

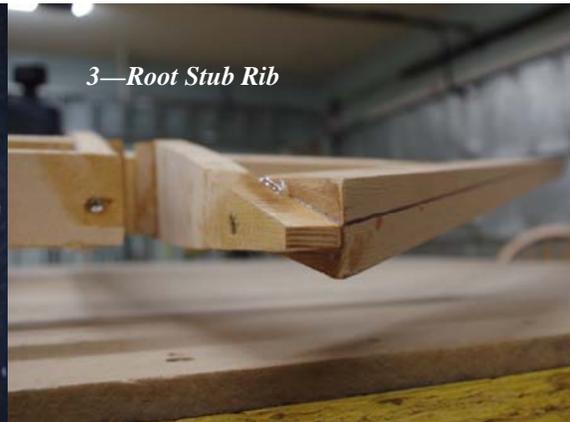
WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JULY 2015

Building Wood Wing Tips by Patrick Hoyt



The original plans call for the wing tips to be made of metal, however most builders today make them out of wood. This is the path I chose to follow, which is detailed here.

The shape of the entire wing tip is defined by two sections: (1) the shape of a "standard" rib; and (2) the shape of the tip rib. The shape of the tip rib is determined by the size and

(Continued on page 4)

Remembering my Brother Ben

An Aeronautical Engineer and WWII Veteran

By Lou Martin

I'm sure all our members are familiar with the antique wooden propeller that hangs in our hangar. It was salvaged from an early barnstormer pilot who nosed over in a cornfield in 1934, cracking it in several places. It was retained as a souvenir by my then 14 year older brother Ben, and stored in our Wisconsin barn for many years. However, in 2008 Ben donated it to our chapter and

after Dale Johnson refinished it it was displayed in our hangar and featured in our September 2008 Newsletter. My brother Ben, 95, recently died and this is the eulogy that I wrote for his service and read during our June 17 meeting.

In 1908, Francis Martin and Margaret Straus were married in Saint Nazianz, a town in Southern Wisconsin. Following their marriage, they moved to the Northern Wisconsin city of Ladysmith, opened a grocery *(Continued on page 5)*

Craig's "Flight Lines"	P2
July Meeting, June minutes	P3

Final Approach Trivia Quiz	P3
May Meeting Minutes	P8

Flight Lines

—from Craig Nelson,
EAA Chapter 25 President



Evening flying in the summer is the best. I like to fly the Kitfox out of my busier home base Flying Cloud Airport down to Stanton and shoot landings on the grass. Being a taildragger, the plane seems more at home there. On one recent outing, I approached Stanton to find another aircraft flying in the pattern but not responding to my radio calls. Turns out it was

Greg Cardinal in his Pietenpol (no radio), another plane right at home on a grass strip. As we taxied by each other we exchanged grins and a hand wave. On another flight with my teen age daughter Anna, I shut down and we got some ice cream. We sat and enjoyed watching the setting sun surrounded by the corn fields. It's just the best!

Our "Back to the Roots" Family Day is now history. The people and food were great but the weather wasn't. This unfortunately prevented members from flying in their aircraft. We were not totally void of aviation eye candy though. Members who hangar planes at Airlake taxied them over for review. This included Bob Poore with his Pietenpol and Gary Rene's Celerity. Mike Tompos also brought over his recently converted taildragger Cessna 150. Thank you Mary Hoyt for coordinating the event!

In a previous column I wrote that we will be taking a different direction for fund raising this year. Instead of a raffle, we will create a special EAA Chapter 25 College Scholarship Fund. We are asking members to donate to the fund an amount that is equivalent to buying raffle tickets. All monies donated to this fund will be used to fund our college scholarship activities. Our 2015 goal is to cover our scholarship commitments of \$2750. All donations are fully tax deductible since we are a 501(c)(3) tax exempt organization. Funding scholarships in this fashion will allow us to focus other income streams to cover our normal operating expenses. This campaign will be starting soon so watch for more information.

Speaking of fund raising, I am in discussion with Chapter 237 on teaming up with them to assist with serving breakfast at the AOPA Fly In at the Anoka/Blaine Airport on August 22. There is no setup or cleanup involved. We just show up and serve. AOPA will pay us a fee for each meal served. Sounds like an easy and fun way to make a few bucks for the chapter. Stay tuned for more information about how to sign up to help.

Our July meeting will be at the BSAEC. We welcome back retired ATC Controller Mark Schreier with a talk titled "*Mark's Believe It or Not: Truly Unbelievable Tales from the Tower*". You might remember that Mark has a great sense of humor so I suspect this will be a very entertaining presentation. In August, Ryan Mohr will join us to talk about the "Ins & Outs of Shooting Aviation Video". *(Continued on page 7)*

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ON FINAL



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

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

Please bring something to share (meat and buns provided): deli salads, chips, cookies, utensils, soft drinks and water.

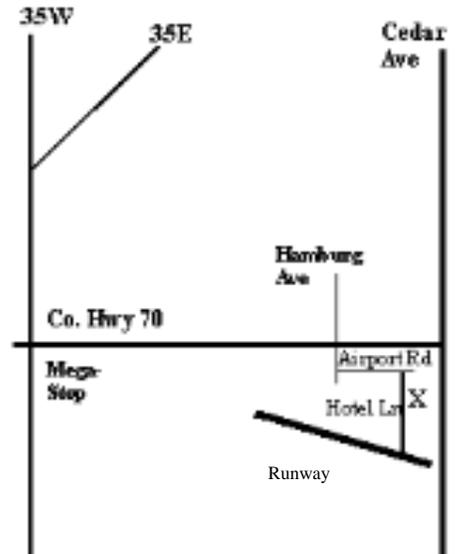
Program: In July, we welcome back retired ATC Controller Mark Schreier with a talk titled "*Mark's Believe It or Not: Truly Unbelievable Tales from the Tower*". This sounds like an interesting and fun presentation.

Saturday, July 18th: Young Eagles Contact Kris Olson, pilots/ground crew needed: 651-675-6826, ksimpson2@yahoo.com

Sunday, July 19th-July 26th: Airventure 2015, Oshkosh

Saturday, August 15th: Young Eagles

Wednesday, Aug 19: EAA Chapter 25 August Meeting



EAA Ch. 25 Minutes of the June 17, 2015 Chapter Meeting

The meeting was called to order by President Craig Nelson at 7:00 pm at the BSAEC. Lt. Col. Lou Martin led us in the Pledge of Allegiance and then told us about the prop hanging in the BSAEC.

Guests: Allen Ross, Doug Anderson.

Young Eagles – Kris Olson reported that 177 kids were flown at the Boy Scouts Jamboree at the Buffalo Airport on May 29 – 31. John Schmidt flew 24 kids in one day, one at a time. 86 kids were flown by Ch. 25 pilots. 15 kids are scheduled for our event at BSAEC on 6/20. We could have 50 kids on 7/18. Contact Kris if you can serve as pilot or ground crew in either of these events. Ch. 25 earns credits to help send kids to EAA Aviation Camps for every 10 Young Eagles kids flown.

We have new hangar tenants. Bob Styer and Bob Ueck partially completed projects have joined Gordon Duke's project.

Oshkosh – Peter Denny said he will set up Camp Wallaby in the west woods of Camp Scholler during AirVenture for Ch. 25 members. If you wish to participate you need to pay camping expenses in advance. Frank Ahlman is also willing to organize camping. Contact Peter Denny or Frank (507-330-1253) for group camping opportunities.

Sat. 6/13 Ch. 25 Family Day – We had a great turn out. The

food was plentiful and wonderful. However, unfavorable weather prevented any flying.

The speaker at the July Chapter meeting will be Mark Schrier, an Air Traffic Controller. The title of his presentation is, "Believe It or Not from the Tower". At the August Chapter meeting, Ryan Moore will explain how to shoot aviation video.

Presentation: John Schmidt helped organize a presentation about a Fairey Gannet restoration project occurring at the New Richmond, WI airport. Harry and Shannon Odone and team explained that the Fairey Gannet was a [British carrier-borne](#) aircraft of the post-[Second World War](#) era developed for the [Royal Navy's Fleet Air Arm](#) (FAA) by the [Fairey Aviation Company](#). It is a mid-wing [monoplane](#) with a [tricycle undercarriage](#) and a crew of three, with a double [turboprop](#) engine driving two [contra-rotating propellers](#).

Originally developed to meet the FAA's [anti-submarine warfare](#) requirement, the Gannet was later adapted for operations as an [electronic countermeasures](#) and [carrier onboard delivery](#) aircraft. It has a wingspan of 60 ft., 22 ft. with the wings folded up and is capable of carrying a great deal of ordinance.

Harry explained that the plane sat in Canada for years. They bought the plane when the Canadian museum that housed it closed. They were given only a few days to move it to New Richland. It was too big to be trucked

Final Approach Trivia Quiz By John Schmidt

Teddy Roosevelt was the first President to fly, but did so after he left office. Who was the first President to fly while in office, and in what airplane?

Answer on page 6

Wood Wing Tips *(From page 1)*

shape of the light installed - if lights are to be installed.

So I had to decide if I wanted lights on this airplane, and if so, I needed the exact size and locations of the mount points of those lights (I did not install any lights on the previous airplane that I built). Given the recent advances in LED lights, I went ahead and bought LED navs and strobes. When I had them in my hands, I was able to use their "footprint" as a template, around which I constructed the tip ribs (Photo 1).

Having defined what the size and shape of the tip ribs would be, I then fabricated them out of poplar and installed them onto the tips of the main spars (Photo 2). The main spar, in turn, was then tapered outboard to the thickness of the tip rib.

A small "stub rib" is then fabricated and installed on the outboard aft edge of the wing. The purpose of this rib is to smoothly carry the shape of the outboard edge of the aileron out to the wing tip (Photo 3).

Next, the leading & trailing edge framework of the wing tips are fleshed out. Leading and trailing edges are screwed, glued, and gusseted into place. Initially, these are blocky and square, and must be finished into shape after installation. There's no good way to define these airfoil shapes ahead of time. Using a planer, a hand-held belt sander, and a long sanding block, I gradually melded the transition of the airfoil across the entire length of the leading and trailing edges (Photos 4 and 5).

The basic framework of the wing tip is complete at this point (Photo 6), after which the bottom skin can be installed (Photo 7). The bottom skin smoothly defines the transition from leading edge to trailing edge, from the outboard-most "standard rib" to the wing tip.

After the bottom tip skin is installed, a pair of internal ribs can be fabricated for each wing. These cannot be built until the lower tip skin is installed, since it is the lower tip skin that defines the shape of the bottom edges of these ribs. Cardboard templates are made, and when they are the right size and shape, they are transferred onto plywood, and these ribs are then cut out (along with cap strips) with the bottom edges being "fairly accurate", and the top edges "rough", for later trimming.

A long metal straight-edge is then positioned across the upper surface of the ribs, along the span of the wing, including the wing tip. This determines the shape of the top edges of these two internal wing tip ribs. The tops of these ribs are then cut to size, and their cap strips are glued into place (Photo 8). Ideally, a straight line exists along the entire leading surface of the wing, with this shape smoothly transitioning all the way to the aft edge of the tip, with both wings being the same. I butted up both wings on the bench, firmly held in place with steel bars, to confirm that both of my wings were the same (Photo 9).

At this point, the next steps will be finalizing of wiring, installing the Pitot Tube, and building the flaps and ailerons. After that, the top plywood skins can be installed (which are then covered in fiberglass), followed by priming and painting.



5—Tip Trailing Edge



6—Wing Tip Framework



7—Installing Bottom Tip Skin



8—Internal Tip Ribs



9—Matching Both Wings

Remembering my Brother Ben

(From page 1)

and dry goods store, built a large frame house and began raising a family. They produced seven boys and three girls who grew up experiencing the economic hardships following the loss of their parents store in a devastating fire and the Great Depression. All seven boys served in the military with five in WW II, while my younger brother and I served during the Korean and Vietnam wars. I recall with affection our Thanksgiving and Christmas family gatherings and our 4th of July reunions at my brother's cabin on the Wisconsin Flambeau River.

Our father, a WW I veteran, died in 1957 and our mother in 1975. In 1996 my older siblings began joining my parents with Ben, at age 94, being the 9th to join them when he died on May 15, 2015. Ben was clearly the most intelligent sibling and his passing marked the beginning of the end of the original Martin family legacy.

Employing Agatha Christie's rhyme "Ten Little Indians" the Martin children are now down to just "One Little Indian," "me." In my dreams, I relive childhood memories of all my siblings, but I especially miss Ben who was always close at hand and reviewed the draft copies of my three self published books. I find it difficult to accept that I am the surviving member of the ten Martin children. Years ago we wondered who would fill this role and now this dubious honor falls upon my 87-year-old shoulders. At some point, hopefully not too soon, the saying will be "And Then There Were None." However, when that time comes life will go on, families will emerge, children will be born and if they enjoy life half as much as our family did, they will be truly blessed.

Ben exhibited a steadfast devotion to his younger siblings and in 1935, when I was 7 years-old and Ben 15, he built realistic looking trucks and cars with wheels that turned and airplanes with spinning propellers. He created them from scrap wood in our unheated upstairs porch. These homemade toys, manufactured with love and affection, made my austere family Christmas season tolerable.

Our family with seven "full of life" healthy boys experienced our share of family squabbles, but the infractions that caused them were soon forgotten. However, Ben's strong strength of character usually sheltered him from becoming involved. Therefore, it was unfortunate that during one quarrel, a dinner fork was thrown and instead of hitting its intended target, "ME", and it embedded its sharp prongs into Ben's forehead. Our mother reached over, removed it, blotted up some blood spots with a napkin and we apologized to Ben for his accidental misfortune. We then finished our meal with the good manners our mother demanded while our father just shook his head in disgust. Ben did not exhibit any anger from this incident, which was typical of his charitable temperament.

Ben from an early age was fascinated with aviation and in the 1930s when an occasional airplane would fly over our house we would run outside to see and hear it. After it passed over Ben would tell us what kind of airplane it was and it's distinctive specifications. At age, 14 he salvaged a damaged wooden propeller from a barnstorming pilot who had nosed-over in a cornfield. Years later he donated it to EAA Chapter 25 as a unique display.

Ben continually sought out ways to improve our bleak economic times and in 1937, at age 17 operated a hand powered stamping machine in manufacturing outside door-mats from old automobile tires. He performed this difficult task in our cold dirt floor cellar, illuminated by a single 60-watt light bulb. These mats were functional but money was scarce and even selling them for one dollar was not easy.

That same year, as a 17-year-old Ladysmith High School junior, he designed and built an electrical controlled scoreboard for scoring home basketball games. Before his easy to use trouble-free scoreboard was used, scores were displayed on a blackboard. His functional scoreboard remained in service for many years.

Ben was a high achiever in high school and graduated with honors in 1938. Hoping to save money to become an aeronautical engineer he pumped gas in a gas station for two dollars a day (equal to \$33 today). Pumping gas in those days consisted of hand pumping gas into a glass-filled reservoir and dispensing it by gravity for 10 cents per gallon.

On Halloween night in 1938, Orson Wells shocked America with his realistic "The War of the Worlds" radio broadcast; at the time, I was 10 years old and accompanied Ben, 18, on our back porch in searching the Eastern sky to see if we could spot any rocket ships coming from Mars. Seeing none, we returned to our living room and listened to the rest of the matter-of-fact fairy-tale on our Atwater Kent vacuum tube radio.

In August 1940, recognizing Ben's extraordinary mechanical talents, our brother George and Sister Betty loaned him the money needed to attend a one-year course in aeronautical engineering at the Curtis-Wright Technical Institute of Aeronautics in Glendale, California. After graduating in 1941, at age 21, he worked for the Douglas Aircraft Corporation in designing portions of the C-54 four-engine Sky-master cargo aircraft and utilized portions of his skimpy salary in repaying the loan from his siblings.

Ben, because of his critical defense job was exempt from the WW II military draft but in 1944 at age 24, he wanted to do his part in actively supporting the war and joined the U.S. Navy. He attended training in Gulfport, Mississippi and the Great Lakes Naval Base in Chicago and from May 1944 to February 1946 served on a LST ship in the Pacific Ocean as a

(Continued on page 6)

Remembering my Brother Ben

(From page 5)

radar, sonar and communications technician. His decorations included the Good Conduct, American Area and WW II Victory Medal.

In 1946, at age 26, he returned to Ladysmith in preparation for utilizing his GI Bill Education Benefits to attend the University of Minnesota, where he would obtain a bachelor's and master's degree in aeronautical engineering. When in Ladysmith Ben and his younger brother Hank (a former B-29 combat tail gunner) utilized money they had saved when in the military and installed wall-to-wall carpeting in our living room and a telephone (the first phone in many years).

After graduating from the University of Minnesota in 1950, at age 30, Ben worked for the North American Aviation Company in their missile and satellite division. He invented a "Gravity Gradient Attitude Stabilization System" for satellites and a "Dual Burning Propulsion System" for rockets, (which increased payloads and helped produce the Gemini interplanetary probes). He also led Lockheed's proposal for NASA's manned interplanetary studies and was appointed team leader for the original and follow-on contracts. In this assignment, he had scientific discussions with the German rocket scientist Werner Von Brown. Several of Ben's inventions have been displayed in the "Air and Space Museum" in Washington, D.C. and was a guest speaker at several science related events.

In 1971, at age 51, Ben designed and built a folding wing sail for sailboats that had the configuration of an airplane airfoil. It was fitted to the hull in place of the standard canvas sail and to provide maximum thrust could be rotated 360 degrees. The geometry of the wing sail provided more push than the traditional inefficient canvas sails used for thousands of years. It changed the concept of sailing forever. In 2010, Ben was in the final stage of performing stress tests on a prototype when his wife died. Following this heartbreaking event the project was abandoned. However, he had obtained a U.S. patent for his invention but since patents are only valid for 17 years sailboat owners could implement his invention without



My brother Ben, 55, sitting in the front seat of a breezy and my brother Hank, 49. The photo was taken in 1975.

fear of infringement. The winner of the 2013 American Cup Sail Boat Race utilized a 131-foot wing sail, similar to Ben's design, and obtained speeds of 50 mph, which was faster than the prevailing wind. (His invention can be viewed with a Google search on "Patents by Benjamin P. Martin").

Ben, possessed an analytical mind and would apply a questioning approach in fulfilling an instinctive interest in every day subjects like thunderstorms and lightning, star clusters and galaxies with his refractor telescope, the heights of buildings, the depth of lakes, weather forecasts, mechanical door locks, etc. A humorous example of this proclivity was demonstrated when we were skiing in Squaw Valley, California. Ben had calculated that the chair lift we were using required six minutes to reach the top of the hill while skiing down it took five minutes. With these calculations in mind, he deduced that if we made a chair lift ride up at 4:15 we could ski down and make one more run before the lift closed at 4:30 P.M. Following his plan, we made a hurried run and arrived back at the base of the hill at 4:27. However, there was a rope across the entrance indicating that the lift was closed. Ben was furious, not only had the lift closed three minutes early but more notably that his plan had gone awry. Utilizing his persuasive engineering skills he convinced the lift operator that we should be allowed to make one more trip. A few minutes later, with a setting sun behind us, we were the last two skiers making a leisurely run down an empty slope.

When Ben left us, we lost a brother, a father, a grandfather, a ski buddy and a true friend. However, the United States lost another WW II veteran and an irreplaceable pioneering aeronautical engineer that will be virtually impossible to replace. Ben will not be forgotten as he has left us with many fond memories and made the world a safer place for his kids, grand kids, friends and unseen people seeking a better life.

Rest in Peace Ben, I will miss you!

Your brother Lou



Answer to Final Approach Quiz (See page 3)

President Franklin Roosevelt flew in a Boeing 314 on a 15,000-mile trip to a conference in Casablanca, Morocco, in January, 1943, to join Churchill and demand surrender from the Axis powers. He celebrated his 61st birthday on the return trip.

http://blogs.airspacemag.com/daily-planet/2013/01/the-first-presidential-flight/?utm_source=airandspacenewsletter&utm_medium=email&utm_campaign=201301-airspace



Flight Lines (From page 2)

Shooting video from small cameras mounted on aircraft is becoming more common and several of our members are doing it. Ryan will hopefully give us some good tips for doing this safely.

AirVenture is just over a week away. Peter Denny and Bob Ueck will be there early with their campers and will attempt to rope off enough space to allow a small area for chapter members to gather and socialize. I will email location information if they are successful in capturing this gathering space.

I hope to see you at the BSAEC on Wednesday or wandering the grounds at AirVenture.



June Minutes (Continued from page 3)

over the road so they made arrangements with a Russian company to fly it to MSP and then eventually moved to New Richland. Harry showed us a video detailing the huge effort required to move it. The move cost over \$200,000. Harry has also spent over 5,500 hours restoring the Fairey Gannet. He said, "It's not about having an aircraft and keeping it to ourselves. It's an amazing piece of history and everybody should be a part of it." This particular Fairey Gannet XT752 is the longest serving Gannet in the world. It is one of eight that flew during the Cold War and is now the only one in the world that still flies. They plan to make appearances at a number of air shows during the summer, including the Menomonie Air Fest, the Chippewa Valley Air Show in Eau Claire, WI, and EAA Air Venture in Oshkosh, Wisconsin, in July. If you wish to contribute to the on-going restoration project, e-mail shannan-hendricks@hotmail.com.

Respectfully submitted,
Kim V. Johnson, Secretary and Membership Coordinator



Next Chapter Meeting: Wed, June 17th

Young Eagle Events: June 20th
contact Kris Olson (see p2) if you can volunteer

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May Mtg Minutes

EAA Chapter 25 May 2015 Meeting
Anoka County / Blaine Airport KANE

Meeting called to order at 19:23 by
Chapter President Craig Nelson

Pledge of Allegiance
Guest: Dave Evans

Dale Johnson is making a storage box
for Member's nametags.

John Koser: Send a photo (digital preferred) of any airplane completed by a current or past Chapter 25 member. He is printing and framing them and hanging them in BSACE. Best if builder is in photo as well.

Norm Tesmar identified many of the people in the 60's era photo of a chapter meeting.

Kris Olson: 53 Young Eagles flown May 2nd, 8 flown May 16th.
BSA YE event May 30th at Maple Lake.

Scholarships: \$2750 to be awarded this year by EAA Chapter 25. Matches from Dahlberg Foundation and Kevin Gruys / Aircraft & Marine Insurance. Pat Halligan commented that \$267,000 worth of scholarships were awarded at UND banquet.

EAA Air Academy: Chapter 25 is supporting two students this year: Mathew Davidson Bret Fredricks (12 years old)

Fundraiser for college scholarship fund: Instead of a raffle this year, the Chapter will ask for donations towards a goal of \$2750. Donations are tax deductible as the Chapter is a 501C3 organization. More details to follow.

May 30th-31st Discover Aviation Days KANE

Peter Denny: Would like to organize a common meeting place for Chapter 25 members in Camp Scholler during AirVenture.

Future meeting: Harry Odone about Fairey Gannet

Family Day: Saturday, June 13th 2015 at BSAEC 10:00-15:00.
RSVP Mary Hoyt via phone or email. Bring your airplane.

July Chapter Meeting: Mark Schreier

Food Coordinator: Thanks to Gary Stinar for volunteering to be the food coordinator for Chapter meetings. Don't bring brats or buns, but continue to bring side dishes. Please bring \$2 to cover cost of brats and buns.

Bob Ueek: Purchased a Hatz Biplane, will need to pickup in TX and trailer back.

Program: BT-13 Project by Chapter 25 member Dale Johnson

Respectfully submitted,

Ned Lebens, Acting Secretary



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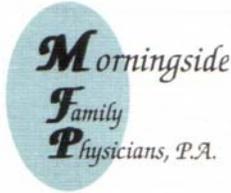
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