



RVator's Log

Newsletter of the Twin Cities RV Builder's Group

September 2006

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Upcoming Events

September 9: Minnesota Wing Fly-In and Family Picnic. Sky Harbor Airpark, Webster, MN. Bring the family for a great afternoon of food, RVs, and friends. See page 8...

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**Minnesota Wing
Van's Air Force**

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Shop Notes

-Doug

Electronic Ignition – Part Two:

In our last spellbinding issue, I had left off describing the installation of my dual Lightspeed Electronic Ignition system. All the hard work had been accomplished and I was about to crank up the engine for the first time. For those of you with flying RVs, remember that first time you hit the starter button? Would that REAL expensive power plant up front actually run? I kind of felt the same way after finishing the EI project. Knowing my acute aversion to moving electrons, I naturally assumed the worst. I hit the starter and was amazing to have it start right up. And I mean immediately! The prop probably turned less than one revolution before it roared to life. After it settled down, I was amazed at the smooth idle. Just what I wanted!!



Since that first start up and flight, I now have about 30 hours on the system. There have been no issues whatsoever. Here is a rundown of my observations:

1. Starting: Just as they say, my RV starts like a car. You just know you have a bazillion volts at your disposal to light the fire. I have yet to see it crank past one revolution before it is up and running. One difference I seem to note is that although it starts immediately, it seems to take a couple seconds for all cylinders to get up and running. And maybe that is my imagination. The sound is just different as it settles down into a smooth idle.



Auxiliary battery installation

2. Taxiing and run-up. No changes really here except everyone says that the likelihood of plug fouling is very remote. I always lean aggressively on the ground (just to the point of the engine running rough) to help prevent lead fouling. I still will do this although it may not be as necessary as before. The "mag" check is really just to see if both systems are running. There is no rpm drop. If one system is inop, obviously the engine will quit

if you turn off the "good" system. That is what you are

checking.

3. Takeoff: No changes other than smoothness. Hartzell advises to limit takeoff rpm to 2700 and bring the rpm back as soon as possible. They claim an increased harmonic strain on the prop with EI systems. I have never heard of any actual problems in this regard, but I tweak the rpm back to 2600 shortly after getting airborne.

4. Cruise: Obviously this flight regime is where EI should provide its largest advantage. I was hoping to see some noticeable fuel savings. I can very easily identify peak EGT using my Electronics International engine analyzer. Peak EGT is pretty close to max speed. Before my LSE installation, at peak EGT the engine would just begin to run rough (BTW, I have a carbureted system). Now the engine runs smooth here. Lycoming allows you to continue leaning up to 50 degrees lean of peak if less than 70% power. I can do that easily now without appreciable roughness. But, you obviously lose speed (gosh, no free lunch!!) I did several cruise runs at altitudes from 7500 to 12,500 MSL and results were fairly consistent. At my usual 22" and 2350 rpm (available only at 7500... I used full throttle above that), peak EGT yielded around 8.2 gph. LOP operation resulted right at 7.0 gph but at the loss of 8 knots of IAS. With my carbureted engine, there is a 100-degree spread of EGTs between cylinders so obviously one cannot expect a precise fuel distribution. Alex Peterson, with his Air Flow Performance fuel injection system, reports better results and also even smoother operation. So I guess the ideal set-up would fuel injection and a dual LSE system. But is it worth the \$2000 plus to convert to a fuel injection system? Hmm... have to think about that.

In conclusion, here are my thoughts on this project:

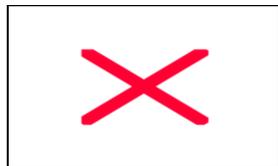
1. Installation was fairly straightforward. It took a while but I really did not encounter any big showstoppers.
2. Planning and implementing something like this after the aircraft is built certainly magnifies the effort involved. But, hey, I needed something to do this spring!
3. The engine starts so reliably and quickly that it is amazing. I thought of this the other day on the ramp at Lake Elmo as a Cessna 172 was cranking and cranking away.
4. The necessity for aggressive leaning on the ground to prevent lead fouling is greatly reduced.
5. Ground idle is very smooth. In fact all operations indicate increased smoothness.
6. Leaning lean of peak is feasible with a carbureted engine, but not near as effective as I thought it might. Fuel injection and a dual LSE system would be ideal.
7. And I now have an airplane with 1980 technology instead of 1920!!!

* * * * *

Rumors, gossip, and hearsay

-Doug

For those of us hardy folk who thrive on meteorological diversity, this Minnesota summer has not disappointed us. After a record-breaking heat wave, I sure hope your shop is air-conditioned and you have taken out a home equity loan to pay the electric bill. But a little stifling heat doesn't slow down the die-hard RV builder. Here's some of the latest from our garages, basements, and hangars...



Your roving **RVator's Log** contributing writer **Pete Howell** has been taking advantage of his daughter Meagan's skill with the upholstery shears. The interior of his RV-9A is in place and as this issue goes to print, his airplane should be on the way to the paint shop. With help from Valspar Paints, Pete's -9A will be top coated at a shop in Rogers, MN and then on to Anoka Airport for final assembly. The first flight should be coming up this fall.

Speaking of paint jobs, **Mike Casmey's RV-4** is now at



Pete Howell's daughter Meagan adds the lady's touch to his RV-9A interior

Wipaire's facility in St. Paul. By mid-September it should be back at Crystal Airport looking like a work of art.

Paul Hove did the trial fit of his RV-7A wings lately. It

actually now looks like an airplane and suddenly our hangar has gotten smaller!

Second offender **Ken Beene** has been quietly making prouges on his RV-4 at Lakeville Airport. He should be flying by the end of the year.

Jeff Osbeck of Hudson WI reports he actually slacked off on his frantic pace of construction this summer. He started his -7 just a little over a year ago and he has finished the empennage, the wings, and the fuselage and is currently working on the canopy (and it is not a quick build). I keep telling him he needs to slow down because he has one small obstacle ahead.... He needs to learn to fly! Yep, Jeff is not a pilot. In fact other than a long interest in aviation, this aircraft building stuff is all new to him. At his current pace, he'll have the airplane ready to fly and he'll have to hire a corporate pilot to fly him around! And BTW, his workmanship is outstanding.

Our resident DAR **Tim Mahoney** tangled with some type of fowl several weeks ago. Flying his RV-4 at 6500 feet near St. Cloud he collided with a bird (who immediately fled the scene). Tim's -4 suffered a BIG dent in the leading edge (and a noticeable trim problem) but he landed successfully at St. Cloud. The wing had to be removed and a new "D" section installed which resulted in hundreds of drilled out rivets and lots and lots of work. But he should be up and flying again when you read this.

Your friendly editor has been remiss this year and neglected to welcome some of our new members. Here's a brief welcome to some of our new RV builders (if I missed you, my apologies):

Dave Klein, Woodbury, MN, RV-4/Rocket
 Rod Linde, Oak Hill, VA, RV-8 (flying)
 Mike Behnke, Andover, MN, RV-9A
 Rolf Ringgold, Circle Pines, MN, RV-6
 Bob Coon, Eagan, MN, RV-3B
 Mike McMurtey, Farmington, MN, RV-6
 Ron Luck, Duluth, MN, RV-9A
 Craig Haen, Sioux Falls, SD, RV-6A (flying), RV-9A

To these folks and any other new members I missed, **Welcome Aboard!!!!**

Minnesota Veteran's Flight

-Doug

Last year I wrote about the Minnesota Veteran's Flight organized by Dr. Tom Stillwell. To refresh your memories, this event rounds up nearly 100 WWII vets and flies them to a

noteworthy museum or place of interest. This year, the destination was the Bong Museum in Superior, WI. Your editor had originally planned to attend since it was such a rewarding day last year. BUT.. due to his ignorance in bidding his August schedule, he had to work. That didn't stop some of our other RV pilots however and the Minnesota Wing rounded up a good showing of RVs to add to the couple dozen airplanes carrying the vets. Special thanks to Tom Berge (RV-7A), Nancy Burkholder (RV-6), Dick Nordquist (RV-7A), Jim Lenzmeier (RV-6A), Alex Peterson (RV-6A), Tom Briden (RV-8A), Tom Irlbeck (RV-8) for making up the MN Wing squadron.

Gizmos for the Compleat RVator,

-Doug

As most of you know, my day job as a heavy equipment operator is to move a 100-ton aluminum tube crammed with 184 intrepid air travelers from point A to point B. In order to accomplish this task, we have a plethora of support people to help us out. Mechanics, dispatchers, meteorologists, ground support workers, and the fine folks at Starburcks, all come together to make it all happen. The end result is another packet of 184 happy passengers arriving safely (and most of the time) on schedule) at point B.

But RV pilots do not have it quite so easy. Just like every other general aviation pilot out in the real world, when your wonderful flying machine is finished, you'll find you are all on your own. It will be your task (if you chose to accept it) to bring all the parts together to operate your much smaller aluminum tube safely from point A to point B.

My first exposure to experimental airplanes was less than stellar. I was a young and essentially clueless 17 year-old with a brand new private license. One of the airport bums that I knew (whose name has long been forgotten), had recently finished a Bower's Fly-Baby and just out of the blue, he asked me if I wanted to fly it. Sure, I'm 17 years old and totally immortal... I'll fly anything. So I hopped into his single place, 65 hp rocket ship and figured it can't be too much different than the Champ I had been flying. As I opened up the throttle and trundled across the grass, I began to ascertain that many of those 65 horses were still in the barn, But I kept going and finally struggled into the air. The Fly-Baby must have been climbing all of 300 fpm. I limped around the traffic pattern and never made it any higher than four or five hundred feet. I hastily got back on the ground and vowed that was my first and last flight in a homebuilt.

But that bad experience was soon forgotten and a year or so

"One of the beautiful things about a single- piloted aircraft is the quality of the social experience."

later, I helped a friend fly off the test time in his Baby Ace. At least it could climb up to a thousand feet or so and putz along at 80 mph. And I was having a blast with my face in the breeze hanging under the Baby Ace's parasol wing. This was the typical homebuilt in the late 60's... rag and tube, tailwheel, low horsepower, built as cheaply as possible.

Fast forward to Oshkosh 2006. This is my 34th trip to Oshkosh (missed two of 'em). Two flights to Rockford before that. What a change!! As I walk through the commercial exhibit buildings, it is all too obvious that experimental aviation is now at the cutting edge of aviation technology. What a great time to build an RV!!!

Forty years ago, homebuilts were 65 horsepower, fabric and tube (sure there were a few hot-rod Pitts Specials but they were the exception). Today, over 550 RVs touched down at OSH and most sported all the latest gadgetry that aviation has to offer. With all of these gizmos available, the question came to me: Is this a good thing?

The place to begin in answering this question is to define one's mission. Certainly nothing wrong with the simple life: uncontrolled airstrips, no radio, no traffic, day VFR with brilliant blue skies (and you can bring all the liquids and gels you want!) What could be better? RVs can be right at home fulfilling a mission of pure flying fun. That's a good thing. The bottom line will be substantially lower. I have owned many airplanes like that and they provided a lot of bang for a relatively small amount of buck.

But as my senior first officer/wife has said... it sure would be hard to go back to a low and slow airplane. Our mission now is mostly cross-country flying. Sure the RV-4 is great for a couple rolls in the evening, but most of the time we go places. Most of the RVs I seeing built within our membership will be traveling machines. As they say, the world is small when you own an RV.

Which brings me to a topic that is as timely as today's headlines: risk and how to manage it. In fact, flying (and life in general) can be summed up into two words: risk management. Airline travel minimizes risk by throwing a boatload of resources at it: multi-engine turbine aircraft, highly experienced flight crews, impeccable training, legions of ground support, intense government oversight (not to mention platoons of TSA folk confiscating my toothpaste).

Gizmos have invaded every facet of 21st century life and general aviation is no exception. What was life like back eons of months ago before computers, cell phones, satellite TV, and Bill Gates? The RV builder of today may well consider some of this emerging technology to help minimize risk in flying

these wonderful aircraft. Lets mention just some of the vast array of goodies that we may consider and what is rapidly becoming nearly standard equipment on our emerging RVs:



GPS: yep, you can't possibly imagine building an RV without it. What a revolution for light aircraft!!! Last week, Jean and I were half way to Milwaukee when I realized that the dummy PIC had LEFT ALL HIS

CHARTS IN THE HANGAR! Well, two GPS on board, clear weather, and the senior co-pilot says we can just go east till we hit Lake Michigan and Milwaukee should be there. Navigation is now a no-brainer provided all the electronics are happy. Moving maps.... the bigger and brighter, the better. All to avoid TFRs and today's complex airspace. You have to work at it to get lost. Risk minimized. Yes, just about a necessity in today's world.

Autopilots: When I built my RV, this is about the last item I would have considered. This is an RV!!!! That's like cruise control on an Indy racer. But with the advent of reliable autopilots like the TruTrak, things have changed. Of any of the gizmos in my RV, the autopilot is worth every penny. Fatigue is greatly reduced. Looking at a chart (when I have one) or tuning a radio does not result in an aerobic maneuver. Eyeballs spend more time outside the cockpit. Risk minimized.



Satellite weather: The price of admission is still a little steep. I don't have this feature in my RV, but I wish I had. Just imagine having METARS, TAFS, and best of all NexRad radar right in front of you. Richard Collins of Flying Magazine feels this is one of the best "risk minimizers" to come along EVER.

Traffic Warning Systems: As I mentioned before, I have a simple Monroy Traffic Watch unit in my RV-4. I now would not fly without it. Perhaps I was flying along in ignorant bliss not knowing about all the traffic around me. But it gets you out there looking. I'll be honest folks, I have been flying a long, long time now and my "scares" have all been traffic related. And I have had far too many of them.

I could go on and on. There is a dizzying array of new goodies coming on line. Many are out of our budgets but if you can, consider sitting down and making a list of technological goodies that could make your flying safer. Sure we all have a budget to adhere to, but certain gizmos are well worth it. And then couple the use of these goodies with sound

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The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward... and wish.

aviation practices and procedures. Training, proficiency, good judgment, and common sense combined with all the gizmos that are available to us can help make our RV aircraft practical, safe, efficient, and still loads of FUN.

Land of Enchantment 2007

Again, this fall we are hoping to round up a group of Minnesota Wing RVs (and any other flying machines) to head south to the mother of all RV fly-ins: Land of Enchantment. The dates are October 13-15 at the Santa Teresa Airport just west of El Paso, TX. This was a blast last year: almost 200 RVs, a great air museum on the property, a great banquet, and serious door prizes... all going for a good cause to raise funds for two charities in the local area.

If you are interested in joining up, send me an email at dew@mnwing.org or call me at 651-398-1184. Here's the link for more information:

<http://www.landofenchantmentflyin.com/>

Comments from Kent

-Kent Vilendrer

When I learned to fly in the 70s my instructor did not show me how to lean the engine. For most of the next 30 years I often wondered about how to handle that extra knob next to the throttle but usually ignored it because I wasn't paying directly for the amount of fuel I used and didn't want to accidentally kill or ruin the engine.



When I looked at engine instrumentation for my RV I didn't spend a lot of time thinking about an engine analyzer. After all I had flown without one for 30 years so what was the big deal? I decided on an inexpensive EI Temp Indicator with 3-way switch for monitoring EGT, CHT and OAT. I augmented it by adding extra CHT and EGT transducers for the remaining 3 cylinders and a rotary switch for selecting between them.

When I first started flying my RV, Tom Irlbeck showed me

the 50-degree Rich of Peak method for leaning my engine. Over the next year I experimented with leaning. Rich of Peak, Peak, Lean of Peak.... It got a bit tedious finding these settings with the various switches I had to twiddle so I finally settled on a quick and dirty approach, lean till she coughs and then turn it in 3 times.

Last Summer at Oshkosh I broke down and bought an EI UBG-16 Engine Analyzer along with their FP-5 Fuel Flow meter. I finally got it installed a few weeks ago and had a chance to test fly it. The table below was generated at close to 70% power and 6000' on a cold day. The speed is in knots.

Fuel Flow Data	GPM	RPM	Ground speed	(Nm/gal)
Cough and 3 turn in method	10.8	2563	161.9	14.99
Lean	9.2	2514	158.9	17.27
50 deg rich	10.3	2535	158.9	15.43

Unfortunately I wasn't able to generate any Lean of Peak data because of a faulty EGT that was causing false peaks. The fuel flows seem high but I haven't run enough fuel through the system to verify the accuracy. In retrospect my 3-turn approach was leaving some dollar bills blowing around out there. I was surprised at the difference in mpg between the rich and lean settings.

Was the investment in the UBG-16 worth it? For me the jury is still out on this. I'll know more after I get all EGTs reading reliably and can run lean of peak. On the other hand the FP-5 Fuel Flow meter was well worth it and I wish I had installed one from the beginning. It is easy to set the manifold pressure (or RPM) and lean the mixture until you achieve the desired fuel flow. You then tweak the mixture based on EGT information.

Flying the Oregon Trail - Last October I had a chance to take my 22-year-old son on a trip to Pueblo, CO in the RV. The weather between Minneapolis and Pueblo was a 10 on a 10 scale and it was a trip I will always remember. We spent an overnight in North Platte on the way out due to a late start. I had recently bought a book called "Flying the Oregon Trail" written by an Englishman who researched the route and flew it in a Champ in the early 80s. The trail runs near the south side of I-80 near North Platte and the next morning we took a little detour to see if we could spot it. I was pleasantly surprised to learn that if you know where to look significant signs of it can still be seen. At some point in the future I hope to saddle up the RV and fly the entire route.

"The important things in aeroplanes is that they be speedy – Manfred Von Ritchofen

Ernest Gann- Fate is the Hunter - I used to think the best true story about aviation was the "Spirit of St Louis" until I ordered Ernie Gann's "Fate is the Hunter" from Amazon. The book is about Ernie's adventures (near mishaps might be the better term) as an airline pilot in the 30s, 40s and 50s. Ever wondered about the best way to fly through a thunderstorm at 8000' at night or how to shake loose ice from a dying engine when flying night IFR below mountain peaks with no radios and wings so loaded with ice the plane won't fly? The title suggests that a pilot's life during that period was more dependent on fate than their actual flying skills and the book is filled with many stories that illustrate that concept.

Nav Lights for the 21st Century

-Jose Borga

Last year, I wrote an article about my wingtip solution for landing/recognition lights using a pair of \$30 automotive driving lights as well as the use of insulating sealing to stiffen up the wingtip skins. I am on quest to build the lightest and least expensive RV7 ever, so I have to be on the lookout for ways to save weight and money.

The traditional NAV lights are bulky, heavy and designed to be mounted outside; hardly a good thing for the small wingtip space available. Vendors like www.creativair.com have a solution using LED lights but their products are heavy on the wallet. A quick check of the FARs told me the NAV lights require a certain amount of light (measured in Candle power) be projected towards the front of the airplane. As we move around the airplane (side and aft) the amount is substantially reduced.

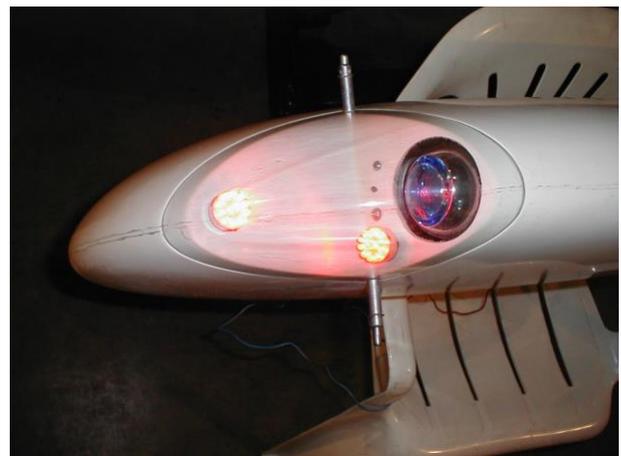
LEDs are directional in nature and the specification sheets from www.sunbriteleds.com automotive lights showed they exceed by a fair amount the power listed on the FARs. Problem is LED lights have 30 degrees coverage, and while that may not seem like much, 30 degrees at 1 mile is about half a mile (if my math is correct). I figured a combination of two automotive LED lights would provide plenty of coverage and exceed FAR requirements.

Here's my first attempt showing two LED auto lights for 1157 sockets (that's TAIL and BRAKE light) mounted inside the wingtip. One light aims forward for maximum intensity towards oncoming traffic. The other LED light aims sideways for great covering towards converging traffic. If you look closer, you can see a black marker dot where I thought about installing a 3rd LED light aimed at a 45 between the two lights for maximum intensity coverage all around.



The final installation calls for making the holes bigger and mount the lights flush with the fiberglass to obtain a low profile. A dab of silicon adhesive inside the wingtip will keep them in place and the electric leads will be soldered to the LED 1157 casing socket. With 100,000 hrs lifetime there's no need to make them "replaceable" so I save the weight and cost of the sockets.

The next picture shows the two LED lights in operation. I set the lights outside at the end of my runway and walked all the way to the end to check them out and I was satisfied with the results. I am researching the strobe situation through www.strobesrus.com and it looks very promising for a solution to be under \$200.



For the white position light, I am bypassing the tail strobe/pos light to save on weight, dollars and wiring. I bought two smaller LED lights used in automotive side marker applications. The plan is to cut small holes at the rear of each wingtip, embed the LED light in the glass, and wire them direct to the NAV lights in each wing tip for a short and efficient wiring installation. In all, the entire package of NAV/POS lights will come in at less than \$50 for 2 RED, 2 GREEN, and 2 WHITE LED lights.

Good Deeds in an RV

-Jeff Conner, a classic note from the RV-List

A few weeks ago I was asked to fly my newly completed -7A down to Urbana (I74) from Tiffin, OH (16G) and show it to several nursing home residents there. My cousin is an administrator at the home. Why? Because the home was celebrating "national aviation month." The residents would be transported to the airport via the typical transit style van and watch my arrival, landing and then the plan was to go into the on-field restaurant and dine / discuss experimental aircraft with them.

Well, why do something yourself to spread the RV love when you can include so many others that are smitten by the same passion. I posted an email explaining the fly-in on the Ohio Valley RVator web ring and received a great deal of response from others eager to fly-in.... and fly in they did!

After my hangar mate, and I landed in our -6A and -7A respectively... at approximately 1:30 EST the drone of Lycoming was heard to the East of the airport and signaled the arrival of a beautifully flown formation of -8's, 7A, -6's, a -4 and a gorgeous Lancair Legacy flying the slot. They flew precisely, elegantly, and with authority.

After several fly-bys, to the delight of the residents who could see perfectly from their heated van parked on the tarmac (the kind with a wall of windows on both sides), the team performed a very nice pitch up to landing maneuver. After which they taxied in at even spacing and then turned simultaneously to park. The team included RVers from the Cincy, Columbus, and New Philadelphia areas of Ohio, as well as, the Legacy driver who flew in from Cleveland.

We gathered in the dining room and fielded questions from the residents about our planes over the usual airport restaurant delicacy of burgers, onion rings, fried bologna sandwiches, French fries, pie and coffee. Three of the residents were WWII veterans and one fought in Korea. It was very cold in central Ohio on Sat. and that limited our resident turnout to 9 folks total.

I put together a brief slide show to illustrate how we build these great machines in garages, shops, barns, and hangars all over the world. I included one of Dan Checkoway's in-flight videos as well so they could see what we see from the cockpit as we fly. Many questions were asked and the sense that we all shared something special in that room was most evident.

We said goodbye and helped the residents back onto the van to return to the retirement home. The departure of the group was equally impressive as their arrival with several passes, high performance climb displays from the Legacy and the like. Many thanks to the excellent pilots from the Ohio Valley

RVators that flew so superbly Saturday!

One of the WWII vets said "he had never seen formation flying like that, even from the P-51 boys!" I could see in his eyes that he was remembering when as he and all of the others smiled..... and it made my day!

I'll let this email (below) that I received from the retirement home nurse who brought the residents to the airport explain their excitement over the event. This summer we are planning a LARGE gathering of RV's and BBQ for as many retired folks and their families that we can possibly get to I74, Urbana.

*"Let me say first how much it meant to the residents and me what you guys did yesterday. I cannot say enough how wonderful it was. Last night I was at Wal*Mart and a lady walked up to me was at the airport. She wanted to tell me how fantastic she thought it was that a group of pilots would do something like that for such a small group of people who are in a nursing home. I replied by saying that you guys have some of the biggest hearts I have ever seen! The guys are still talking about all the cool flying they saw, and their family was in today and I had about four of them walk up to me and thank me for taking their husbands because they have never stopped talking about something so much in a long time. Polly said to tell you hi, and all day today she kept saying that she thought you had the prettiest blue eyes."*

RV Builder's Hotline



MN Winger Bob Collins is now publishing the RV Builder's Hotline. This is an on-line weekly newsletter, which gathers RV news from a zillion sources and provides links to them all. Bob's day job is the web master for Minnesota Public Radio and you can see his expertise in the presentation and layout of his newsletter.

Bob has been slowly building an RV-7 and has been slowed somewhat with some medical issues. But his interest in RVs and especially the RV community is as strong as ever. For those of you with internet access (which is just about everyone), we highly recommend you get on Bob's mailing list for one of the best sources of RV news in cyberspace. Here is the link:

<http://home.comcast.net/%7Ervnewsletter/>

Minnesota Wing – Van's Air Force
65 15th Ave. SW
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First Class

***Minnesota Wing
Annual RV Fly-In and Family
Picnic***

Sat. September 9, 2006, 1:00 pm

**Sky Harbor Air Park (1MN8)
N44 31.7, W093 19.5, FGT (115.7) 218 degree
radial, 9.0 nm
3137 Cass Trail, Webster, MN 55088**

Our annual family picnic returns to Sky Harbor Airpark. Join us for an afternoon of great RVs and great eating. Our hosts will be Hank and Janice Geissler and all the friends and neighbors at Sky Harbor. Brats will be on the grill expertly attended to by our cook meister, Larry Winn.

Please bring a salad or dessert to share. Beverages and all the fixin's will be provided. A \$5 per person donation will cover the incidentals. Eatin' will start around 1 pm. Bring a lawn chair if you like and soak up that famous Minnesota sun (guaranteed!!!)

Flying RVs and spam cans are invited. Please contact and monitor 122.9 for advisories. Watch for the parking crew. FLY SAFE and be considerate of the surrounding neighbors. Questions? **Call Doug at 651-398-1184.**

Driving directions: From Minneapolis, south on I-35. Exit at the Elko, New Market exit. East on Cty Rd 2 then south on Cty Rd 46. Then west on Cty Rd 3. You will cross I-35. Take the second entrance to Sky Harbor. Follow the driveway to Hank Geissler's home at 3137 Cass Trail.

If lost, please call Doug at 651-398-1184 or Hank at 952-652-2676.

See you all there!!!