

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

MAY 2006

Opening the Envelope by Bill Brown



I made the first flight of my new Sonex, N259WB, on October 12th, 2004. I was lucky to have ridden in a couple of Sonex's so I knew what to expect, but it was my first solo flight in a Sonex and the performance was exciting. I tried hard during the building process to keep it light and of course I am pretty light weight myself, so the climb rate was excellent. Thankfully, things went according to plan on that first flight and I even managed to do a decent landing with an audience.

I apparently made an erroneous change in the settings in my "glass

(Continued on page 4)

Cubs Coupes Champs & Chiefs

Fly-in at Pioneer Airport by Pete Gavin

Ray Johnson's award winning Aeronca Chief

May 6 and 7th, EAA hosted the 2nd annual Cubs Coupes Champs and Chiefs fly-in at Pioneer Airport at Oshkosh. Pioneer Airport is located behind the EAA Museum on Wittman Field, and features an 1800' grass strip running between the museum to the south and the vintage aircraft hangars to the north. Last year, the event was held the last weekend in April, and pilots had to brave the season's last snowfall to venture home. This year, delaying

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Cleared for Takeoff
May meeting, April minutes

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Lou Martin's new book
Airlake Update/Ads

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Cleared for Takeoff *by Jon Cumpton*

So far this spring pilots around here have had very little to complain about when it comes to flying weather. I just wish I had more time to actually fly!

We have moved on to the next phase of planning for the **Sport Pilot Tour** now that Airlake has been selected by EAA as the site. **This will be my first call for volunteers. If you want to help, I'd ask that you call me or email me before this month's meeting on the 17th.** There isn't tons of work to do, but we will need about 25 people to staff the event on Saturday, August 19th. Many hands make light work, so please step up and help!

In other news, our support of youth activities has resulted in two announcements this month. First, we have selected our candidate for the EAA Air Academy. He is Raynor Poehls, a student at Washburn High School in Peter Denny's aviation class. Our scholarship winner from Lakeville High School has also been selected. He is David Stark. David will be attending the University of Minnesota in the fall, and will receive our \$500 scholarship at award ceremonies on May 15th.

I've also spent some time in the last month digging through the Chapter archives, and noticed several events that took place in the month of May in our history. For example, May 31, 1974 was a sad day. That was the day that Southport Airport closed to operations. Southport was the field that was home to many members in our early days, located in Apple Valley. Quoting from the newsletter from May, 1974, "A sad note for many of us who have flown from the field for nearly thirty years...we have been working hard to locate new facilities...looking into all aspects of renting, leasing, buying, building or squatting..."

Of course, a big part of chapter activities in those days was the annual Chapter Field Day, where the focus was an annual FAA examination of homebuilt aircraft, along with a chapter lunch for the whole family. That last event at Southport involved inspecting 19 aircraft (and two sets of wings). The weather was foul, but lunches were served to over 80 people and a follow-up note appeared in the next newsletter. "Thanks to the wives who sent cakes for our sweet tooth pleasure."

By the next year, the annual FAA inspection / Chapter Field Day had found a new home – a place called Airlake! But Chapter 25 meetings were not held there – in those days they were held at the Navy/Marine Reserve Base in Minneapolis. Bringing regular chapter meetings to Airlake would take another 27 years!

Starting with last month, our monthly meetings are taking a look at various aircraft projects. Those of you who were at Dick Navratil's hangar in April shared the thrill of hearing his Rotec radial powered Pietenpol fire up. Dick proved that round engines make an unmistakable sound regardless of their size. This month, we'll get to see a Waixex (from the Sonex family) close up in our chapter hangar. In June, it will be Jerry Farrell's RV8, which is coming along too. Hope to see you there.



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ON FINAL



Minneapolis/St. Paul

Visit our website at eaa25.org

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This Month: Wed. May 17th—Chap. hangar 6:30 pm

Grill on at 6, Meeting starts at 7:00 pm
Bring something to grill and something to pass.

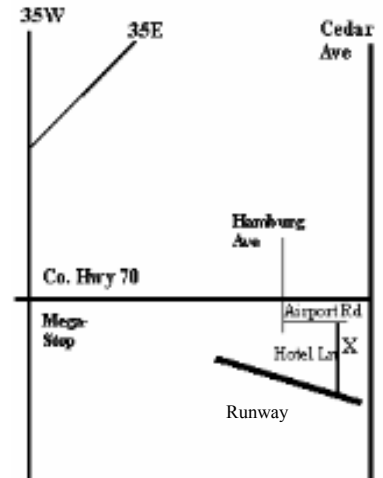
Program: This month we will review Joel Fuller's progress on his Waiex project at the chapter hangar.

Saturday, May 20th—Young Eagle flights, 9 am—Chapter hangar, Airlake Airport Be sure to check with John Koser or Jeff Coffey if volunteering for this event.

Saturday, May 20th—after our Young Eagles event, we plan to ride down to Owatonna to visit the restoration shop at Rare Aircraft. For those of you who don't know, Rare Aircraft is known for beautiful biplane restorations -- especially Wacos. They also always have several completed airplanes in their hangars. Contact Jon Cumpton by May 17th if you would like to go. We plan to leave the chapter hangar at noon that Saturday.

Directions to May Meeting at Airlake Airport (LVN):

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. Please park on grass between hangars.



EAA Chapter 25 Meeting Minutes

April 19, 2006

Presiding Officer: Jon Cumpton

Location: Dick Navratil's Hangar at Crystal

Business meeting discussions

The following guests were introduced:

Pat Hoyt	Richard Bylund	Dan Wilson
John Schmidt	Myron Nelson	Juanita Anderson

All members are encouraged to wear nametags during chapter events. See Jon Cumpton if you would like to order one at a cost of \$5. The winner of the nametag drawing was Ron Hoyt who won an AirVenture 2005 DVD.

Chapter members are encouraged to visit EAA25.org often. The site is updated weekly and is a good source for current chapter info. You may want to make it your home page. If you have ideas for content, please fwd to Jon Cumpton.

Members are encouraged to sign up with Pete Gavin to get the newsletter via email. The electronic version is in color and sending it by email saves the chapter postage expense.

Our Young Eagles rally in March had a small turn out (2 kids). Current plans are to fly 2 Scout groups on the 3rd Saturday in June. We continue to look for groups of kids to fly. Please talk up the program with people you know.

Chapter 25 will be sending Raynor Poehls, a student in the Washburn Aviation Program, to the EAA Air Academy Camp in OSH this summer. Congratulations Raynor!

A treasurer's report was circulated. Our account balance at meeting time stands at \$7399.

Chapter 25 will sponsor the EAA Sport Pilot Tour on August 19. The event will be held at Airlake. Mark you calendars!

Peter Denny gave an update on the Washburn Aviation Program. Work continues on the Sonex. Plans are to skin the wings soon. Peter will be raising money for an engine purchase. Peter has received a \$40K grant to establish a new

aircraft construction and maintenance shop at Washburn. Peter is looking for funding for another airplane project that would be built by an all girl class.

The team sprucing up the Gusty for display has been putting a new coat of paint on it. The goal is to have it complete by the chapter picnic on June 17.

Thanks to all who joined our 50th Anniversary celebration last month. A DVD of the event will be published soon. Jon Cumpton continues his quest to gather chapter history. He is looking for newsletters between 1986 – 1996. Please contact him if you have any from this time frame.

Our chapter is offering a \$500 scholarship to a Lakeville student again this year. The winner will be announced in the near future.

Upcoming events include:

May meeting-project review-Joel Fuller's Waiex.
The Mn Aviation Hall of Fame Banquet May 13
The Lindberg Foundation Banquet is on May 19
OSH work weekend June 3/4.
The Chapter Picnic and a YE rally on June 17.
The June meeting will be a project visit to Jerry Farrell's RV8 project.

Program

We enjoyed seeing and hearing about Dick Navratil's Pietenpol project.

Submitted by Craig Nelson



*Raynor Poehls, Ch 25
2006 Air Academy
scholarship recipient*

Opening the Envelope

(From page 1)

cockpit" and started to show unacceptable CHT's. A call to the Sonex factory cleared up that little problem and I was on my way.

During aircraft testing, they say: Go from the known to the unknown slowly. With that in mind, I went from shallow turns to steep turns to Lazy 8's before I did my first aileron roll. With the nose about 30 degrees above the horizon, I slowly fed in aileron until it was full on and found the roll rate to be about 120 degrees a second. Takes about 3 seconds to do a roll and slight positive "G" can be held all the way around. I usually end the roll with the nose about 10 to 20 degrees below the horizon. The ailerons are a bit heavy at full travel and I found my 65 year old arm didn't have enough strength to get full deflection to the right so I often use both hands or settle for less than full deflection. Actually, because of this I do most rolls to the left.

Now this was really starting to be fun! I found I could pull the nose a bit higher before I rolled and that gave me enough time that I could stop the roll in the inverted position with slight positive "G" and hold that for about 3 seconds before completing the roll. That inverted near zero "G" feeling I find very pleasant. I think the Sonex likes it, too.

Next on the card was the inside loop. Pretty easy maneuver and most pilots suggest about a 3.5 G pull to get over the top. After doing a few, I realized the Sonex will loop easily only pulling about 2.5, especially if I add throttle on the way up.

In between yankin' and bankin', I was running fuel consumption tests, time to climb tests, pitot static accuracy tests, etc. I was pleased to find my numbers exceeded the factory specs and I think the light weight and flush riveting is paying off. When I made the first flight, I already had wheel pants, gear leg fairings and my favorite, the tail wheel pant. (Always good for discussion) After about 50 hours, I got around to fairing in the leg to pant intersection. I was pleased to find that added several miles per hour. Then I built fairings for the leg to fuselage intersection and could detect no increase. I still don't understand that one, but it was disappointing.

Some pilots reading this will notice I haven't mentioned flutter testing. That is because I elected to not do them. I slightly over-balanced the ailerons anticipating a paint job somewhere down the line and decided it was safer to not flutter test. John Monnett agreed with this so end of subject. I did do spin tests from various entries and found it spins fast but recovers normally. Spins seem to oil the belly more than other wifferdills, so I don't often spin it.



*View of the ground from the top of a loop—
Jeff Coffey took this photo during a recent flight with Bill*

Next came hammerheads, one of my favorite maneuvers. I do not want to risk an accidental tail slide so my hammerheads probably resemble a wingover. I was a bit surprised to discover how much opposite aileron is required to counter the roll as I come over the top. I had expected the short wingspan would require less but I was wrong. However, it is a nice feeling maneuver and the Sonex does them very nicely.

I wish I had inverted systems in the airplane but that will never happen so that is about the size and shape of my "envelope". It has been great fun building and flying this bird and I have not been disappointed with it at all. One other benefit I hadn't planned on when I decided to build another airplane, was the friendships I have found in the Chapter 25 group. In 45 years of flying and 24 years of EAA membership, this is the first time I ever joined a chapter! I realize now how much I had missed. Better late than never.

A few questions from the editor after receiving Bill's article:

Q: How did you get started with aerobatics?

I took my private training at Benson's Airport, White Bear Lake. Over a period of several years and ownership of a couple of airplanes, I was getting bored with droning along straight and level. I took a biennial with Darrell LeMire in an old Citabria that John Benson had for rent and Darrell introduced me to aerobatics. I couldn't believe I had been flying for 500 hours and had never experienced the third dimension. It brought new interest to my flying and I'm not sure I would want to fly just straight and level anymore. I took several lessons from Darrell and found basic aerobatics were easy and great fun. I have also flown "Pitts" style aerobatics but felt like I was abusing the airplane. It was strong enough to take it but the "grace" was gone.

(Continued on page 5)

Opening the Envelope

(From page 4)

Q: Do you know how many hours you have flying aerobatics?

I never logged aerobatics in a separate category so I have no way of putting an hour figure on it. Often when I am flying cross-country I will do a roll or two, just to lubricate my old joints, and after all, I would still be headed in the right direction. Kind of depends on who the passenger is, too. Speaking of passengers, I have never had anyone get sick doing aerobatics but a few have asked me to go level. I certainly honor that request as I do not want to have to clean up my cockpit. Makes me sick just thinking about it!

Q: How difficult was it to transfer your aerobatic skills to the Sonex?

The Sonex does aerobatics very much like my RV-4, smooth, flowing, graceful, so transition was not a problem. The Sonex ailerons are a bit heavier and the elevator a bit lighter than the RV, but these are things easily adapted to.

Q: Is it important to have the higher hp Jabiru to do these?

This style of flying does not require high horsepower and the small engine Sonex's should do all the maneuvers easily. You might have to climb back to altitude once in a while but that's no problem in fun flying.

Q: Why do you say that the Sonex is not designed to fly inverted?

My Sonex does not have inverted systems but probably would fly inverted OK. But the airfoil is not symmetrical so inverted flight would be at a pretty high angle of attack. Sustained inverted flight is outside the design philosophy of this airplane. The Jabiru engine is not designed for inverted flight and changes to the oil sump and breather would be required, along with fuel system modifications. Not worth the effort with the Sonex design.

Q: For those interested in getting into aerobatics, is the Sonex a good design? What is the best way to get started?

The Sonex is inherently a very clean design and builds speed quickly when pointed down. This means it would not be a very good airplane to learn aerobatics in. That would be better done in a Citabria, Decathlon, Aerobat type of airplane. And absolutely with a qualified instructor. A badly blown maneuver can disassemble an airplane and that can ruin your whole day.

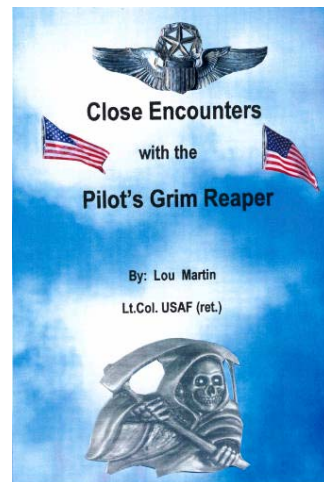


ON FINAL MAY 2006

Lou Martin's New Book

Greetings,

My new book, *Close Encounters with the Pilot's Grim Reaper* should be available by May 15th. It's a pilot's true story, in an autobiographical format, of close encounters I experienced during 60 years and 19,000 hours of military and civilian flying, plus encounters, some fatal, of aviation colleagues. The book contains 540 pages and more than 80 illustrations of flying aircraft as diverse as the Piper Cub, single-engine jets, and large military and civilian transports. I include flying experiences as a young 17 year old private pilot, 22 years as an Air Force pilot, five years as a captain for Japan Airlines, 19 years as an FAA inspector and a warbird pilot for the Planes of Fame Air Museum. Some of the prominent chapters relate to flying the T-6, C-54, C-82, C-119, C-47, C-45, T-33, F-100, C-133 and FM-2 Wildcat.



I believe the book presents an interesting story that will keep both aviation and non-aviation interested readers eager to read the next page. I not only relive my flying adventures in easy to read text, but include many illustrations and anecdotes of a young care-free pilot reminiscing a fascinating life. For those who have read my award-winning book, *Wings Over Persia*, you're in for another great read.

Autographed copies may be obtained at a ten dollar discount price of \$24.50 (plus \$2.50 S. & H.) by sending a check to: Louis J. Martin, 13268 Huntington Ter., Apple Valley, MN. 55124. I may be contacted at: pilotlou@aol.com or 952-891-1250. I should be able to start sending out books sometime in late May. *Close Encounters with the Pilot's grim Reaper* may be reviewed on: Trafford.com (search) shortly.

Happy Summer,

Lou Martin



Members who attended the April meeting heard the pleasant rumbling of the Rotec radial—thanks to Jon Cumpton for the photo.

Cubs Coupes Champs & Chiefs *(From page 1)*



Air Academy Lodge at Pioneer Field

the event one week gave us perfect spring weather for the fly-in.

Syd Cohen organized the fly-in, and arranged for pilots and their passengers to stay at the Air Academy Lodge, located in

the NE corner of Pioneer Field.

Arrivals were scattered throughout Saturday morning, with pilots calling in to Pioneer Field in advance to receive last minute landing instructions. Members were then free to tour the museum and the Pioneer Field hangars with their many vintage and antique aircraft. Paul Poberenzy joined the gathering for a while on Saturday, and everyone (including Paul) seemed to enjoy the extra attention.

Saturday evening, EAA Sr. Aviation Information Specialist Joe Norris gave a fascinating presentation on some of the unique models envisioned by the manufacturers of our early aircraft. He showed pictures of an experimental Ercoupe on floats, an Ercoupe outfitted with jet-assisted take-off (JATO), and a specially built twin Ercoupe.

Many of us were not aware that Aeronca had models planned between the Champ (model 7) and Chief (model 11). Model 8 was modeled only in wood, was to be a monocoque metal fuselage, side by side. Model 9, the Arrow, was prototyped as an all-wood low wing with retractable gear. Model 10, the Eagle, was to be a four place mid-wing with fixed gear. They even prototyped and flew a Model 12, the Chum, a low wing nose-wheel similar to the Ercoupe.



*Cubs Coupes Champs & Chiefs at Pioneer Field
May 6th, Saturday evening*



The EAA Museum and the green grass of Pioneer Field make a great backdrop for the polished aluminum of this Ercoupe—one of half a dozen that made it in for the fly-in.

For variations on the Cub, Piper built a Tri-Cub by reversing the mains in place and adding a nose-wheel. An early bush version of the J3 (before tundra tires were invented) was to use tandem mains, with the aircraft weight distributed over four normal size tires. A special model for crosswinds was built with castoring mains. The Wagner Twin-Cub had two cabins with twin engines offset enough front to back to overlap the prop arcs. Finally, Joe showed the Piper P2, built 1940-41 with 31' wings, solid landing gear, and a jackscrew trim—the granddaddy of the Clipper, Vagabond, and Pacer.

Joe followed his presentation with a Q&A session, and fielded many questions about the new Sport Pilot category and how it applies to our vintage aircraft.

One of the great aspects of the fly-in for me was the opportunity to talk face to face with some of the members of the “Fearless Aeronca Aviators”, an Internet based email forum.

Thanks to Syd, Joe, and all the other EAA staff who made this such a great weekend.



Chiefs Rule!



Saturday evening, Joe Norris gives a presentation on some of the many variations conceived by early manufacturers.

Airlake Updates from Karen Workman

As most of you know, the AWOS broadcast for LVN (115.7) has been sketchy for many months. Our MAC manager, Jeff Nawrocki, followed up with Bob Milton at MNDOT and received the response below.

"Jeff, Processing the license application for the AWOS VHF did not go as smoothly as I has predicted. The application process is back on track, we should be turning on the new transmitter within 60 days."

As always, feel free to contact me with any other concerns about our airport.

Reminder: Airlake Repaving Plans for July

- A) On the east side, the alley ways between hangar rows M through G will be paved.
- B) The FBO ramp and aircraft parking area will be paved at this same time. This project is expected to take most of the month.
- C) Since the car parking area is owned by the FBO and not MAC, no plans were announced for improving it.
- D) Continuation of the south hangar development has been pushed to 2007.



Jim Ladwig, Fran Eischen, and Lee Hurry at Dick Navratil's hangar for the April meeting. Thanks to Jon Cumpton for the photo.

Stuff for Sale/Wanted

For sale: 1/4 share in 1958 C172 N8564B for \$7000. Located Crystal in CAP hanger . Dues \$40 per mo. Fly time \$25 plus fuel. Contact Earl Jensen, Lake Flying Club, 952-935-4306 or EMJMNTX@AOL.COM.

For Sale: PS Engineering Aerocom II, 2 headsets, portable intercom and a 2 place expansion box. Mark Kolesar Wk 612-371-5171 Hm 763-544-6766

For Sale: 1/10 share in Wally's Flyers J-3 Cub "N25WF"—\$3,150—includes hangar on southwest side of MIC Airport—vintage flying at a very low rate.
Contact Peter Denny 763-529-5325

Quality radiant floor heated hangar space for rent at Fleming Field. Monthly rent commensurate with aircraft size. Utilities shared. New hangar top notch with excellent light and electric power. Completed and project experiments welcome. CFI, A&P with IA, EAA Tech Counselor owner. Chris Bobka cell 612/207-3762

For Sale: 2 Continental IO-470L engines with accessories, TT1550 Right & left. Call Dan 612/991-6392.

For Rent: Hangar space at Crystal Airport \$85/mo.
Darrell Pearson 952-927-9471 wabedo50@yahoo.com

For Sale: 1989 Kolb Twin Star, open cockpit side by side 2 place, 503 R-otax, Warp Drive Prop, \$10.5K, 612-978-6099.




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Kevin Tesmar assists as Norm Tesmar climbs into the cockpit of the Gusty to check alignment of the canopy in the closed and latched position. The team led by Bert Sisler is completing final painting and assembly of the Gusty before hanging it from the ceiling in our chapter hangar.

Chapter Events and Fly-Ins

May 17th Ch 25 Meeting
Chapter hangar at Airlake (LVN)
Joel Fuller's Waix Project
See page 3 for map & directions

May 20th Young Eagles 9am
Chapter hangar at Airlake (LVN)
Visit to Rare Aircraft to follow

Jun 17th Chapter 25 Picnic (LVN)

Jun 21st Ch 25 Meeting
Jerry Farrell's RV8 Project

Future meetings 7/19, 8/16, 9/20,
10/18, 11/15, 12/20, 1/17, 2/21, 3/21

May 14 Fertile Mn (D14)

Fly-in Bkfst 218/945-3136

May 19 St Paul History Center

Lindbergh Found. honoring 2006
Award winners 763/576-1596.

May 19-21 Iowa City Ia

Ea. Iowa Big Kids Toy Show
888-925-3947

May 19-21 Kewanee Il (EZI)

Midwest Aeronca Fest. 309/853-8141

May 20 Alexandria Mn (AXN)

Armed Forces Day Fly-in Bkfst
320/762-1333

May 20 Big Fork Mn (FOZ) 10-2p

Burger/brats (No fuel) 218/743-6175

May 20-21 Blaine Mn (ANE)

Blaine Aviation Weekend. Bkfst Lunch
Museums. Dance 8p Sat. 763/786-5004

May 26-28 Red Wing Mn (RGK)

Airshow www.wingsoffreedom.org

May 27 Solon Springs Wi (OLG)

Solon Air Park Grand Opening
651-485-0055

Jun 3 Amery Wi (AHH)

Fly-in bkfst

Jun 4 Buffalo Mn (CFE) 8a-noon

Fly-in Bkfst 763/682-5452

Jun 4 Reedsburg Wi (C35) 7a-noon

Fly-in Bkfst 608/524-6888

Jun 9-11 Hancock Mn Brown's Airpt

Pvt-call for permission 320/329-5869
Pork feed Sat 4p

Jun 10 Two Harbors Mn (TWM)

Chili/hotdog Fly-in 218- 834-4784

Jun 10 Clear Lk Mn (8Y6) 10a-2p

Brat & beans fly-in 320-255-9325

Jun 11 Montevideo Mn (MVE) 8a-1p

Fly-in Bkfst 320-269-4829

Jun 11 Albert Lea Mn (AEL) 7a-1230p

Fly-in Bkfst

Jun 11 Fergus Falls Mn (FFM) 8a-1p

Fly-in Bkfst

Jun 11 Red Lk Falls Mn (D81) 8a-1p

Fly-in Bkfst 218/253-4304

Jun 17-18 E. Gull Lk Mn (9Y2)

Fathers day fly-in/safety seminar
218-855-5970

Jun 17 Moose Lk Mn (MZH) 7:30-11a

Fly-in bkfst 218/485-4441

Jun 18 Stanton Mn (SYN) 7:30-11:30a

Fathers day fly-in bkfst 507/645-4030

Jun 18 Crystal Mn (MIC) 7:30a-5p

Fly-in Bkfst/open house 763/745-7888

Jun 18 Dodge Ctr Mn (TOB)

Fathers day fly-in bkfst 507-282-9682

Jun 18 Canby Mn (27D) 7:30a-1p

Airport dedication, bkfst at 7:30a,
airshow 11:30a 507-828-9987

Jun 18 Lk Elmo Mn (21D) 8a-1p

Fly-in Bkfst 651/429-7982

Jun 24-25 Brainerd Mn (BRD)

Brainerd Air Show.

Jun 24-25 New Richmond Wi (RNH) 7a

Bkfst & noon Airshow 715-246-7735

Jun 25 St Cloud Mn (STC) 8-1p

Fly-in Bkfst/festival 320/255-7292

Jun 25 Caledonia Mn (CHU) 730-noon

Fly-in Bkfst brianm@acegroup.cc

Jun 25 Fairmont Mn (FRM) 7a-noon

Fly-in Bkfst 507/235-6648

Jun 25 Aitkin Mn (AIT) 7a-3p

Fly-in bkfst, lunch, classic car show
218/927-4104

Jun 30-Jul 4 Starbuck Mn

Jul 1 Fly-in Bkfst 320/795-2786

Jul 1 SolonSprings Wi (OLG) 9-2p

Young Eagles. Burgers & brats.
218-729-7764 or www.eaa272.org.

Jul 2 Austin Mn (AUM) 7a-1p

Fly-in Bkfst 507/433-7115

Jul 2 Winona Mn (ONA) 7-11:30a

Fly-in bkfst & 10:30a airshow
507/452-2220

Jul 7-9 Duluth Mn (DLH)

Monaco Air Duluth Airshow

Jul 8 Superior Wi (SUW) 8-11a

Ch 272 Bkfst Fly-In 218-729-7764

Jul 8 Hibbing (HIB) 8a-1p

Miner's fly-in bkfst 218/263-4152

Jul 9 Hinckley Mn (04W) 7a-11a

Fly-in bkfst 320/384-6667

Jul 15 Rushford Mn (55Y)

Rushford Days Flyin, Brats
507-864-3655

Jul 15 Ashland Wi (ASX)

Fly-in Bkfst & Bay Days Festival
715-682-7070

Jul 16 Hallock Mn (HCO) 8a-1p

Fly-in Bkfst 218/843-1059



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