



# RVator's Log

Newsletter of the Twin Cities RV Builder's Group

## Shop Notes

- Doug

June 2023

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### Upcoming Events

**TC RV Builders Summer Hangar Lunch. Bernie and Pete's hangar, Anoka Airport**

**Saturday, July 8 at noon, details on page 9**

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**Minnesota Wing  
Van's Air Force**

**Pres: Doug Weiler, 651-398-1184, [dcw@mnwing.org](mailto:dcw@mnwing.org)**

**Sec/Treas: Bernie Weiss  
612-845-6178**

<mailto:treasurer@mnwing.org>

I get a set of Thorp T-18 plans.

Jean has always shared my flying enthusiasm so the resistance to this scheme was surprising minimal. Never mind that we were 21 years old, working part-time, going to school, living in a one-bedroom apartment, and essentially broke. Nevertheless, I ordered the plans, brought a drill and a pair of snips plus a couple rolls of 2024T-3 aluminum and started cutting metal in my dad's tool shed. It didn't take too long for reality

I was digging through some antique binders at the hangar the other day and ran across a long-lost collection of Minnesota Wing hardcopy newsletters. Maybe this wasn't quite the archeological find of the century but it was great to relive the beginnings of the club some 34 years ago!

The first recorded "newsletter" was a meeting notice from then president Gary Novotny dated December of 1989. Gary had built a beautiful RV-4 back then and was the inspiration for many of us charter members.

And who were some of those charter members who are still with us? Well yours truly was one but in looking through the 1989 roster there was Elden Lampretch, Roger Bestland, Hank Geissler, Paul Irlbeck, and Larry Winn. We decided to call ourselves "Minnesota Wing - Van's Air Force" and we set the dues at \$5 per year (we're still a bargain!) One of our early meetings was at Tom Berge's house to check his RV-6 project (even Tom had to start somewhere!!) The club continued to meet on occasion usually at someone's home project (back then we could easily squeeze our small membership into someone's basement). In June of 1990, we had our first fly-in picnic at Jerry Van Grunsven's house at Sky Harbor airport.

RV-6 builder Pete Stevenson took over as president in 1991 and Tom Berge took the helm for a short time towards the end of that year. Then... somehow your friendly editor was wrangled into the "president for life" position in 1992. This rest is history.....

So, with the aid of modern technology, I thought I'd share an occasional "Shop Notes" from way back.....

\* \* \* \* \*

## September 1992

August, 1970. We had just returned from our honeymoon where my new wife and I had spent 3 romantic days hiking the flight line at Oshkosh (had to get this relationship started out right). We were gathered at the kitchen table counting the loot received from our wedding. In front of us was this pile of cards, checks, and cash that was intended to help us start on a lifetime of marital bliss. However, the last several days at the EAA Convention had convinced me that we should allocate a major portion of this booty on building an airplane. Back then prenuptial agreements were strictly informal; she gets a toaster,



to put the kibosh on this dream. Although the T-18 was the hot machine of the 70's sport aviation scene, I realized quickly this project involved a major commitment. Nothing was prebuilt. Multiple thousands of man-hours were needed get this thing flying. So after building about 25% of one aileron, I sold everything I had (which wasn't really much) and cut my losses. But I still wanted to build an airplane, someday, but just really didn't know when.

Fast forward about 8 years. Sitting in the right seat of a Swearingen Merlin turbo-prop at FL210, somewhere over Georgia heading south to Sarasota. Autopilot's on, no traffic, ATC is quiet. My chief pilot is sipping a Pepsi, I'm paging through an Air Progress magazine. I've got one ear tuned to the radio, one eye scanning the instruments, the other checking out this article about a new homebuilt design, the RV-4. Designed by some guy with a strange Dutch name out in Oregon. This has got to be *the* machine! All metal, 2-place, handles great, fast but a slow stall, and tandem seating. This could be the next airplane of my dreams. But I already had a Cessna 140 and was working on an Aeronca Champ. Besides it was a pretty new design. Better wait till it proves itself.



So it begins.... Jerry VanG with RV grin guy in the back

Not wanting to jump into things, it took another 10 years and a move to Minnesota to get the ball rolling. By now the RV-4 was a major player in the sport aviation scene. Found out that the brother of the designer actually lived nearby. So I tracked down Jerry Van Grunsven and arranged for a demo in this 180hp RV-4. It flew just like I imagined. Effortless controls, light but not twitchy. Aileron rolls that even an aerobic bottom-feeder like myself could do. Fast, but glided like a Cessna 150 and landed easy as pie. Certainly not like the homebuilts I knew that caused cardiac arrest when you pulled off the power.

So I'm hooked. Tail kit is underway. Completed stabs and rudder are hanging from the shop ceiling. Dreaming of engines, props, avionics, fancy paint jobs, but often brought back to reality when I make a really stupid screwup (when is more often than I care to admit). Somebody told me there is something like 23,000 rivets in this airplane, every one of which I have to personally drill, debur, set, and inspect. Sometimes, at the rate I progress, I think I may be paying for that first tank of fuel from my Social Security check. But it's great fun and certainly a

challenge. I even look forward hunkering down in the basement on those -20-degree January evenings and mash a few rivets. Just think, I only have 22,500 to go.

*Postscript.... It just dawned on me that now I really DO pay for avgas from my Social Security check!!*

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## TCRV Builders News

- Doug

Welcome back to **John Tangen of Hastings, MN**. John was a member 20 years ago and is now retired and ready to seriously start building. He recently acquired a RV-6A kit and is getting his building space organized. If anyone in the metro needs an extra hand in building, John is looking for a building mentor. His email is: [jtangen44@yahoo.com](mailto:jtangen44@yahoo.com)



An update from long time member **Jeff Brenhaug (jeff.brenhaug@mchsi.com)** who flies fire-fighting helicopters for Coulson Aviation.

*I've sold the RV-7 project to a friend who took it up to Anchorage to finish it up sharing a hangar with his buddy who is also building an RV-8 so they can share fabrication tools, etc...*

*I still have my RV-8 finished tail kit here which I admire daily here in my shop. Also, I'm on the lookout for an RV-6 unfinished kit or fuselage for my chief pilot here at Coulson as he has the wings & tail feathers already in his possession.*

*Myself, I'm on the verge of DAR and Phase I for my home-made gyrocopter, Irene the Gyro, and have started building my BD-5J utilizing a PBS TJ-100B which I've already procured and have 5 BD-5 kits in house for enough parts to finish this up so time to get busy.*

*Hope to make it out and see the boys whenever I can make it happen with my crazy schedule.!!*

AND..... Welcome to these new members!!!

**Jay Andrews up in Cable, WI.** Jay is looking to buy or perhaps build an RV-9A or 14A. His son flies out of Lake Elmo.

**Ben Richter, St. Paul, MN.** Seriously thinking of a RV-10.

**Paul Rutten, Pine Island, MN.** Working on his RV-9 fuselage.

## **What Our Members are Building and Flying**

### **Jeff Turner's RV-14**

- Frank Huber

Jeff's road to building his RV-14 is a long one. Here how he arrived at building his beautiful aircraft.

“In 1994, during the practical examination for my A&P mechanics certificate, the DME instructed me to build several small components out of sheet metal, two of each. He tested the quality of workmanship and structural integrity (read- destroyed) of one of each component I had built. Following the oral and practical examinations, my final task was to install the components I had built on the aircraft project in his garage. Clever. That planted more than a few seeds in my mind. Several years later, this led me to build a Pietenpol Aircamper from plans in the basement of our house in upstate New York. We returned home from vacation to discover the basement several feet deep in water (a cracked water pipe along with a subsequent sump pump failure). Completely water soaked, I had to abandon the entire (wooden) project, which was very disappointing. At least I only was a year into the build.

I shelved the idea for a very long time due to work, family, and several overseas deployments, but got the itch following my 2009 retirement from the Army. I was working on my commercial instrument airplane add-on, but was not pleased with the quality of aircraft available to rent. I began to look



Jeff dreaming in the family room

at purchasing a light piston aircraft, but couldn't get over the 1950's technology and the age of the airframes. At Oshkosh 2018 it finally hit me- I can build a fully modern aircraft for the same price. I was impressed with the simplicity and flexibility of the Kitfox series 7 model, but discovered it didn't answer the ultimate question- "What is your mission?" I researched several aircraft that would meet my mission- a fun, comfortable, cross-country cruiser. The Vans RV-14 quickly rose to the top, with its modern plans, CNC manufacturing, incredible community support, sheet metal construction, high number of completions, and total performance."

He ordered the tail kit from Vans during his Oshkosh visit and received the kit in November, 2018. He started in his garage, but his very supportive wife said it was too cold and should use the utility room in the basement.

Jeff and his son had the whole project and shop moved downstairs in 20 minutes, renaming it the Airplane Factory. Jeff says working inside was a true blessing, not only for the heat, but also the daily accessibility.

Begrudgingly, he moved the project from his home in Woodbury, to the New Richmond airport in January of 2021. She had grown too big for the basement. Thanks to a very large set of removable patios doors, the fuselage and wings were passed outside to the trailer without major incident. Over the next year and a half, he installed the engine, prop, and wings, and finished up the wiring. N39JT passed her airworthiness inspection in September 2022, with an FAA inspector inspecting the inspector. He dared him to find something wrong, which he did, of course. Two inspectors are better than one, in his opinion. He says thanks to everyone who helped him prepare for that day. His build log says it took about 1,500 hours of build time, which doesn't include the

thousands of hours of research and learning. He is sure it took many more hours than that. He did order the quick build wings for this build.

Jeff had this to say about the difficult parts of the build. “Section 38 (canopy) seemed to take forever. I am not a big fan of fiberglass work. I think that’s more for the artistic types. I seemed to have hit every possible SNAFU along the way with this project. I experienced the joys of Proseal, priming, fuel leaks, electrical gremlins, drilled fingers, a bad starter, hundreds of stripped screws, cracked lines, warped steel components, loss of our beloved dog, rigging issues, COVID, and a myriad of other build related learning experiences. As they say, we build airplanes for our own recreation and education (with a heavy emphasis on education). Building an aircraft is very different experience than fixing them.”

“She was ready to fly! The tail came up at about 45 KIAS, which was a pleasant surprise. I planned on Vr at 60 KIAS, but she gently lifted off at about 55 KIAS. It hit me at the end of the runway that I was actually flying an airplane I built! I circled the New Richmond airport at 4000’. She flew hands- off, much to my delight. I received a text that I wasn’t showing up on flight radar, so I reset the GPS in

flight. After some time, I realized I wasn’t receiving responses from the other aircraft at the airport. So I made a few radio calls, then called some of the aircraft directly- no responses, no “TX” on the comm panel, so I switched to COMM 2. Same results- I am not transmitting. That’s great. I sequenced myself into traffic and attempted a lovely three-point landing, then tested the stoutness of the Vans landing gear with multiple bounces by not planting the mains properly with my (actual) wheel landing.”



Jeff’s plane is nicely equipped for IFR flying with: 2022 Vans RV-14, Lycoming Thunderbolt EXP-119 engine, swinging a Hartzell two blade prop, Advanced Flight Control Module, twin AF5600 displays, Avidyne IFD 440, WAAS IFR GPS, Skyview Autopilot, Smoke System Helper smoke system, Beringer brakes and wheels, Classic Aero interior, and Aero LEDs blinky lights.

First flight day. RV grins all around (Winston the mascot maybe not so sure)

His first flight was on Wednesday, May 17th, 2023, at the encouragement of his wife. “Quit fussing and just go fly your airplane, Jeff.” Jeff has this to say about the first flight.



Classic Aero leather interior

## Check, Check, and Check

- Greg Gfeller, from Van's Air Force

I'm sharing this below as a write up from a friend and fellow RV12 pilot to hopefully save someone's life. After hearing his story verbally, I encouraged him to write it up and I would share it anonymously for him with this group.



His write up is very detailed but pales in comparison to when I first heard it over the phone. I can only imagine what it was like with the stall horn blaring in the headset. My request is that you read it and take it to heart. And no need to flame this post as hopefully we all can learn from someone's mistake and not ever commit the same one. At the end of the post, I will share a link where another pilot was not so lucky. My friends write up is below:

Jeff and his wife have these plans for the aircraft. "We are excited to complete phase 1 testing and fly for pleasure around our great Nation. I have several bucket list flights to First Flight Airport, Oshkosh, and out West to visit our National Parks. She is IFR equipped, so that will help our cross-country adventures by giving us a little more flexibility. Eventually, I will expand my skillset into aerobatics and civilian formation flying. We aren't grandparents yet, but my wife said we had better get started on the four-seat RV-10, just in case."

Jeff received some good advice during the project. 1. Work on your project every day. 2. You are building a 1/8" airplane. Perfection is the enemy of completion. 3. Engage your community and share the fun! Jeff says thanks to everyone who assisted and encouraged him along the way. This was truly an amazing journey that has changed the way he now lives and approaches life.

I am writing this, at the urging of a friend, in the hope that it may prevent serious injury or death to a fellow RV12 pilot. It is anonymous for my own reasons, but mostly because I have beaten myself up enough and don't wish to expose myself to an onslaught of criticism from the ever present know it all social media experts.

After flying for over 40 years I admit that I had become a little complacent regarding checklists. My complacency was probably even worse in the RV12 because its start-up and operation are so deceptively basic and simple. This is my "take-off with an unlatched canopy" experience to the best of my recollection.

Radio call to alert non-towered traffic that I was taking the active. Line up on the active runway. Flaps set to zero on the day in question. Trim set to neutral, advance power to full throttle, release brakes and start the take-off roll, right rudder to compensate for torque and P-Factor and slight elevator back pressure to bring the nose slightly off the runway and accelerate to flying speed (I don't really rotate for take-off, I let the plane fly itself off of the runway and then trim for  $V_y$ ). As soon as the plane came out of ground effect, the canopy popped open (at least a foot). It took a fraction of a second to realize what had happened. In that fraction of a second I lost rudder and elevator authority and the plane pitched down and to the left (looking down I was over the extreme left edge of the runway). I don't know for sure what happened in the next second or two, I do know that I caught the canopy at about the same

time the plane pitched steeply down (about 50' in the air) and I remember trying to keep the plane from impacting nose first by pulling back on the stick. I was successful in getting the nose up before impact, but the downward momentum carried the main gear to the runway where the starboard main gear carried the brunt of the impact (I don't remember even touching the runway, but the EFIS G Meter registered an impact of 3.2 Gs).

Because I was still slow, when I bounced and came back out of ground effect, the plane rolled to the right in a low-level stall with the right wing nearly on knife edge. Mind you, with both hands full, one with the stick and the other holding the canopy, the throttle was still wide open. When I realized I was still flying, I had enough runway in front of me that I could have landed if I could just retard the throttle. However, the up force on the canopy was significant and I was still holding it, so I attempted to hold the stick with my knees and reach the throttle with my left hand but could not stabilize the plane with my knees (I think this took my feet off of the rudder pedals). It was at this point that I began making conscious decisions as opposed to reacting. I knew if I climbed steeply enough, even with full throttle, I could slow the plane down, perhaps enough to close the canopy at least partially. With the stall horn blaring, I was able to partially latch the canopy. I released my grip on the canopy handle long enough to retard the throttle to idle and then immediately went back to gripping the canopy latch handle with my right hand. At this point, 400 to 500 feet in the air and still not past the departure end of the runway, I turned the plane for a close downwind return to the runway I had departed from and successfully landed without further incident.

I later spoke to a witness who saw the whole thing from the ground. He said the initial ground impact was violent and that after the bounce, he thought the starboard wing actually hit the ground (it did not) and that I was going to roll inverted. He then thought I remained out of control during the steep climb that I made trying to slow the plane down under full throttle. He said it wasn't until he saw the plane make a quick turn to downwind that he realized there was not going to be a crash.

I believe I survived by the grace of God and the fact that the RV12 has flaperons. During the low-level stall following the bounce, I don't believe I could have kept the plane from completely rolling over if it weren't for the fact that the flaperons gave some level of aileron authority.

I am aware that my experience may not jive with what others have experienced or what they believe to be the aerodynamics of an open RV12 canopy in flight. I believe that I was very lucky and that I survived what could have easily been a fatal incident.

I also now believe that it would not have been necessary to climb into a full power stall in order to regain control over the canopy. It is now my understanding that in a cruise configuration the canopy will not open more than a few inches (even hands off), which would have allowed the use of both my hands to control the aircraft. However, in takeoff configuration, I believe the combination of air under the canopy pushing

up and over the canopy acting to create lift as an air foil, allows it to rise high enough to interrupt air flow over both the rudder and the elevator.

Please learn from me and use your checklist.

End of his write up...

Here is a link to someone who had the same thing happen and was not so lucky.

<http://www.kathrynsreport.com/search...na+rv+12+crash>

## **Mastery Flight Training**

*-Bill Turner*

*Ed. Note: As RV builders months and years are spent consumed with the trials and tribulations of the assembly process. How to rivet, how to paint, how to wire avionics, etc. etc. But eventually all the pain and anguish of building morphs into a real airplane sitting in the hangar ready to take us flying just like any other general aviation aircraft. I have mentioned several times about the excellent safety newsletter authored by master CFI Bill Turner (<https://mastery-flight-training.com>) Here is a recent piece from the newsletter's Debrief section that really sums up the challenge we have as general aviation pilots.*

Reader, charter pilot and well-known flight instructor David St. George—Executive Director of the Society of Aviation and Flight Educators, or [SAFE](#)—writes about [last week's LESSONS](#) from the words of legendary U.S. Air Force General "Fig" Newton. David writes:

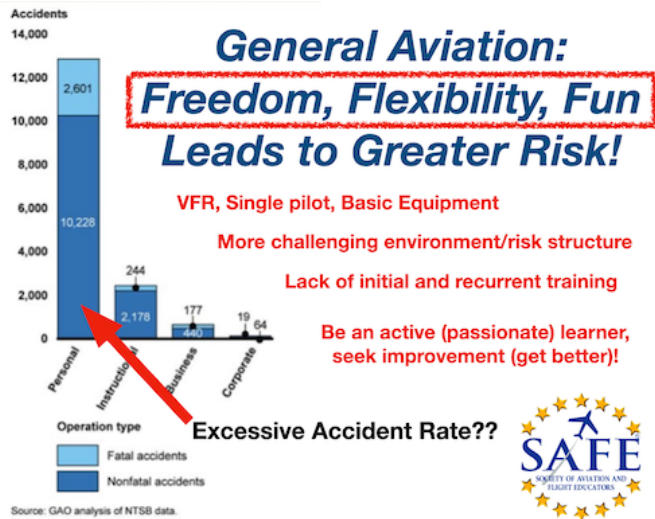
There is really no secret why the GA [general aviation] piston crowd has an embarrassingly high accident rate compared to airlines and corporate flying. I fly both and **GA is very unregulated**: It is totally different from passenger transport.

GA is defined by "freedom, fun, and flexibility." Corporate and airline flying is best described as "intentionally boring." **"Excitement" in 121 [and] 135 is a bad day!**

Recreational GA is largely single pilot operations, usually VFR and values great flexibility and freedom. We utilize > 5,000 diverse airfields that airlines and corporate would usually never go near; grass, back-country!

**In GA, safety is totally dependent upon the single operator**, with no dispatch department or maintenance personnel and very few restrictive regulations (one mile clear of clouds?) **The pilot sets the safety standard**. An hour flight review every two years? **GA**

risk, compared with the carefully controlled 121 and 135 operators, is through the roof! The challenges are huge and the recurrency and support are minimal.



Additionally, in GA we do not lock the door when we enter the flight deck. The passengers (and often significant others) are flying right next to us (sometimes providing all kinds of external pressures and challenges). Flying a well-maintained jet with a two-person crew and state-of-the-art training, maintenance and support is easy by comparison. **GA has the hardest job by far! Lots of "freedom, flexibility, and fun means lots of risk to manage!**

**The antidote is personal professionalism in your approach to your flying.** Lock down the variables and maintain a safety margin. Use all your resources, and **learn to say "no" to your "inner child"** as well as unsafe requests from others.

Great summation, David. By quoting Fig Newton and asking what I'm building toward something I've been trying to put into just the right words for years. If I have time I'll get there soon. Your response is a big and helpful step in that direction.

David replied:

These comments were motivated by your *FLYING LESSONS* distinction between professional (well-trained) everyday fliers and recreational fliers:

The non-obvious point in that statement I sent you is that **it is both riskier and more difficult to fly little planes.** (the non-professionals have the harder job being safe) This is largely due to the lack of regulation and support at all levels; no maintenance, dispatch, pilot training, or crew. Safety is entirely in the hands of the pilot; skill, judgment, resourcefulness, endurance.

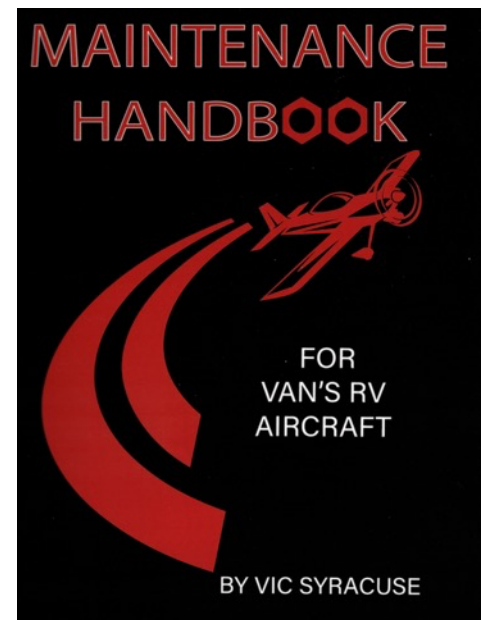
Then this GA pilot is tackling a riskier, unregulated environment (many more airports, low-level weather) with these minimal tools. **Thinking "I just fly little planes" (like it is easy) is totally the wrong mental model!** Just the lack of a two-person crew makes flight operations 7X more dangerous. I wish we knew the analytics on all the other risk factors, it has to be huge.

Very insightful, David. The freedom of personal flying indeed creates far more risk to manage. Thank you for sharing.

## Book Review: "Maintenance Handbook for Van's RV Aircraft" by Vic Syracuse

- Doug

Every year more and more RVs take to the air and more and more completed RVs are bought and sold. If one is not a builder than a viable alternative is to seek out and purchase a flying RV. Considering there are over 11,000 completed RVs in the world, the number of ready-built RVs for sale at any given time is remarkably small. My theory is RV pilots love their airplanes and hang



on to them longer than the average Wichita spam-can. If you are a buyer and not a builder, finding the right RV requires patience and perseverance. A thorough pre-buy inspection is an absolute necessity which requires a knowledgeable RV "inspector" like our own Tom Berge. Once you purchase that perfect RV, the annual inspection must be completed by an FAA licensed A&P mechanic. However the average A&P may know little about RVs. There are no FAA-approved service and maintenance manuals so finding an A&P who is willing and able to conduct an inspection might be a challenge.

There are only a handful of true RV-gurus out in the world (Tom Berge being one of them). If you live down south,

Vic Syracuse based in the Atlanta area is another excellent resource.

Vic has built six RVs (plus 5 “others”) and he just finished a Hummingbird helicopter. He owns and operates one (if not the only one) RV-dedicated commercial maintenance operation known as Base Leg Aviation. He is also a FAA designated airworthiness representative (DAR). Vic and his crew stay busy conducting annual and pre-buy inspections on all types of amateur-built aircraft but the vast majority are RVS. .

Vic is often seen at EAA functions and on-line webinars and has a popular You Tube channel. Recently he published a compilation of maintenance procedures specifically geared to RVs.

maintenance procedures, engine health, starting woes, and building a reliable electrical system.

There is an abundance of diagrams and photos to illustrate each topic plus links to various You Tube videos that Vic has put together that go into greater detail on the topic at hand.

It’s a great addition to one’s RV library especially if you have graduated from building to flying to maintaining or if you have purchased a ready-built RV.

The book can me ordered here: <https://baselegvia-tion.com/store/>

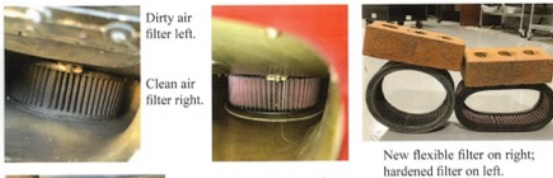
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*And lastly..... found footage of Tom Berge working on his latest panel installation....*

CHAPTER 3: AIR INTAKE SYSTEMS

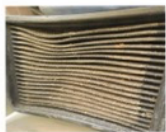
Much like in the automotive world, the air intake system in aircraft gets ignored until a problem shows up. While your car may run for 100,000 miles without needing too much maintenance, things are different with an aircraft engine. The air intake system resides in a harsher, hotter environment, and many components that are considered “lifetime” in a car will not deliver the same length of service in an airplane.

The most common item that needs routine maintenance is the air filter. Most of the more popular amateur-built aircraft have been using the K&N air filters for a long time. While the same K&N air filter in an automobile is a “lifetime” component, in an aircraft it is not. This is due to the aircraft environment in which the filter is usually situated. Typically the filter is on the bottom of the aircraft, where it is subjected to much higher heat than in an automobile. Those filters that are located beneath the engine are also subjected to fuel. On carbureted engines, pumping the throttle prior to cranking the engine will allow fuel to fall back down into the air filter. After shutdown, on injected engines, leakage past the fuel spider will allow fuel to run down the intake tubes and onto the filter. Over time, exposure to the fuel and higher temperatures causes the filters to shrink and harden.



Dirty air filter left.  
Clean air filter right.

New flexible filter on right; hardened filter on left.



The filter on the left was damaged by a backfire. It is now potentially compromising the structure of the filter. Think of the consequences if it should happen to collapse and obstruct the intake system. It should be replaced.

K&N does sell filter cleaning and oiling kits, and when used regularly, they can extend the life of the filter in the aircraft environment. However, eventually the filters will need replacing.



To see if the filter fits correctly, use a flashlight to look into the inlet. If it needs replacing, remove the bolts holding the airbox to the carburetor. A



This air filter can be cleaned and oiled. Use the K&N filter recharger kit, part No. 08-00722 from Aircraft Spruce. The same kits can be found at most automotive stores.

Typical page.... Lots of photos



His newly released “Maintenance Handbook for Vans RV Aircraft’ is 147 pages long, spiral bound and as stated in the introduction is a compilation of 43 years of aviation maintenance experience. The intent is to help the RV owner and/or mechanic inspect, recognize, and repair the aircraft.

There are 10 chapters covering subjects from ignition systems to electric systems, through oil and fuel systems and others. There are nine appendixes as well including addition topics such as inspection checklists, progressive



# Twin Cities RV Builders Summer Hangar Party

**Saturday, July 8, 2023 – 12 noon**

**Bernie Weiss' hangar – India Lane  
Anoka Airport, Blaine, MN (KANE)**

Snow is gone!! Let's eat!!!! Join us for our summer hangar party as guests of Bernie Weiss and Pete Howell. The process is the same as years past. Members are encouraged to bring along a guest and fly-ins are especially invited. Feel free come a bit early and we'll start official eating at noon. AND... the best part.. lunch is on us courtesy of our club treasury (and your dues!)

Bring along a camp chair for your dining comfort. We'll be asking for a headcount, as we get closer to the date so be on the lookout for an email that will have all the details.

## For fly-ins:

You can park at the north end of the hangar line (ask for taxi instructions to "Fox Hollow" at the west end of the airport (taxi lane "India") or on the grass on India Lane opposite the hangars. Please do not block and hangar doors.



## For drivers:

**From Rte 65:** Turn east on 93<sup>rd</sup> Lane NE. Turn left at airport entrance (gate code 9378). Turn right at T intersection then immediate left on India Lane.

**From I35W and Rte 10:** Go west on Rte 10 and exit on 93<sup>rd</sup> Lane. Turn right and take second airport entrance to the right and follow directions above.

**Please park on grass or hard surface clear of hangar doors!!!!!!**

**Questions: Call Doug at 651-398-1184**