

# WINTERFALL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JULY 2016

## Champ & Cub Emergencies on Skis



*An Aeronca Champ on skis. the type aircraft I flew under electric power lines.*

*By Lou Martin*

In January 1946, I was a 17-year-old junior in the Lady-smith Wisconsin High School and a new Private Pilot with 90 hours of flight time. To foster my flying I was renting Aeronca Champs and Piper Cubs from the local airport for \$6.00 per hour. To provide the necessary funds, I was working part time flipping hamburgers in a local restaurant operated by George and Blanche Hunt. They were great people to work for and provided a steady source of pocket money. One of my jobs

was to open the restaurant at 7:30 a.m. for businessmen hustling off to work. I would prepare two large pots of coffee, stack fresh pastries in a glass case and await George's arrival at 8:30. He was to relieve me in time for me to make the 9 a.m. starting bell at the high school. However, George had a habit of sleeping late and quite often; his 1936 Ford V-8 would come to a screeching stop in front of the restaurant at around 8:45.

By this time, the restaurant would be full of customers requesting a second cup of coffee, another doughnut or waiting to pay their check. I would tell George, "You have it, coffee is on, but nobody has paid." I would then rush out and make a

mad dash for school. I often arrived, out of breath, taking my seat in the assembly hall during the last ring of the bell. I complained to George about his late arrivals and he promised that in the future he would arrive on time while handing me an extra dollar as compensation for his tardiness. George's on-time performance improved slightly, but I did not complain as I picked up two or three extra dollars per week and the five-block dash to school was good exercise. I also put in a few hours after school and all day on Saturdays. George was thrilled when he learned that I was a Private Pilot and when business was

*(Continued on page 4)*

Craig's "Flight Lines"

P2

Final Approach Trivia Quiz

P3

July Meeting, June Minutes

P3

For Sale/Wanted

P7

# Flight Lines

—from Craig Nelson,  
EAA Chapter 25 President



EAA has just announced that President Obama signed the 2016 FAA funding extension into law with third class medical reform attached. HURRAY! After years of effort by EAA and AOPA advocacy, pilots will finally see relief from the constant hassle and expense associated with third class medical renewals. This is a good day for general aviation. For more

information, see EAA's FAQ page on aeromedical reform.

As you saw in last month's On-Final, our 60<sup>th</sup> anniversary celebration on June 11 had a great turnout. A good time was had by all despite the hot weather. Lots of airplanes, good food, and hangar talk prevailed. A thank you goes out to Charlie Becker and Kyle Voltz from EAA HQ for joining us in our celebration. Members should also thank John Schmidt for all his work in coordinating the event. I'm looking forward to many more years of vibrant chapter life with EAA Chapter 25.

I'm very pleased to announce that Steve Wozniak's Challenger II has been sold and as promised, Steve has donated the \$10,000 proceeds to Chapter 25. The money has been put into the Chapter 25 Scholarship Fund and will be used to provide scholarships to college students pursuing aviation related careers. Thank you Steve for this wonderful donation! Terry Carmine and Bruce Anthony led the effort to find a buyer and helped execute the sale of the plane. Please give these guys a hearty thank you for a job well done.

Speaking of scholarships we are gearing up to start our Chapter 25 Scholarship Fund Campaign again this year. You might remember that we replaced the annual raffle with this campaign last year and it proved to be very successful raising just over \$3000. This money was then used to fund scholarships at UND and Mankato State this year. We want to continue this tradition of giving back to our community. Look for more information in the mail over the next month.

After 16 years of publishing this award winning Chapter 25 newsletter, Pete Gavin has decided to hang up his publishing hat to concentrate on other pursuits during his retirement. Please join me in thanking Pete for his many years of dedication to producing this wonderful publication for Chapter 25. It has been a cornerstone of entertainment and communication for our membership. Pete's decision to move on creates a great opportunity for someone else to contribute to the Chapter 25 community by taking over responsibility for publishing our newsletter and becoming the Chapter Newsletter Editor. **Please consider stepping up to take on this activity and keep this valuable publication going.** Pete is available to provide training if needed. Please contact me if you are interested in taking on *(Continued on page 8)*

ON FINAL is published monthly by Chapter 25 of the Experimental Aircraft Association (EAA) for the use, education and enjoyment of Chapter members and others to whom it is provided. No claim is made for the accuracy of materials presented. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 25 nor EAA. Submissions for publication, questions or comments on articles, etc. are encouraged and should be addressed to: **Pete Gavin 6905 12th Ave So, Richfield MN 55423 612-866-6676 email petegavin@comcast.net** Submission deadline: 1st Wednesday of the month. New or renewal memberships (\$25/year) should be addressed to: **Kim Johnson, 1834 Kari's Way, Eagan, MN. 55122-2673**. Permission for other EAA Chapters to use the non-copyrighted portions of this publication is hereby given as long as the source is acknowledged. Any copyrighted material that appears in this newsletter is with the permission of the acknowledged copyright holder. Any further copying must obtain the permission of the original copyright holder.

# On Final



Minneapolis/St. Paul

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

## President

Craig Nelson 952-949-0400  
[nelsoncraig55@gmail.com](mailto:nelsoncraig55@gmail.com)

## Vice President

Mamie Singleton 651-489-0143  
[msingleton@comcast.net](mailto:msingleton@comcast.net)

## Secretary &

### Membership Coordinator

Kim V. Johnson 651-238-6010  
[kvince989@gmail.com](mailto:kvince989@gmail.com)

## Treasurer

Gordon Duke 651-227-9026  
[g\\_duke@hotmail.com](mailto:g_duke@hotmail.com)

## Web Editor

Jeff Coffey  
[jeffcoffey@gmail.com](mailto:jeffcoffey@gmail.com)

## Newsletter Editor

Pete Gavin 612-866-6676  
[petegavin@comcast.net](mailto:petegavin@comcast.net)

## Young Eagle Coordinator

Kris Olson 651-675-6826  
[ksimpson2@yahoo.com](mailto:ksimpson2@yahoo.com)

## Technical Counselors

Bob Eckstein\* 763-494-6993  
[rwxstein@comcast.net](mailto:rwxstein@comcast.net)  
Peter Denny 763-529-5325  
[peterthepilot99@gmail.com](mailto:peterthepilot99@gmail.com)  
Ami Sela\* 612-860-3734  
[selaami@comcast.net](mailto:selaami@comcast.net)

\* also flight advisor

# This Month: Wed Evening July 20th—BT13 visit at Anoka

Grill on at 6:30 pm, Meeting at 7:30 pm

Please bring something to share (meat and buns provided)

**Program:** Our meeting this month will be a progress visit to the BT-13 that Dale Johnson is involved with at Anoka/Blaine Airport. Grill on at 6:30, meeting starts at 7:30. See map at right and directions below.

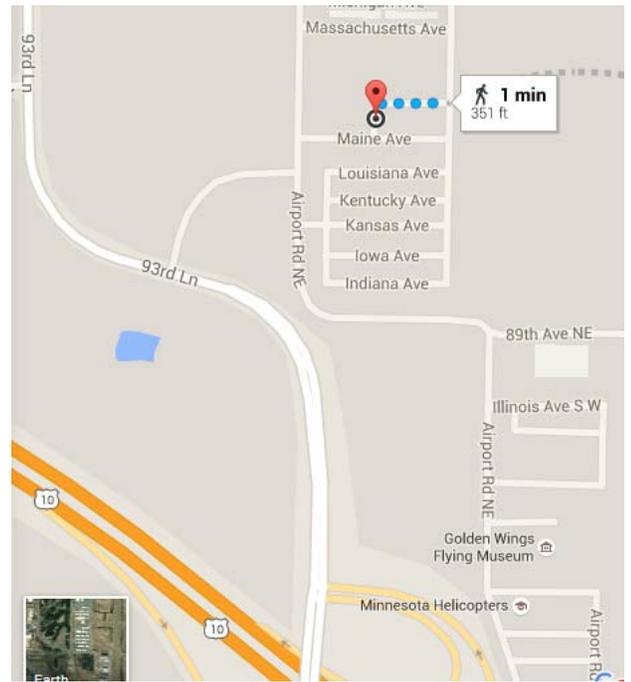
**AirVenture:** July 25th through Sunday, July 31st.

**Wednesday, Aug 17th:** Chapter Meeting

**Saturday, Aug 20th:** Young Eagles, Pilots/ground crew needed, Contact Kris Olson: 651-675-6826, ksimpson2@yahoo.com

**Sunday, Oct 9th:** Annual Banquet, Eagan Comm. Ctr.

**Directions:** Take the airport exit from Hwy 10 and proceed to the southwest entrance of Anoka-Blaine airport. The hangar is on Massachusetts Lane which is one lane north of Bolduc Aviation Services. See map to the right.



## EAA Ch. 25 Minutes of the June 15, 2016 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 asked us to observe a moment of silence for all those in harm's way tonight and for all who have paid the ultimate price for America since its inception. Lou also informed us that 378,000 soldiers have been lost since WWII. 208,000 soldiers are buried at Ft. Snelling.

Guests – There were no guests this month.

**Financial Rept.:** Craig Nelson, on behalf of Treasurer, Gordon Duke, reported that we have \$15,453 in checking and \$10,243 in savings for a total of \$25,696.

**Young Eagles:** Kris Olson, Young Eagles Coordinator, informed us that 22 kids were flown on 5/21/2016. Frank Ahlman served as pilot. Ron Hoyt, Ron Oehler and Dave Olson served as ground crew. 30 kids are expected for our 6/18/2016 YE Event. Craig mentioned that Eagle Flights are available for adults interested in pursuing a pilot's license.

Steve Thornhill recently went on an Eagle flight.

**Scholarships:** As a result of Ch. 25 membership donations:

UND Scholarship recipients: William Caturia received \$1,500 matched by the Ken and Betty Dahlberg Foundation for a total of \$3,000. Daniel Klaver received \$500 from Ch. 25 which was matched by the Kevin Gruhs Aircraft and Marine Insurance Agency for a total of \$1,000. Amy Dahlberg and Jae Hoon Min each received \$500 each from Ch. 25 at the Minnesota State – Mankato Dept. of Aviation banquet. The \$500 Ch. 25 donation was

matched by the Kevin Gruhs Aircraft and Marine Insurance Agency, so each received \$1,000.

Aaron Kasic has received a scholarship to attend Air Academy this summer.

**60<sup>th</sup> Anniversary Celebration –** The weather and the turnout were great. There were lots of planes and tasty foods. Bert Sisler spoke on Ch. 25 history. A good time was had by all. Thanks to John Schmidt for doing the planning and organizing. It was a fantastic success!

**IMC Club Affiliation –** The IMC organization merged with EAA last November. A local IMC Club is interested in affiliating with Ch. 25. This will be discussed by the Board.

**AirVenture Camping –** EAA is offering a new program where Chapters can reserve up to 4 campsites for \$243 each, roped off by EAA Staff. Contact Craig or other members if you are interested in reserving a Chapter site.

**Donations to Chapter 25 –** Terry Carmine and Bruce Anthony are coordinating the sale of the Challenger II donated by Steve Wozniak. Proceeds will go to the Ch. 25 Scholarship Fund.

**Ch. 25 Rosters –** Ch. 25 2016 Rosters were distributed.

Members can pick up a Roster at a Chapter meeting.

**Upcoming Ch. 25 Events –**

*(Continued on page 7)*

### Final Approach Trivia Quiz

By John Schmidt

When would a British WWII base radio operator tell the pilot of a returning bomber to "strangle your Parrot?"

**Answer on page 6**

# *Champ & Cub Emergencies on Skis*

*(From page 1)*

slow he would tell his wife to mind the restaurant because he and Louie were going flying. He would continue to pay me 60 cents per hour while paying for the Aeronca Champ's rental fee.

A former World War II P-47 fighter pilot managed the airport. He was a partner in purchasing four new Aeronca 7AC Champs for about \$2,000 each (equal to \$25,000 today). The Aeronca Champ was a popular U.S. Army liaison aircraft during World War II and to relieve a shortage of glider trainers some had their engines removed and were converted into gliders. When the war ended, the Aeronca Aircraft Company concentrated on producing light aircraft and introduced the 7AC. It had a maximum weight of 1,220 pounds, a maximum speed of 129 mph, a cruising speed of 80, and held 13 gallons of gas and a takeoff ground roll of 224 feet.

One Saturday in January 1946, there were just a few customers in the restaurant and George's wife Blanche had things under control. The reason for the small number of customers was that the night before we had experienced one foot of new snow and crews were busily cleaning the streets and sidewalks. The storm was a fast moving blizzard leaving behind light winds, clear skies, unlimited visibility and a bright sun shining on pure white virgin snow. George suggested that we take advantage of the lull and head for the airport to fly a ski-equipped Aeronca Champ. Going flying, instead of flipping hamburgers, sounded like a good idea. I called the airport and requested an aircraft be preheated and ready to go by the time we reached the airport. A few minutes later, we were in George's 1936 Ford sedan and busting through snowdrifts and freshly plowed roads. Thirty minutes later, we parked in the partially plowed airport parking lot.

As we were parking, I observed the airport manager pulling a ski equipped Champ out of a semi-heated hangar and parking it on the unsullied snow-covered field. He greeted us with a gloved handshake while stating, "She's all warmed up, full of gas and ready to go, have a safe flight." After wading through knee-high deep snow, I climbed into the front seat while George strapped in behind me. Following a cockpit preflight check, I shouted, "Switch On, Gas On," and the airport manager hand-propped the propeller. All four cylinders came to life on the first pull, but when I advanced the power to begin taxiing, the aircraft would not move. (The metal skis, after

being exposed to the relatively warm hangar, had frozen to the cold surface.) I increased the RPM to around 1700, kicked the rudder pedals back and forth and the Champ broke loose.

After breaking free, we taxied out through undisturbed powder snow trailing two ski tracks and a "rooster tail" snow cloud. After an engine run-up, I went to full throttle and after a short run over a powder snow surface, we were airborne. (The take-off was so smooth that the only discernible perception of becoming airborne was the absence of snow flowing off the skis and a rise in the altimeter). We climbed to three thousand feet (1,800 feet above the ground), cranked up the cabin heat and marveled at nature's skill in producing a serene landscape. The countryside was glistening in a blanket of pollution-free virgin snow and presented a scene that would be difficult for an artist to capture on canvas.

After circling Ladysmith and observing snowplows clearing roads and shop owners shoveling their sidewalks, I sought out a more adventurous outlet for our pollution-free winter flight. I flew north and when over the Flambeau River, dropped down to about five above the snow-covered frozen surface. I flew over the meandering river for a few miles and noted that the perception of speed and height, when flying close to the flat undisturbed crystal white snow was deceptive. As we continued following the river, the aircraft dipped lower than I had planned and its skis sliced into the soft powder snow. Contact with the snow was as smooth as silk; however, when disturbed by the rapid movement of the skis and the air blast from the propeller, billowing clouds of snow were created. The snow bounced off the side of the aircraft and windows with some flowing over the top of the wings. George and I were thrilled in discovering a unique maneuver that would make our winter flight more thrilling than just "boring holes" in the sky.

Bouncing off the snow-covered frozen river was exciting and as I continued flying over it, at around 100 mph, I would allow the aircraft to descend, make contact with the surface, and observe our made-up snow cloud. I would then climb up a few feet to regain lost airspeed. I noted that if I went to full throttle and allowed the skis to settle deeper into the surface, the snow cloud was more striking and produced louder shouts of joy from George in the back seat. After a few more seemingly harmless maneuvers, I turned around to observe his glee in our risky adventure.

He was grinning widely and giving me a thumbs-up signal indicating that he was enjoying the unanticipated thrill. I had diverted my attention from our line of flight for a few seconds before turning back around. When I did, my heart almost stopped! Directly in front of us were electric power lines marked with orange plastic balls.

*(Continued on page 5)*

# Champ & Cub Emergencies on Skis

(from page 4)

The wires arched across the river while dipping down to about 20 feet above the surface. I instinctively knew that I could not climb above them so I pushed the control stick briskly forward causing the aircraft to bounce firmly off the snow underneath the electric power lines.

This extra firm contact created a snow cloud greater than any that we had produced earlier with portions of it temporarily engulfing the aircraft. George, oblivious to our near disaster was ecstatic and as we emerged from the whiteout on the other side of the wires shouted in a jovial frame of mind, "That was the best one yet, Louie. Do it again." He had not seen the electric cables we had just flown under and did not know how close he came to ending his life wrapped around high-tension wires in northern Wisconsin.

With my heart in my throat, I realized how lucky we were to be alive and climbed to 1,000 feet and headed back toward the airport. George, noting the change of flight direction, wanted to know where we were going and what we were going to do next. He was surprised when I said, "We are heading back to the airport as our flight for today is over." He reminded me that our one-hour rental agreement was not up and wanted to know why. I told him I would explain later when we were on the ground. When back at the airport, I told George about our close encounter with the electric cables which he never saw. He did not tell his wife how close she came to having to run the restaurant as a widow. When she asked about our flight he just said, "We had a good time today, very exciting and Louie is a good pilot." (George and I flew together again following this incident, including two flights to the St. Paul downtown airport, but left skimming over the snow-covered frozen river to the crows and eagles).

That same winter one of my high school friends requested to go flying in a ski-equipped J-3 Piper Cub. He wanted to fly in an aircraft with side panels that could be safely opened in-flight, so he would have an unobstructed view for taking photos. He said that he had aerial pictures of their family's lakeside cabin in the summer, but thought it would be neat to have one in the winter, when everything was covered with snow.

The Piper J-3 Cub, when introduced in 1938, was powered by a 40 hp engine and sold for \$1,300 (equal to \$16,000 today). The engine power was later increased to 65 hp. During World War II, it was widely used by the Civilian Pilot Training Program (CPT). In addition, a new aircraft, known as the Grasshopper L-4, was produced every 20 minutes. A number



*A Piper cub on skis. Note the open upper and lower panels great for picture taking. I talk about the upper panel breaking loose.*

of these had their engines removed and converted into glider trainers. When production ended in 1947, 14,125 Piper Cubs had been built. A new Piper Cub in 1947 sold for \$2,600 (equal to \$32,000 today). The Ladysmith Airport maintained a beautiful all-yellow J-3 on skis during the winter months.

We took off on an extremely cold February day and flew to his cabin about 40 miles away. I opened the upper and lower side panels and circled while my friend took pictures. With the side panels open, the air entering the cockpit was extremely cold. I was somewhat sheltered in the front seat, however, my picture-taking friend in the rear seat was exposed to the full blast of the arctic air. After two circles, he said that he had enough pictures and though shivering lips requested that I close the side panels and return to the airport before he froze to death.

I reached down and closed the lower panel but when I attempted to close the upper panel it felt like it was binding and not freely rotating on its hinge. Suddenly, it broke loose. As it separated from the aircraft, it swung upwards, sliced a large gash in the underside of the right wing and smashed into the right horizontal stabilizer, before fluttering off into space. The aircraft began to shudder and entered a series of uncontrolled up-and-down oscillations. The right horizontal stabilizer had been badly deformed and was causing dangerous control problems.

The vibrations and oscillations subsided when I reduced airspeed and at the lower speed the aircraft was flyable. I concluded that I would be able to make it back to the airport but because of the reduced

*(Continued on page 6)*

# Champ & Cub Emergencies

(From Page 5)

airspeed, it would be a slow cold flight. I was fairly well protected in the front seat but my rear-seat passenger was being buffeted by the full force of the frigid air coming in through the space created by the missing upper panel. He unfastened his seat belt and to avoid the direct blast of freezing air to his face leaned over my shoulders, however, his lower body was fully exposed. It took about 40 minutes before reaching the airport and after landing my back seat friend was so numb that I had to help him out of the aircraft. It took him 30 minutes to stop shivering and I had to caution him several times not to sit on the hot kerosene space heater in the airport office. While he was defrosting, I told the airport manager about the missing upper panel. He was naturally upset and pointing to a wall map and wanted me to show him exactly where it left the aircraft, while stating it would be up to me to retrieve it. (Which I never did).

While we were discussing the difficulty of finding the lost panel, we heard an airplane making low passes over the field. We went outside and observed an Aeronca Champ circling the field and rocking its wings. Each wing rock caused the right ski and gear assembly to swing back and forth in such an unstable manner that it appeared that it might break loose. Shaking his head in disbelief, the manager said, "What in the hell does he want me to do?" (Our aircraft in those days were not equipped with radios so there was no way that he could communicate with the distressed pilot). As the aircraft continued its futile wing-rocking circles, the manager walked to a prominent open spot in the field and made arm and hand signals that he hoped the pilot would interpret as authority to land.

Eventually, the pilot understood his directions and made a one-ski landing in the soft snow. The landing was uneventful with just a sharp ground loop to the right after touchdown. Fortunately, the pilot had enough presence of mind to stop the engine just before landing so the propeller and engine were not damaged while the aircraft, except the right gear, suffered only minor scratches. The pilot humbly told us that he had landed in a friend's snow-covered farm field and during the takeoff; he had clipped a barbed wire fence hidden in a snowdrift with the right ski.

While the manager was evaluating his losses, he received a telephone call from another pilot who had rented a Champ. He said that he had also landed in a friend's snow-covered field and did not think he had sufficient runway to make a takeoff and wanted him to come to his rescue. We felt sorry for our friendly manager to be exposed to such misfortune so early in his civilian business career, but to our delight, he took it all in stride. While shaking his head he quipped, "During World War II my combat losses were not this high"

This is an excerpt from Lou's Book *Close Encounters with the Pilot's Grim Reaper*.



## Answer to Final Approach Quiz (see page 3)

During WWII, the British developed a top secret 10" x 10" x 10" radar transceiver. It would respond to a radar interrogating signal by responding with a coded transmission. A code would allow the land-based radar station to distinguish British from German aircraft on their radar screen. The radio also contained an internal thermite bomb (!) which, when triggered by an inertial switch (crash), would destroy the interior of the set. This was supposed to prevent German discovery of the codes (a reverse ELT?). The British code-named the system Parrot. The United States Army Air Forces version of the system was called IFF, for Identification, Friend or Foe.

As with many WWII developments, the IFF system was designed to prevent a clever German ruse. The Germans were following the night bombers back to England. German aircraft would join in the stream of returning British bombers, wait until the bombers were most vulnerable (just prior to landing), and then shoot them down. Parrot allowed detection of these German aircraft since their (primary) return would not have a distinctive code.

To control the operation of the airborne-coded set to the best advantage, the ground based radar station would radio instructions regarding the operation of "Parrot". The aircraft would be directed to "squawk your parrot," meaning to turn on the set for identification; or to "strangle (not kill) your parrot" as a directive for turning the set off. (The power of the transponder signal would often hide other targets.)

What remains today (other than the entire ATC system itself) is the term "Squawk," as an ATC directive for operation of your transponder.

And, what did YOU think the WWII radio operator meant when he told the pilot to 'strangle your parrot'?

<http://www.century-of-flight.net/Aviation%20history/WW2/RAF%20Fighter%20Control%20System.htm>

The use of the word "squawk" comes from the system's origin in the World War II [identification, friend or foe](#) (IFF) system, which was code-named "Parrot".<sup>[10]</sup> [\[11\]](#)

[http://en.wikipedia.org/wiki/Transponder\\_\(aeronautics\)](http://en.wikipedia.org/wiki/Transponder_(aeronautics))



## Stuff for Sale/Wanted

Free to Chapter 25 Homebuilder: Welding equipment including acetylene and oxygen tanks due for renewal at end of August, stand and piping, numerous welding tips and torch, plus oxygen-only cutting torch. Contact Bert Sisler, phone listed on chapter roster.

For Sale: Garmin 396 portable color GPS Aviation/Auto, XM weather, multiple antennas. New battery 2015. Mark Kolesar, 763.656.8374; [Kolesar.mark@gmail.com](mailto:Kolesar.mark@gmail.com)

Wanted: Your dusty old VFR instruments for my Pietenpol project. Please contact Ned Lebens 952-567-3329 or [nlebens@gmail.com](mailto:nlebens@gmail.com)

For Sale: Ellison EFS-2 Throttle Body Injector  
**don schlais** <[d.schlais@hotmail.com](mailto:d.schlais@hotmail.com)> 763-479-8228

## Meeting Minutes (Continued from page 3)

7/16 – Young Eagle Event

7/20 – Ch. 25 – Plans are underway to have the meeting at the Anoka Co. – Blaine Airport (KANE) to review the BT-13 restoration projects.

8/17 – Ch. 25 Meeting at the BSAEC. MDOT will be presenting Test Pilot 101.

8/20 – Young Eagles Event

10/9 – Ch. 25 Banquet – Chris Henry has been engaged to talk about B-17's

Miscellaneous –

Food - Craig asked members to show their appreciation to Gary Stinar for doing the arranging and cooking for this meeting.

Presentation – Mike Wilson, manager of reliever airports for MAC, gave an update on Airlake's status. Mike is from Carlton, MN, has a degree from St. Cloud State and has 16 years in the Air National Guard in Duluth and Sioux Falls. MAC was created by the MN legislature in 1943. There are 6 General Aviation airports within 35 mi. of the Minneapolis – St. Paul Metropolitan Airport which do greater than 300,000 flight operations each year, projected to increase to 350,000 operations in the near future. According to Mike, MAC has a good relationship with the FAA.

(Continued on page 8)

Next Month Meeting: Wed, Aug 17th

Young Eagle Events: Sat, 8/20 & 9/17  
contact Kris Olson (see p2) if you can volunteer

## Aircraft Insurance and Hangar Insurance



Contact: Kevin Gruys at 952-890-1124  
email: [gruys@aircraft-marine.com](mailto:gruys@aircraft-marine.com)  
[www.aircraft-marine.com](http://www.aircraft-marine.com)

## Red Wing Soaring Association

Scenic Demonstration Rides and Memberships Available!  
No prior aviation experience required  
FAA Certified Flight Instructors



Located at Hangar H-1  
L.O.Simenstad Airport Osceola WI  
Phone: 651-653-1631  
Email: [info@rwsa.org](mailto:info@rwsa.org)  
Website: [www.rwsa.org](http://www.rwsa.org)

<p>Flight Training Flight Reviews Finish Ups</p>	<p>Plane Rental - Piper - Cessna</p>	<p><b>Air Trek North</b> 22100 Hamburg Ave Lakeville, MN 55044</p> <p>Located inside the Airlake FBO</p>  <p>Randy Schoephoerster Phone: 952-594-1184 E-mail: <a href="mailto:randy@airtreknorth.com">randy@airtreknorth.com</a></p>
--	--	---

**Call or Email to Schedule Your Flight!**

[www.airtreknorth.com](http://www.airtreknorth.com)

**MINNESOTA**  
PILOTS ASSOCIATION

[www.MNPilots.org](http://www.MNPilots.org)  
[Info@MNPilots.org](mailto:Info@MNPilots.org)

Minnesota Pilots Association  
12000 Elm Creek Blvd. Suite 350  
Maple Grove, MN 55369

# Meeting Minutes

(from page 7)

Taxiway Alpha is undergoing a mill out overlay from 8/13-15.

MAC is investigating options to extend the runway to 5,000 feet without changing Cedar Ave. It is going to be too expensive to move the railroad lines on the west side.

According to recent discussions, it seems that neither Eureka Township nor the City of Lakeville are interested in doing the improvements necessary to provide water and sewer for hangars at the airport because of the expense and lack of return on investment to the political entities.

An Eagle Scout is working on designing and obtaining financing to build a 12 x 12 ft. airport observation area on the west side of the airport.

It takes 100,000 – 200,000 operations a year before a tower would be considered, so it appears that a tower at Airlake is not foreseen in the near future.

Mike can be contacted at: [mike.wilson@mspm.org](mailto:mike.wilson@mspm.org); 763-537-2058. Call 612-726-5111 for MAC operations.

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

# Flight Lines *(Continued from page 2)*

this challenge.

AirVenture is just a few weeks away. Our very own John Schmidt will be speaking at a forum entitled "Intro to Aviation Class" on Thursday July 28 from 1-2:15 in Forum Tent 1. John will talk about the program that he does with kids in the summer months. Stop by and give a listen if you are there.

**Our meeting this month on July 20 will not be at the BSAEC (chapter hangar) at Airlake Airport.** We will do a follow-up visit to see the progress on the BT-13 that Dale Johnson is involved with at Anoka/Blaine Airport. We will grill as usual but start the social hour at 6:30 and start the meeting at 7:30. Directions to the hangar at Anoka are provided in the "This Month" section of this newsletter. Looking ahead to August, Chris Meyer and Cassandra Isackson from MnDOT Aeronautics will join us. Chris' presentation is titled "Test Pilot 101 – Returning Your Aircraft to Service". Cassandra will discuss funding sources for Minnesota airports. I'm looking forward to seeing their presentations.

I hope to see you at Anoka Airport on July 20!



## The Easier Way To Get A Good Deal.

Ford • Lincoln • Chevrolet • Buick • Chrysler • Dodge • Jeep • Ram

Great selection of cars, trucks, vans and SUVs.

Online and in-store.

Your next ride is closer than you think.



**Stein Air**

Stein Bruch  
President

Tel: 877-STEINAIR -or- 651-460-6955  
Fax: 651-305-0746  
Email: stein@steinair.com

SteinAir, Inc.  
21170 Eaton Ave, Suite A  
Farmington, MN 55024  
[www.SteinAir.com](http://www.SteinAir.com)

CONTINENTAL  
LYCOMING

**Bolduc Aviation  
Specialized Services, Inc.**

ANOKA COUNTY AIRPORT      DARRELL E. BOLDUC  
8891 AIRPORT ROAD      PRESIDENT  
MINNEAPOLIS, MN 55449      (763) 780-1185

"SPECIALIZING IN ENGINE REBUILDING AND REPAIR"

**Morningside  
Family  
Physicians, P.A.**

Philip A. Sidell MD  
*Family Physician  
Aviation Medical Examiner*

(952) 926-3002      3920 Sunnyside Road  
Fax (952) 926-7744      Edina, Minnesota 55424

**New  
Richmond  
Insurance  
Agency, Inc.**

Bruce Bottolfson

Aircraft and Hangar Insurance

PO Box 367  
1225 N. Knowles Ave.  
New Richmond, WI 54017

Phone: 800-747-1619

[www.newrichmond-insurance.com](http://www.newrichmond-insurance.com)

