

Making Dreams Become A Reality!

Piper Colt Inches Towards Completion

By John Bjornstad

In 2021 the Piper Colt project has been inching towards completions. The students have successfully covered the entire plane and brought it up through primer. (Which included lots of sanding between each coat of primer).

There has been many areas that the students scratch built. Such as all the inspection panels for the fuselage, instrument panel, door panel with window, interior panel for the speaker and light and many other such parts that needed to be fabricated.

Cessna 172 Takes Shape

1957 CESSNA 172 by Duane Kruse

The students installed sound proof material in the cabin section, (top, sides and rear baggage compartment). Spring 2022 session will see the students do a permanent placement of all of the sound proof material.

Another area the students worked diligently was checking the internal timing of both slick magneto's and installed both mags on the engine with a new ignition harness we have on the spark plugs. After much debate, we have decided that we will be purchasing two new mags for the aircraft.

I (Duane) found some nice new light/flashers for both wing tips that still need

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Special points of interest

- Piper Colt Nears Completion
- Cessna 172 Restoration Gains Traction
- Flying Club Fun
- Tsunami at Oshkosh 2021 & Reno Air Races 2021
- Hanger Fundraiser



Piper Colt Inches Towards Completion (continued)

By John Bjornstad

Since the elevator uses a screw jack and the inspection panel has a slot so that the horizontal stabilizer leading edge can move up and down to trim the plane as necessary. It was fun to watch the students working together as they fabricated the part and scratched their heads a bit while trying to figure out on how to install it.

Although, we only have top coat, interior and a few engine components to install, there is much more to be done before the first

flight. One thing is for certain, the ***kids are elated to be done sanding.***

“One thing is for certain, the kids are elated to be done sanding.”

1957 Cessna 172



Cessna 172 Takes Shape

1957 CESSNA 172 by Duane Kruse

to be installed this next semester on the wings.

We had Jack and Grant swap out axles for the correct axles for the Cessna 172. Serviced wheel bearings, installed brake calipers with new brake pads. Replaced original wheel and brake set up.

A group of the students installed correct exhaust system for C-172. We found the 175 exhaust would not fit the cowling for the 172 that had been installed previously.

The students scuffed and sanded the entire airplane in preparation for base coat- clear coat- silver. Had all hands on deck to get this job done.

Goals for the next three months:

- 1) Build Paint Booth at Hanger (We ordered a inflatable paint booth that should work well in any area). (The booth just arrived today!)
- 2) Move aircraft and all the parts needed to be painted to the Princeton Airport. (Kruse Aviation Hanger)
- 3) Install new nav lights in wings when fuselage is being painted
- 4) Paint fuselage, horizontal, vertical, elevators & rudders
- 5) Do run up of engine and prop



*Owen Nitz takes flight in Flight Expo, Inc.'s Cessna 150 Flying Club
(One of our Ray Scholarship recipients.)*

Flight Expo, Inc.'s Flying Club

By Owen Nitz

- Flight Expo, Inc.'s Flying Club currently has 10 students – a few with their private pilot's license and several with their student pilot's certificate.
- During the winter months it's a little more challenging to fly due to the cold temperatures.
- This flight club has given several students the opportunity to attain their pilots license when they otherwise may not have been able to – due to the expense.

Flight Expo, Inc. has had five (5) of our students between the ages of 16—17 receive the Ray's Aviation Scholarship. Three (3) of the these students have received their private pilots license, one is studying in UND, one should complete his training this Spring 2022.

Flight Expo, Inc.'s Ray Scholarship Recipients



Cade studying at UND in their Flight Training program.



Charlie with instructor John. Charlie passed his check ride in 2020. He is now at the U of M in the ROTC program.



Owen passed his check ride in 2021. He will be attending Mankato State in their Aviation program.



JJ's has soloed and working on his written.

Spring 2021 Young Eagle's



Flight Expo, Inc.'s Flying Club

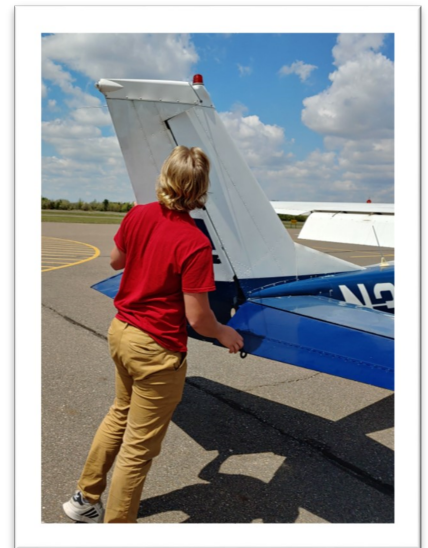
By Owen Nitz

Owen Nitz,

I'm currently a private pilot and in the process of building hours to get my instrument rating, commercial pilots license, and multi engine rating. I enrolled in Flight Expo, Inc.'s Build A Plane program when I was 13 and started flight training several years later. I was able to solo right after I turned 16 years of age.

After graduating high school, I stepped away from the Build-A-Plane classes and took an active role as a board member of Flight Expo, Inc..

After several months into my flight training, I got really serious about flying and started flying several times a week. With the exception of the several months of no flying due to COVID, I was able to really progress and pass my check ride July of 2020. Since then, I've spent 75+ hours building cross country time in order to take my instrument training and check ride. However, this is the fun part of training since I can take friends with and let them try the controls.



Wright Flyer On the Move Again

By Sharon Sandberg

Flight Expo, Inc.'s Minnesota Wright Flyer had an exciting move this year.

At the end of the July, 2021 we found out that the Wings of the North Museum had lost their lease, (this is the location we had moved the Wright Flyer to in the Fall of 2020). With one month to find a new location, truck and trailer to move the aircraft was nerve wrecking to say the least.

With the help of Ray Johnson from Buffalo, MN we found a perfect match for the MN Wright Flyer. Two weeks after AirVenture a team of volunteers arrived at Wings of the North Museum and disassembled the aircraft down to manageable sizes that would fit into trailers that our

Wright Flyer On the Move Again

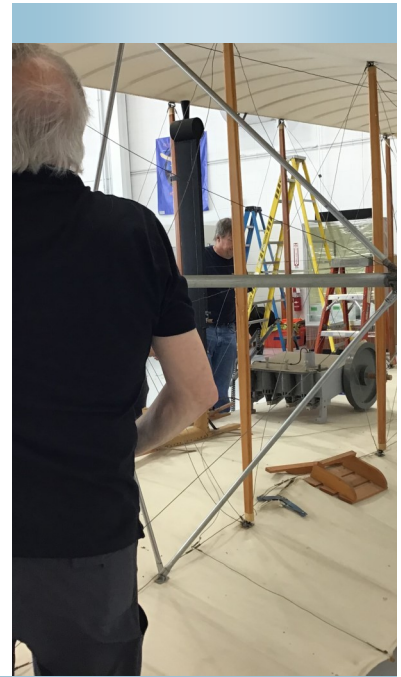
By Sharon Sandberg

group had access to. We then transported it up to Askov, MN.

The Minnesota Wright Flyer was built in 2000-2003. Making it's debut at the American Wings Air Museum located at the Anoka county Airport; just six (6) months prior to the celebration of the Hundred (100) year Anniversary of the Wright Brothers first flight at Kitty Hawk, North Carolina. (December 17, 1903)

December 17, 2003 WCCO did a "live" broad cast in front of the aircraft with builders Dale Johnson and Steve Adkins.

Over the last nineteen (19) years the aircraft has visited many parts of the Minnesota from Rochester to Blaine, Minneapolis, South St. Paul. It also was hosted for a full month at the rotunda at the Mall of America in Bloomington, MN.



"Minnesota Wright Flyer is on the move again."

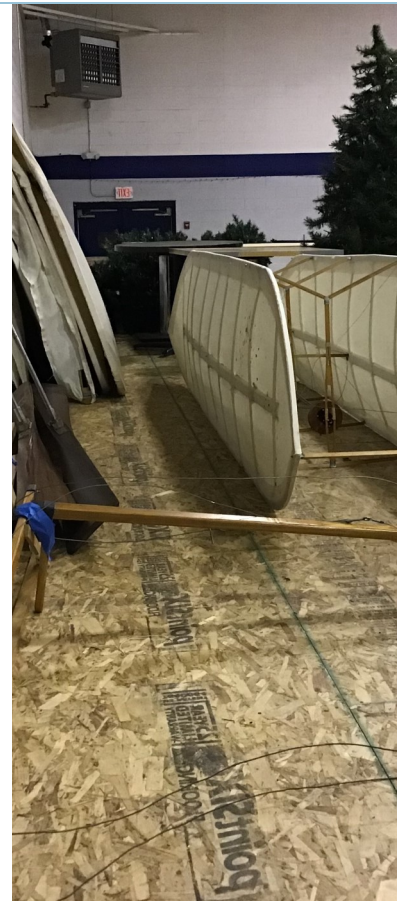
Wright Flyer On the Move Again

By Sharon Sandberg

Today the aircraft is on display at the Pine County Historical Museum located at Askov, MN.

With the help of the students, parents and volunteers we were able to do a deep cleaning of all parts of the aircraft, repair those areas that had a slight mishap over the years. We just have the balance of the lower wing to re-stitch up. But in the meantime you can still visit the museum and view this awesome aircraft that represents all of us in our aviation careers.

There is plans to dedicate the aircraft to those that helped so much to make this display part of the Minnesota History.



Tsunami At AirVenture/Reno Air Races

TSUNAMI By Walter Johnson

Spring 2021 we disassembled original empennage to salvage as much of it as we could.

The forward section was removed from jig and placed on stands to facilitate the alignment of new empennage components and longerons. It was lazer aligned and we began assembling the new empennage.

It was a bit of a scramble to get it ready to show at EAA Air Venture in Oshkosh, WI. but we got it there on time and we had a good showing at AirVenture despite the threat of severe weather and high temperatures.

After returning from AirVenture, we re-jigged and resumed work on the empennage.

In September we loaded the aircraft up and brought it out to the Reno Air Races. (This was the 30th year anniversary of the fatal flight that took John R. Sandberg's life) We had a strong showing with much support from the race fans and many new faces in the air racing world.

After returning from Reno Air Races, a break was need to re-group and focus in those areas that will be completed with in the next year. The goal is to complete the bulk of the fuselage construction over the next few months. We hope to start on the wings by fall of 2022.



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