of [Archer Daniels Midland](#), as an anonymous donation to the Nixon campaign. Woodward later commented that finding Dahlberg's check was a turning point in their Watergate investigation because it led to the discovery of how the Watergate burglars were financed through a money-laundering scheme.^[9] Kenneth H. Dahlberg was never charged with any wrongdoing as a result of the Watergate scandal.^[5]

Honors

In 1967, Dahlberg was notified by the [Department of Defense](#) that he had earned the [Distinguished Service Cross](#) in 1945, but he had never collected it because he was in a prisoner of war camp. In addition Dahlberg also earned two [Purple Hearts](#), the [Silver Star](#), the [Distinguished Flying Cross](#) with cluster, the [Bronze Star Medal](#), and 15 [Air Medals](#). In 1970, President Richard Nixon appointed Dahlberg to the board of visitors of the [U.S. Air Force Academy](#). He also served as a trustee to [Hamline University](#).

In the 1990s, Kenneth Dahlberg was inducted into the [Scandinavian-American Hall of Fame](#) at the [Norsk Høstfest](#) in [Minot, North Dakota](#). Kenneth Dahlberg was inducted into the [Minnesota Aviation Hall of Fame](#) in 1997.^[10] In July 2007, he was featured in the aviation series [Dogfights](#) on [The History Channel](#), in the final segment of the episode on the [P-47 Thunderbolt](#). And, in 2009, Dahlberg was inducted into the [Arizona Aviation Hall of Fame](#).^[11] He died October 4, 2011.^[12]

My faith has provided guidance for an interesting and long 'first half,' with a sure promise of an even better and longer 'second half.'
Praise the Lord!

—Ken Dahlberg



"Little Horse," a P-51 Ken flew, coming in for landing at an airbase in France.

Welding Class at MCTC

from Norm Tesmar

For intermediate and experienced welders who want to practice their welding skills or complete individual projects that are suitable for completion in the MCTC welding lab. Applications available include SMAW, FCAW, GMAW, GTAW, and oxyacetylene torch cutting and welding. This class reviews safe welding procedures. Then students work independently on their own projects. Instructor is available for consultation and troubleshooting.

Prerequisite: Completion of any MCTC welding class, or instructor permission.

Please read: Fee includes basic welding specific equipment and consumables. Students must supply their own metals (steel, aluminum, etc.). Projects cannot be stored at MCTC so students must remove work at the end of each class. Students must provide their own personal safety equipment including ear plugs, safety glasses, gloves, protective clothing, and etc.

Tuesday, Wednesday 5:30 pm - 9:30 pm; 4 sessions starting February 21, 2012, ending February 29, 2012

\$299.00 (\$45 for those over age 62)

Instructor: [Bielefeldt](#)

Location: Technical Building, Rm. T0200

Call to schedule 612-659-6500
MCTC 1501 Hennepin Ave, Minneapolis

Answer to Final Approach Quiz

(See page 3)

Generally speaking, corporate jets and airline jets are designed to cruise at speeds between M .7 and M .9. Exceeding these will produce **Mach tuck** and the other rather unpleasant flight characteristics. Piston planes are speed limited by Vne; high speed airplanes are limited by the expression Mmo – max operating speed relative to the speed of sound. Mmo is displayed on airspeed indicators by the barber pole, a self-adjusting needle - red and white, hence the name - that predicts Mmo based on temperature and pressure altitude. The clacker is an aural over-speed warning device also wired into the system.

Stearman Model 75

(Continued from page 1)

spray bars, and nozzles mounted below the lower wings. A popular approved modification to increase the maximum takeoff weight and climb performance involved fitting a larger Pratt & Whitney R-985 engine and a constant speed propeller. In the 1950's, the restoration of antique and vintage aircraft became an integral part of the homebuilt explosion. The Stearman Model 75 remains the most numerous American biplane today, with approximately 2000 registered and an estimated 1000 currently flying.

A question arises as to whether or not Lloyd Stearman had anything to do with the design of the Model 75. Indirectly, he did, even though he had left the company more than two years before its predecessor, the Model 70 was designed.

Model 70, c/n 70001, registration X571Y was not a new design that started with a clean sheet of paper. Rather it began as doodles by engineers Harold Zipp and Jack Clark on a three-view drawing of a cleaned-up Cloudboy (Model 6) that had been designed by Lloyd Stearman.

Cloudboy had demonstrated all the details of size, proportion, aerodynamics and equipment that met the requirements of Model 70, which was intended to be a military primary trainer. It was designed and built in only 60 days at a time when the two-seat open cockpit biplane was phasing out of U.S. aviation. The military procurement by both services was known to be impending and Stearman wanted a part of that market.

The Kaydet, at the time of its introduction in December, 1933 would be built in greater numbers than any American biplane, and would only be exceeded in world production by two Russian designs, the Polikarpov PO2, (1930-1941) and the Antonov AN-2 of 1947 which is still in production and approaching 20,000 examples.

Although retaining the basic structure and proportions of Cloudboy, Model 70 featured a great refinement of line. Wingtips and tail were more rounded, and the fuselage was rounded out by aluminium-frame stringers. Significant new features were the single-strut landing gear and the elimination of the moveable stabilizer for pitch trim. This was replaced by a pilot-controlled trim tab on the elevators. As on the Cloudboy, the structure was designed to higher load factors than would be encountered with the 200-225 hp engines that the Army and Navy were interested in at the time.

When the Army tested Model 70, it was displeased with the



Above, the 1933 Model 70, with small rudder and unfaired landing gear. The single-leg landing gear did much to distinguish the Model 70 from other open-cockpit biplanes of the era.



Cloudboy Model 6L

stall characteristics which it considered too gentle for a military trainer. To make the stall more abrupt, Stearman added small stall strips, or spoilers to the outer leading edges of the upper wing. The effect pleased the Army so well that full span strips were incorporated on production Model 75's. The end of World War II virtually ended the US military career of the Kaydet, although it soldiered on for many years in small nation air forces. The US Army switched to more advanced designs for primary training, but the Navy retained some N2S-5's as late as 1948.



Harold Zipp, co-designer of the Stearman Model 70.

Primary source for this article can be found at:
http://www.opencockpit.net/kaydet_story.html



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Stuff for Sale/Wanted

For Sale: Lowrance Air Map 500, mounting bracket, manuals, CD, active ant, \$100. jfkoser@comcast.net

For Sale: Aviation Books. Oldies, classics, some brand-new, some autographed. Inexpensive! Cutting down my library. I can e-mail a listing. Noel Allard. nallard@unitelec.com.

For Sale: MAGNATEK Model HH2p011 1/4 HP compressor with spray gun and assortment of accessories. This equipment has been hardly used. Anyone into model airplanes or art would find this an asset. \$100 ONO Contact Peter Denny 763-529-5325 or email peterthepilot99@gmail.com

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

“Say Intentions” (Continued from page 2)

this activity falls before our Chapter meeting on March 21.

Our March Chapter meeting features Dave Volker, former Captain, USAF (SAC). Dave will be talking about his experiences flying B-52's during the Viet Nam War. If you would like to do some background reading beforehand, search for the e-book, “We Were Crewdogs V – We Flew the Heavies”, by Tommy Towery. It is available on Amazon for \$3.99

I had the privilege of talking about EAA to the CAP Squadron at their monthly meeting on Feb. 7th. I talked about the purpose and history of EAA, Chapter 25, AirVenture and Young Eagles. We also had a tour of the BSAEC so the cadets could see an airworthy Pietenpol, a Pietenpol under construction and a Kolb. Hopefully some of those cadets will become Young Eagles and then come and volunteer as ground crew. CAP is interested in using the Young Eagles event as a recruiting tool. I was grateful that Bruce Anthony and Kris Olson were present as well to help me answer questions and distribute materials.

“In our leisure we reveal what kind of people we are.”

--Ovid, Roman poet

Looking forward to seeing you at the meeting!



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What are you doing tomorrow?

Chapter Events

Feb 15th Chapter Mtg at BSAEC, 6 pm
(see page 3 for map & directions)

Feb 18th Young Eagles start at 9am-
Contact Bill Brown to volunteer

Mar 17th Annual Chili Feed & YE

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



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MedXPress Mandate: Paper Forms for Flight Physicals to Disappear Oct 1

Need to educate pilots prior to implementation date

January 30, 2012 – The traditional paper forms completed by many pilots prior to their airman medical exams will completely vanish by October 1, as the FAA moves exclusively to its MedX-Press online system for these applications (officially known as FAA Form 8500-8).

Federal Air Surgeon Dr. Fred Tilton reported the change in the *Federal Air Surgeon's Medical Bulletin* on January 27. He explained that the MedXPress system debuted in 2007, but it was not required to be used by pilots and Aviation Medical Examiners (AMEs). Dr. Tilton said that "the paper system allows for too many errors, leads to storage problems, and creates security risks" as reasoning for discontinuing the paper forms. In addition, FAA would save an estimated \$150,000 per year by eliminating the paper forms.

Stein Bruch
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Little Falls Courtesy Car from Ben Lewis

EAA Chapter 25,

I wanted to write to spread the word that Little Falls has added a courtesy car at the airport. My girlfriend and I (and her dog Pete) flew to KLXL last week and were among the first to utilize the car.

We took the opportunity to head downtown to Cabin Fever and enjoyed a nice dinner there. We made it a point to let the local establishment know that it was because of the added courtesy car that we made the trip to patronize them and that they had the Little Falls airport to thank for our business that evening.

With all the talk of user fees and such I wanted to take a moment and recognize the good things that are happening in GA. So please, next opportunity you have, take a trip out to KLXL and show the town of Little Falls what a valuable asset they have there, made all the more valuable by the addition of ground transportation.

Thanks,-Ben Lewis C172 - 7450G

Philip A. Sidell MD
Family Physician
Aviation Medical Examiner

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