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Brilliant Men... Unstable Aircraft

by Dave Weiman

Featured in this issue of *MIDWEST FLYER MAGAZINE* is aviation record-setter, Scott Crossfield, who spoke at the Third Annual Wright Brothers Memorial Banquet, December 17, 2005 at the EAA AirVenture Museum, Oshkosh, Wis. At age 85, Crossfield is going strong with speaking engagements on a regular basis. Read why Crossfield feels that Orville and Wilbur Wright were brilliant men, even though they designed an airplane which was unstable, beginning on *page 10*.

Former aviation claims adjuster and pilot, Allen Penticoff of Rockford, Illinois, shares his perspective of the Southwest Airlines B-737 accident, which occurred on December 9, 2005, at Chicago-Midway Airport. Read why he feels that this airport needs to be restricted to general aviation, beginning on *page 13*.

Our discussion on airports continues on *page 39* with articles on both Blackhawk Airfield and Middleton-Morey Airport in the Madison, Wis. area. First, after working hard to obtain reliever status, the FAA took that status away from Blackhawk Airfield on Madison's east side in the Village of Cottage Grove. Now it appears that local officials are attempting to tax the airport out of business, while developers are building right up to the ends of its runways. At least Blackhawk doesn't have any tall towers in the area, but wind turbines have been approved by the FAA within close proximity of Middleton-Morey Airport on Madison's west side.

Also in this issue, columnists Pete Schoeninger, Dr. John Beasley, and Bill Blake offer their commentary on everything from engine preheaters and sport pilot medical requirements, to proposed user fees (see *pages 16, 19 & 33*).

Ben Redman of Rare Aircraft, Inc., Owatonna, Minn., begins a new column in this issue called "Shop Talk" (*page 14*), and Attorney Greg Reigel discusses the legal responsibilities of mechanics in his new column, "Aviation Law" (*page 20*).

And last, I took some proficiency training in a flight simulator, recently, and share with you my experience in a feature article entitled "Sim Training Versus In-Flight Training... Which is the best?" beginning on *page 22*. □



dialogue

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Aloha, Dave:

And mahalo nui for your good work in the *MIDWEST FLYER*.

First, I fly commercially as a passenger quite a bit, needing to go to Hawaii four times a year for Cliffs Board meetings. It is hard work, but as I tell my friends, someone has to do it, and I'm quite willing.

My wife and I have been international travelers for most of our 46 years together, and nearly all of that by commercial air, so I have some background for my preferences. The most comfortable plane I have flown on (besides my own Cessna 172) is the Boeing 777, but I doubt if I would choose to fly something as enormous as the A380 (i.e. Oct/Nov 2005, MFM, "Airbus 380 Makes Paris A Really Big Show," by Talespin Tommy Thomas). While I don't mind crowds, I don't think the modifications to airports or to boarding procedures would be worth it. I know numbers are important (overwhelmingly so) to the airlines, even to such companies as Southwest, but the preference of the customer still has to be taken into consideration, I think and hope.

Second, as you can surmise, my favorite plane would have only one seat, mine, so more seats don't impress me. I don't think it would (impressed me) even if I owned shares in a company, which flew such a behemoth.

Third, a comment on another topic, the October/November issue of *MIDWEST FLYER MAGAZINE*: While I enjoyed LaMalfa's report on Oshkosh 2005, the photo of the HondaJet with the article had me reading the article, in vain, for some reference to why the jet's pass was "quiet." I have read a brief article on the plane in a recent issue of *AOPA Pilot*, but couldn't find any text on it in MFM to accompany the photo. I realize EAA AirVenture included much too much to cover in a short article, but unless I missed it, the photo implied some mention of it somewhere, I think.

Dr. James D. Quisenberry
Board Secretary & Director
The Cliffs at Princeville - Kauai, Hawaii

Letters

VOL. 28, NO. 2

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ON THE COVER: Honda has long been a name to remember when it comes to motorcycles, cars, ATVs, power products, marine engines, and personal watercraft. Now the company is hoping their revolutionary design for a corporate jet – the "HondaJet" – takes off as well. (See page 24.)

Photo Courtesy of Honda

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Hi Jim:

Appreciate your comments, and you are right, EAA AirVenture is huge and covering it, fun but challenging. And for the record, our Oshkosh technical writer, Jim LaMalfa, wrote the article, but I selected the photos and I couldn't resist featuring Jim Bildilli's great shot of the HondaJet, with or without detailed infor-

mation at the time.

Always willing to please a reader, we decided to feature the HondaJet on the cover of this issue of *MIDWEST FLYER MAGAZINE*, and included a detailed article on page 24. For additional information on the Honda Jet, go to <http://world.honda.com/HondaJet>.

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EAA Photo

Scott Crossfield escorts EAA's Wright Flyer replica at Kitty Hawk, N.C., on December 17, 2003.

Crossfield Featured At Wright Memorial Banquet

OSHKOSH, WIS. – The first man to fly at twice the speed of sound, Scott Crossfield, was the featured speaker at EAA's annual Wright Brothers Memorial Banquet, December 17, 2005, at the EAA AirVenture Museum Eagle Hangar, Oshkosh, Wis.

Crossfield joined the National Advisory Committee for Aeronautics (NACA) as a research pilot in 1950. During his five-year stint at the NACA High-Speed

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Photo by Dave Weirman

(L/R) EAA Founder Paul Poberezny with Scott Crossfield at the Wright Brothers Memorial Banquet, December 17, 2005.

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CROSSFIELD CONTINUED

Flight Station, Edwards, Calif., he flew the X-1 and D558-II rocket planes and many experimental jets. On November 20, 1953, Crossfield became the first person to fly twice the speed of sound at the controls of the D558-II "Skyrocket."

As chief engineering test pilot for North American Aviation, Inc., Crossfield was the driving force behind the development of the record-setting X-15 rocket research aircraft that paved the way for NASA's Space Shuttle.

Crossfield went on to become an executive with Eastern Airlines from 1967-73, and Senior Vice President with Hawker Siddeley Aviation from 1974-75. From 1977 until his retirement, he was technical consultant to the House Committee on Science and Technology, where he advised committee members on all aspects of civil aviation.

With such an impressive resume in hand, Crossfield was honored when asked by EAA President Tom Poberezny to select and train pilots to fly EAA's replica of the Wright Flyer at Kitty Hawk, N. C., on December 17, 2003 – the 100th anniversary of powered flight. Crossfield narrated visuals at the banquet, describing the training process. In doing so, he recognized the contributions of the airplane to the human race, and noted that he has lived in "80 percent of aviation's life."

Without taking anything away from the Wright brothers' accomplishments, Crossfield said that the Flyer is the worst



Scott Crossfield with the X-15 rocket plane.

plane to fly as far as lacking stability. Not mincing any words, he said, "It's unstable and uncontrollable!"

Crossfield crash-landed the airplane during training in an effort to correct wing configuration problems before turning the controls over to the other pilots. "I didn't want anyone to fly something I wasn't willing to fly myself," he said.

It was a hard landing that got the then 82-year-old test pilot thrown from the aircraft, but Crossfield got up by himself without injury, said a few mild

mannered words to himself, and had the aircraft repaired and back flying without delay.

"The Wright brothers were never concerned about stability or turning or maneuverability," said Crossfield. "They just wanted to fly straight ahead."

Crossfield said that he had to be a detective to figure out how the Wright brothers flew the Flyer. Early on he determined that the faster the Flyer went, the more unstable it got.

"You don't want speed, and you don't want power," Crossfield told his students. "It was hard to convince them," he said, but they eventually caught on.

"The Wright brothers were brilliant men who solved their problems as they went along," said Crossfield. And like the Wright brothers, Crossfield would himself make adjustments to the wings and limited flight controls to make the replica fly better.

There were four pilot candidates with strong credentials, which ranged from flying vintage aircraft to jumbo jets. But in the end, only one pilot could be selected to fly in the commemorative flight, and that pilot was Kevin Kochersberger, an associate professor of mechanical engineering at the Rochester Institute of Technology in Rochester, N.Y.

Unfortunately, on December 17, 2003, the rain-soaked sand dunes of Kitty Hawk did not make for a very successful flight, and the modern buildings in the community has had an ill-effect on the winds that made the flight successful 100 years prior.

The training of all pilot candidates involved 40-50 flights in an unstable glider before flying the unstable Flyer. At one point Scott Crossfield even considered flying the aircraft himself in the commemorate flight, but dropped out of contention because he felt he was lacking sharp enough motor skills, and as he said, "because of the importance of the mission!" Crossfield's memory and presentation was flawless that evening, and he keeps a steady schedule of speaking engagements year-round.

See eaa.org for a complete calendar of upcoming EAA events and activities, including EAA AirVenture-Oshkosh, July 24-30. □

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Chicago-Midway Airport – More Suited For GA Than The Airlines

An Editorial By Allen Pentecoff

As a pilot who has flown small airplanes into Chicago-Midway Airport, as a passenger on ATA and Southwest Airline flights, and as an aircraft insurance adjuster for 19 years, I have long felt that it was only a matter of time before a commercial jet went off the end of a runway, through a barricade, and caused some harm. On a snowy night on December 9, 2005, a Southwest Airlines Boeing 737 landed long, and came to rest on top of a car on an adjacent road, killing a young boy.

Midway has been contained in its tiny space since its founding days of DC-3 flights. Nearly the whole surface is paved and even the longest runways marginal for anything less than a perfect landing by the pilot. Ask any 737 pilot about what the approach to landing at Midway looks like from his seat. Ask him if it is a “short field landing.” Midway is a tiny island of concrete surrounded by city. Its more like landing on an aircraft carrier than



Chicago-Midway Airport – A tiny island of concrete, surrounded by city. (Inset) The Southwest B-737 that crashed, Dec. 9.

Photo by Bill Bozych

a true modern international airport.

I have no knowledge of the politics that brought a huge new terminal to Midway that supports essentially two airlines comings and goings. It is a nice terminal, and other than some difficulty in getting there from outlying areas, it is a pleasant enough traveling experience, but every time our flight returns, I think about my pilot stopping that big, heavy, fast airplane



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on that short runway.

This time it happened, all the little things conspired to create an accident. Night, snow, slick runway, landing downwind, the short runway, a tad too long and fast. Physics rule aviation – it had to happen. Glad I wasn't along for that ride, but I've been on some of my own that were not too different, so I know the feeling of helplessness as the runway is running out and there is nothing you can do. I've been lucky and been able to get stopped. But that has not been true for many a pilot; it happens far more often than you would ever know.

Perhaps it is time for Midway's use to be re-evaluated. Midway would best serve corporate and private flying activity, particularly since the destruction of Meigs Field. Heavy jet operations should be moved to the ever-expanding Chicago O'Hare International Airport, where the latest in aviation safety technology is already in place. O'Hare's downfall is in ground transportation, not in aviation. Close down what is spent on airline operations at the one and improve the other, and we will all be safer for it. □

SHOP TALK

Out in the Cold

by Ben Redman

Winter brings the crisp dense air that gives our aircraft great performance and enjoyable flights. Everything seems to work better in the cold as long as you can get the darn thing started! Having a better understanding of your aircraft and engine pre-heat needs will save you time, money and the frustration of paying a guy like me for a pre-heat and jump start.

Every year at the beginning of winter, there is a rash of dead batteries and frozen airplanes on the ramp in need of a warm up and jump start. Almost every pilot says, "it was only sitting for an hour or so; I can't believe it won't start." It doesn't take long for an



Ben Redman

engine to cool down on a cold day.

To better illustrate this, let me share with you what happened to me this winter in our Bonanza during the last cold snap.

I had to run to Flying Cloud Municipal, Eden Prairie, Minn. (FCM), to pick up a customer and it was 7 degrees Fahrenheit outside. I shut down at the FBO, went inside to locate and greet our customer, had a cup of coffee, and got a weather briefing. Upon shutdown the digital oil temperature gauge read 184 degrees. Thirty to 40 minutes later when we were ready to leave, the oil temp read around 80 degrees! Plenty warm to get going again, but if left longer, the "cold soak" would have begun.

When your engine gets cold soaked, the most likely problem you will have is not getting the engine to fire, but rather to start and stay running. After sitting and getting cold soaked, the engine may be loose enough still to turn over and possibly fire, but incomplete combustion occurs, and the partially warmed spark plugs frost over. Once this happens, you will most likely get the engine to pop once or twice every attempt to

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start, but you will not succeed. We all know if the engine is showing signs of life, why quit trying, right? That folks is where the dead battery and frustrated pilot come into play.

Let's review a couple of simple facts that contribute to the cold soak process your engine goes through when out in the cold.

- The propeller is an aluminum heat sync attached to the heart of your engine that is right out in the wind and cold. When your aircraft is sitting with a naked prop, the cold has an open door to chill the engine from the inside out.

- Most certified aircraft engines are air cooled. They dissipate heat by air passing through the fins on the cylinders. Even without direct airflow, cylinder fins are rapidly dissipating heat when exposed to the cold ambient air.

- Batteries loose power in the cold. A battery with little or no charge will freeze, cease to provide power and will be ruined. Keeping your battery in top shape will maximize its service life and ensure solid cranking power on even the coldest days. I strongly recommend the use of a small 1 or 1.5 amp smart trickle charger if your aircraft sits in the hangar for more than a couple of weeks between use. This will maintain optimum charge, provide maximum service life and eliminate the possibility of your battery becoming an ice cube in sub zero temperatures. A healthy battery also helps reduce alternator load.

The benefits of a thorough preheat

are numerous. If you are not able to get a plug-in on your trip to a cold ramp, use the next best thing – blankets. I strongly recommend the use of a propeller blanket and engine blanket while preheating below 10 degrees. If you are on a ramp without a plug-in, the prompt installation of your propeller and engine blanket upon shut-down will help preserve the heat for up to 4 hours. For cold Midwest flight operations, a good set of custom propeller and cowling blankets are worth their weight in gold... not some old blanket your dog won't even use. Also keep in mind any safe way to warm the cabin will help reduce excessive wear on instruments. There are a couple of excellent cabin preheaters on the market for very reasonable prices, such as the one manufactured by Tanis Aircraft Services in Glenwood, Minnesota.

Some make an overcomplicated analysis of the excess moisture created by preheating your engine. There are lots of arguments on the table about this issue. There are even some products that help reduce the amount of condensation in your engine while preheating. All arguments aside, I can firmly stand behind one fact: the best way to fight moisture is to regularly exercise your airplane, keep up on those oil changes using the proper grade oil for the air temperature, and use and replace your spin-on oil filter. That, along with proper preheating prior to flight, will make for a very happy engine. You might even reach TBO and then some.

For information on aircraft preheaters, contact either Tanis Aircraft Services at 1-800-443-2136 (www.tanisaircraft.com), or E-Z Heat, Inc. at 1-800-468-4459 (www.e-zheat.com). □

EDITOR'S NOTE: Ben Redman of Redman Aircraft Restoration Enterprises (Rare Aircraft Ltd.), Owatonna, Minn., was born and raised in Minnesota. He took his first airplane ride when he was just one week old, first soloed in a glider at age 14, soloed in a powered plane at age 16, is currently checked out in 50 different aircraft, and holds a commercial pilot certificate and instrument rating, with 1800 hours. He and his brother, Jeremy, are second generation aircraft mechanics and pilots to their father and business partner, Roy Redman, who retired as a Boeing 747 captain for Northwest Airlines in 1992. Ben began working on planes at the age of 8, and completed his first major overhaul of an engine at age 15. He has been a full-time aircraft mechanic/restoration specialist since 1994, and works on both antique and modern aircraft. Specialties include powerplants, radial engines, airframe parts fabrication, and steel tube fuselage fabrication. He is also an aircraft salesman and broker, and a dealer for American Champion Aircraft. Ben's wife, Karen, is a full-time certified flight instructor and multi-engine instrument instructor in Rare Aircraft's Part 141 flight school. His brother, Jeremy, is director of restoration, his father, Roy, is president, and Ben is director of maintenance. Ben is particularly passionate about taildraggers and classics, but maintains everything from a 1929 Waco thru an L-39 jet fighter, B36TC Bonanza, and Cessnas. He performs an average of 30 annual inspections a year.



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Tom & Renee Watry

Should you try for a medical?

by Dr. John Beasley, M.D.

As I made my annual pilgrimage to EAA AirVenture, Oshkosh, Wis., I could not help but notice that there is a lot of grey hair out there; some of it was mine. We're getting older and inevitably there will be more medical problems. There were a number of folks out there who look like getting even a third-class medical would be a very "iffy" proposition at best.



Dr. John Beasley

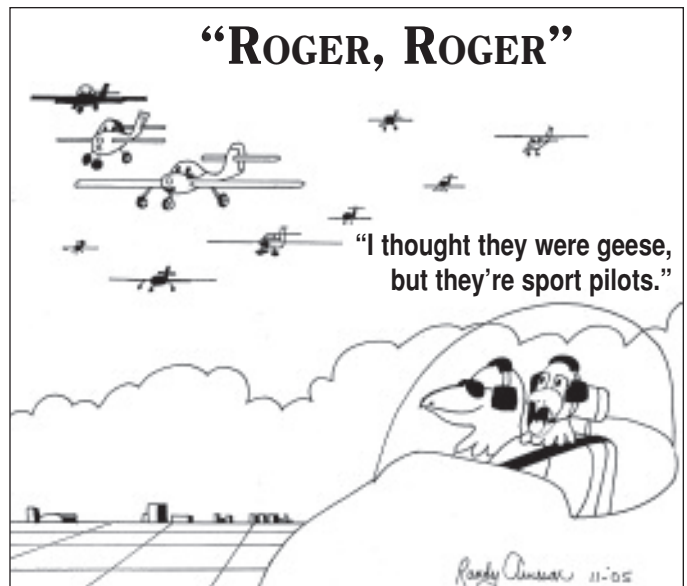
So, it's not surprising that I'm getting increasing numbers of inquiries from my patients about either not applying for a medical certificate in the first place, or not renewing a medical certificate. They are considering flying under the new Sport Pilot Certificate (SPC) rule. As you probably all know by now, SPC requires only a valid driver's license to serve as your medical certificate when you fly.

There are some conditions to the medical aspects of SPC that are worth looking at. If you go to the EAA website www.sportpilot.org/becoming/, you will find the following information:

Medical Certification

To obtain a Sport Pilot Certificate, you must have either an FAA airman medical certificate or a current and valid U.S. driver's license issued by a state, the District of Columbia, Puerto Rico, a territory, a possession, or the federal government, provided you do not have an official denial or revocation of medical eligibility on file with FAA.

You then must comply with the restrictions placed on whichever method you choose. For example, if you choose to use your driver's license as your medical certificate, you must comply with all restrictions on that license. In addition, and this is very important, you must not act as a pilot-in-command of an aircraft if you know or have reason to know of any medical condition that would make you



unable to operate the aircraft in a safe manner.

However, a pilot who has had his or her last medical "denied" or "revoked" by FAA, will be required to obtain a special issuance medical (or alternative evidence of medical eligibility under a separate procedure being developed by FAA) before being allowed to base his or her medical fitness solely on driver license requirements.

Note the first and last paragraph. In short, if you have failed to pass a medical, and do not have a valid special issuance, then you cannot use your driver's license as your medical. What you must be aware of is that once the examiner has the FAA medical form 8500 in his or her hand, he or she is legally obligated to complete the process. This brings up the point: Should you even try to get a medical certificate? Let me give you two cases.

The first case involved a man, nearing 70, who is operating under special issuance procedures for known coronary artery disease. He is getting older (which beats the alternatives) and there were questions about whether or not he should just let his third-class certificate lapse, rather than risk not getting another special issuance. He came to me for a consultation. We did a stress test, and decided – before starting the FAA process – that we could get him through. We did and the FAA issued his special issuance

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The other case involved a young woman who has a history of significant headaches which could be due to an underlying condition. She consulted with me about whether or not to try to get a medical certificate. I reviewed her records and personally didn't feel that the headaches were disqualifying, but was not at all sure that I could get her through the process for a third-class certificate. Since she decided that she just wanted to fly recreationally, I suggested that she not come to me for an aeromedical examination, but rather just go for the SPC. Later, if the headaches prove to be a non-problem, and she wants to try to upgrade, we'll take the risk (and expense) of going for a third-class then.

The lesson from these two cases is this: If you want to fly just for recreation and if a SPC would meet your needs, and if you have a medical problem that may cause difficulties with certification, then go in for a consultation with an AME. The purpose of this is to ask his or her opinion about whether or not you should apply for a medical certificate. Do not just go in for an exam because if you do, your AME will have to complete the process and send the material to the FAA. Then, if you are denied, there will be a longer, complex and expensive attempt to appeal or get permis-

sion for special issuance. This effort may not be successful. You will, of course, have to be prepared to pay for the evaluation that will go with this "should I go for it" consultation, but it is not likely to be terribly expensive and may save you a lot of grief.

Some have asked, reasonably, why the FAA feels you cannot use a driver's license as your medical if you have been denied. The FAA's opinion – and I have some agreement with this – is that the fact of the denial means that, in their opinion, you do have a condition that compromises safety. While you may not agree with this, let us be very thankful that the FAA has, in general, taken a much more liberal approach here.

But also note the second paragraph, above: If you have a medical issue that does pose a hazard to safe operation of an aircraft, then you are not eligible to use your driver's license for SPC privileges. Again, if there is a question, you may wish to discuss the issue with an AME to see if your problem does create a safety problem. That's only fair to yourself, your family, your friends and the folks on the ground.

So you may want to skip applying for the medical and go for the Sport Pilot Certificate. In my book, SPC

privileges will give you 90% of the fun for about half the cost! However, for now at least, I'm sticking with my Mooney and plan on seeing my AME right on schedule next year. □

EAA Recommendations Would Help Eliminate Medical Backlog

OSHKOSH, WIS. – Pilots would see improved response times to their medical-certification and special-issuance applications, if policy and process changes proposed by the Experimental Aircraft Association are adopted by the FAA.

The EAA Aeromedical Council reviewed numerous potential solutions, including enhancing the quality of data input, minimizing or eliminating delays in the multiple steps in the certification pathway, reducing the input burden to the [FAA's] Aerospace Medical Certification Division through the delegation of authority to aeromedical examiners [AMEs], and pursuing other measures.

Regarding the additional authority to AMEs, EAA's position paper refers to a survey indicating that 94 percent of AMEs are willing to take on additional training and responsibility to address the problem. □



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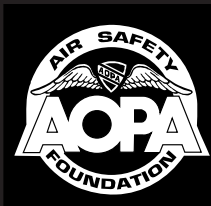


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On average, more than three accidents per week result from improper fuel management. To help curb this trend, the **AOPA Air Safety Foundation Online Safety Center** has launched its latest "Safety Hot Spot," focusing on fuel awareness. With no end in sight to volatile gas prices, the Air Safety Foundation reminds all pilots that fuel management should continue to be a matter of safety and proper flight planning and not a matter of economics.

On this topic and more, the **AOPA Air Safety Foundation Online Safety Center** features free interactive training courses, the Sporty's Quiz, and downloadable publications on critical safety topics like airspace, weather, and procedures.

Pilots can turn to the **AOPA Air Safety Foundation Online Safety Center** 24/7 for information on a wide range of subjects designed to increase their Safety I.Q. For more information on fuel management go directly to www.aopa.org/safetycenter/fuel.



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GREAT LAKES REGIONAL REPORT

by *Bill Blake*

AOPA Great Lakes Regional Representative

Aviation's Future Looks Bright, But Still Many Challenges

As I am writing this article, the year 2005 is drawing to a close. It is time to reflect on the past and look to the future.



Bill Blake

Although the future of General Aviation appears bright, with new aircraft and avionics being produced, the beginning of the modernization of the flight service station (FSS) system, the recently approved sport aircraft and sport pilot regulations in place, and the very light jets on the horizon, there are also many chal-

lenges to face.

There is a battle building over the FAA's funding and a renewed push for user fees by the FAA and the airlines. AOPA believes that user fees are absolutely the wrong way to fund America's air traffic control system – the busiest and safest ATC system in the world. AOPA will be working diligently to prove that the current fuel tax funding method and supervision of the system by the Congress is the best way to provide the ATC system we have.

There are a number of issues at the local and state level that AOPA will be addressing this year as well. The redesigned Minneapolis Class B airspace will become effective February 16, 2006, which includes increasing the ceiling to 10,000 feet. AOPA will continue to urge the FAA to designate VFR flyways within the Class B airspace to make it easier to traverse the Minneapolis area.

There has been pressure for some time to close Indianapolis Metropolitan Airport (UMP) to allow for local development. Recently, the airport sponsor has said that it would only be willing to close the airport if an airport of equal or better quality is built at a suitable location within the county to replace the existing airport. AOPA will be working on this issue to ensure that our members' interests

are protected.

The Minnesota Civil Air Patrol has recently partnered with AOPA to enhance general aviation security in Minnesota by using the highly successful AOPA Airport Watch program to help identify and report any suspicious activity on airports. Similarly, the State of Illinois distributed AOPA-provided Airport Watch materials to airport managers as part of its recent visits with the Transportation Security Administration (TSA) to general aviation airports in the state.

Illinois State Representative Rich Brauer has introduced HB 4235, which would exempt aircraft and aircraft parts from Illinois sales tax. The passage of this bill would help boost the Illinois economy and stimulate aviation-related jobs. AOPA will be working with other aviation interests in the state to urge passage of the bill.

There may be legislation introduced in Indiana next session to restrict or eliminate the real estate tax exemption for property dedicated to aviation uses. Again, AOPA will be working to protect the interests of our Hoosier state members.

Despite the challenges, I continue to be excited about the future of general aviation. For more information on this and everything a pilot needs to know, see www.aopa.org. □

Legislative Alert Shows Positive Results To Prevent Misuse of Airport Funds

MADISON, WIS. – Coming as a complete surprise to all Wisconsin airports, the Wisconsin Legislature drafted a bill, which would create a Wisconsin Aerospace authority to design, develop and operate “spaceports and spacecraft,” and develop a spaceport in Sheboygan, Wis. The source of state funding for these projects was to be the Wisconsin Department of Transportation (WISDOT) Segregated Transportation Fund. If the legislation passed (Assembly Bill 770 and Senate Bill 352), this non-state agency (an authority) would take money away from

Wisconsin airports, and the development of a spaceport in Sheboygan alone would leave little or no airport development money remaining.

The Wisconsin Airport Management Association (WAMA) responded quickly, got its lobbyist into action, and summoned all members to contact their state representatives and have the legislation shelved until an alternate source of funding can be identified.

“At best, such a proposal is decades premature, totally unjustified, a tremendous waste of state resources, and a blatant attack on the state trans-

portation fund,” said Pete Drahn, Executive Director of WAMA.

The legislation has now been amended to make available money (up to \$10 million) from WISDOT, not specifically the Bureau of Aeronautics. Since bureau funds are not segregated, the amendment doesn't completely protect the aviation community – more specifically “airports,” which depend on these funds for airport development projects. WAMA will be contacting its members to have them urge their state legislators to help ensure that money for the spaceport does not come from existing programs of WISDOT, but rather from new sources of revenue. □

Aircraft Mechanic Liability: If You Sign, Your Certificate Is On The Line

by Greg Reigel
Attorney At Law

Most aircraft mechanics understand their responsibility for the work they perform on an aircraft. However, what some mechanics may not understand is that a mechanic who signs off on an aircraft's logbook for work performed by another

is also responsible for that work as well. A National Transportation Safety Board (NTSB) opinion from 2003 illustrates this point.

In *Blakey v. Adili*, the FAA alleged that a mechanic violated 14 C.F.R. 43.13(a) by failing to perform a gear retraction test after changing a flat tire on a Cessna 402. FAR 43.13(a) generally provides that aircraft maintenance must be performed in accordance with the manufacturer's aircraft manual.

In that case, the tire was changed and documents were completed indicating that the tire was changed and the brake system was bled, but with no reference to any gear retraction test. The mechanic signed the aircraft's logbook and returned it to service as airworthy.

The FAA later alleged that the gear



Greg Reigel

Photo by Dave Weisman

drop test required by the aircraft manual following a tire change was not completed prior to returning the aircraft to service. It sought to suspend the mechanic's certificate.

Although testimony at the hearing as to whether the mechanic actually performed the tire change on the airplane was conflicting, the law judge held and the NTSB affirmed that the mechanic was responsible for any work performed, or not performed, by virtue of his returning the aircraft to service.

The NTSB noted that although

“respondent did not perform the work involved, he signed as mechanic and is, therefore, held accountable for the work and the manner of its performance.” The NTSB then affirmed the law judge's 60-day suspension of the mechanic's certificate.

The *Adili* case presents a good lesson as to the responsibility and risk associated with a mechanic's signing of an aircraft logbook and returning an aircraft to service when the mechanic doesn't actually perform the work. In that situation, the mechanic will be held accountable for the work that was, or was not performed, regardless of who did or did not perform the required work.

The moral of the story is that a mechanic needs to confirm that all work required by an aircraft's manual was actually performed and satisfy him or herself that the work that was performed was done in accordance with the manual. If this isn't done, a mechanic takes a chance that he or she could be held responsible for improper or omitted work. Don't let this happen: Be diligent and be safe. □

EDITOR'S NOTE: Greg Reigel is an attorney with Reigel & Associates, Ltd., a law firm located in Hopkins, Minnesota, which represents clients in aviation and business law matters (www.aerolegalservices.com, 952-238-1060, greigel@aerolegalservices.com).

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Sim Training Versus In-Flight Training... Which Is The Best?

by Dave Weiman



Christa Restad and Roger E. McVeety of Roger Aviation Company, Flying Cloud Airport, Eden Prairie, Minnesota.

Trying to determine whether simulator (sim) training or in-flight training is the best can be easy if you recognize their strengths and weaknesses. From personal experience, and from what I have learned from flight training experts, each form of training serves their own unique purpose, and has their advantages and disadvantages.

I recently visited Roger Aviation Company in the Elliott Aviation complex at Flying Cloud Airport, Eden Prairie, Minnesota, for a little instrument proficiency training.

All training at Roger Aviation is conducted on a one-on-one basis. While certain core subjects are covered, flexibility in the course structure allows individuals to progress at their own pace.

Roger Aviation's Frasca 242 is a full-sized, dual visual, airline-class simulator. It includes a custom designed audio/video recording system that offers debriefing capabilities previously found only at airline training centers. Avionics include an approach-certified KLN90B GPS, dual needle RMI, radar altimeter, pressurization, KFC150 autopilot, flight director and an HSI.

The simulator is designed as a Beechcraft Baron 58P, but is capable of being configured to the performance figures of most piston twin and high-performance single-engine aircraft including the Cessna 300 and 400 series, Cessna singles, Beech twins and singles, and Piper twins



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and singles, including the Malibu. I fly a Cessna 182 and found the Frasca 242 very compatible.

The Frasca 242 is controlled by the instructor or operator from the Graphical Instructor Station (GISt). The instructor is able to input changes in weather conditions, aircraft loading, and systems failures without interrupting the flight. In addition, the GISt allows the aircraft to be relocated to virtually any airport in the United States for maximum training efficiency and realism.

There are a host of reasons why flight simulator training is useful: 1) It costs less per hour than flying an airplane, especially considering recent fuel price increases. 2) It is safer and better to receive instruction in a sim when both the student's and instructor's heads can be inside the cockpit, concentrating on the instruments, and not looking outside for traffic. 3) Students can more easily concentrate on learning power settings, establishing good flows, and use checklists more effectively.

Specific certification practical tests may now be accom-



(L/R) Keith Harlan, President, A.M. Cohron & Son, Inc., Atlantic, Iowa, receives some instrument proficiency training from Brad LaZerte of Roger Aviation. LaZerte is also a First Officer with Mesaba Airlines. Harlan owns a 1978 Piper Archer.

plished solely in advanced levels of aircraft flight simulators, and of course, in actual aircraft.

Some insurance companies have made sim training all but mandatory for larger twins, and may offer discounts on premiums to those who complete a program. But the two main reasons sim training is good for you is to increase your skill level and proficiency, and as a result, boost your confidence.

Since I was at Roger Aviation to brush up on my approaches and to maintain my instrument currency, being able to simulate approach after approach, and STOP the approach and discuss how it might be flown better, was a real advantage in the sim over in-flight.

In order to maintain one's instrument currency, FAR 61.57 (c) (1) states that "No person may act as pilot in command (PIC) under instrument flight rules (IFR) unless he (she) has completed in the prior six (6) months:

CONTINUED ON PAGE 29

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Experimental HondaJet Makes Public World Debut At EAA AirVenture

OSHKOSH, WIS. – With a demonstration flight that included several flybys and a perfect landing in front of a packed crowd of aviation enthusiasts, the experimental HondaJet made its public world debut at the Experimental Aircraft Association (EAA) AirVenture-Oshkosh 2005 fly-in at Oshkosh, Wis.

cover story

Boasting a number of innovations including a patented over-the-wing engine-mount configuration, a natural-laminar flow (NLF) wing and fuselage nose, and an advanced all-composite fuselage structure, the experimental HondaJet is an advanced, lightweight, compact business jet that features far better fuel efficiency, more available space in the fuselage, and higher cruise speed than conventional aircraft in its class. The HondaJet is powered by two Honda HF-118 engines, each rated at 1,670-



HondaJet

pounds thrust at takeoff power.

Honda first announced the achievement of HondaJet in December 2003, shortly after HondaJet took its first test flight from its base at Piedmont Triad Airport in Greensboro, N.C.

HondaJet's construction and testing in the U.S. is also evidence of continued growth and deepening roots of Honda research and development in America, according to Michimasa Fujino, HondaJet project leader and vice president of Honda R&D Americas, Inc.

The result of 19 years of research on small aircraft, HondaJet includes a series of innovations. The NLF wing and NLF fuselage nose were developed through extensive analysis and wind-tunnel testing. These designs help HondaJet achieve a low drag coefficient.

HondaJet's patented over-the-wing engine-mount configuration helps eliminate the need for a structure to mount the engines to the rear fuselage and, thus, maximizes the space in the fuselage. Further, by determining the optimal position for the engines, the over-the-wing mount actually reduces drag at high speed to improve fuel efficiency.

The advanced all-composite fuselage structure consists of a combination of honeycomb sandwich structure and co-cured stiffened panels. It was developed to reduce weight and manufacturing costs. This experimental aircraft is also outfitted with a state-of-the-art glass cockpit with an integrated

CONTINUED ON PAGE 38

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Raytheon Aircraft Company Announces Certification of the Beechcraft Baron G58

The first piston-twin with a fully integrated avionics system



Garmin G1000 integrated avionics system.



Beechcraft Baron G58.

WICHITA, KAN. – Raytheon Aircraft Company has received the Federal Aviation Administration (FAA) type certification of the Beechcraft Baron G58. Featuring Garmin's G1000 integrated avionics system as standard equipment, the dual-display system integrates Garmin's innovative GFC 700™ autopilot and GWX68™ color weather radar. The combined package provides improved situational awareness, increased functionality, and reduced pilot workload.

"Truly the most refined piston-twin ever built, the Beechcraft Baron continues to represent the pinnacle of high-performance piston-twin aircraft," said Randy Groom, president of Beechcraft. "Now, coupled with the fully integrated G1000 avionics system, there just isn't any other aircraft in this class that provides such a combination of performance, comfort and integrated avionics."

Certification follows the product name changes announced in May of 2005, the avionics upgrade announced

at Oshkosh in August 2004, and the certification of its sister ship, the new Bonanza G36 on November 3, 2005. Formerly the Beechcraft Baron 58, the newly designated Beechcraft Baron G58 also features new paint and logo designs. Complete with the fully integrated Garmin autopilot GFC 700™ system and GWX68™ weather radar, the G1000 also features the following as standard system components for the Baron G58:

- Primary flight display (PFD) with a large 10" LCD format.
- Multi-function display (MFD) on a second 10" LCD.
- Solid-state Attitude and Heading Reference System.
- Integrated digital air-data computer.
- Integrated Mode S transponder with (TIS) Traffic Information Service.
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The Beechcraft Baron G58 is powered by twin 300 hp Teledyne Continental IO550-C, six-cylinder, fuel-injected engines. It has a top speed of 202 knots (222 mph) and a maximum range of more than 1,000 nm and seats up to six. More than 7,000 Barons have been built since 1966.

Raytheon Aircraft Company designs, manufactures, markets and supports Beechcraft and Hawker aircraft for the world's commercial and military markets.

For additional information, contact Todd Jackson at Elliott Aviation at 952-944-1200. □

EAA AirVenture-Oshkosh To Feature B-29 & LB-30 (B-24)



LB-30 "Diamond Lil"



B-29 "Fifi"

OSHKOSH, WIS. – Two of the greatest airplanes from the World War II era, the Boeing B-29 and Consolidated LB-30 (B-24), will be present at EAA AirVenture Oshkosh 2006, July 24-30, at Wittman Regional Airport in Oshkosh.

EAA AirVenture 2006, the 54th annual convention of the Experimental Aircraft Association, welcome the airplanes from the Commemorative Air Force (CAF) as part of its "Ghost Squadron," based in Midland, Texas. The B-29 "Fifi" and

LB-30 "Diamond Lil" are extremely rare flying examples of these aircraft models, which played significant roles during World War II. These two airplanes represent the highest American bomber technology from the beginning and end of the war.

The Boeing B-29 "Superfortress" is perhaps best known as the aircraft from which the first atomic bomb was dropped on Hiroshima, Japan in 1945. That aircraft named "Enola Gay," is on exhibit at the NASM Udvar-Hazy Museum in Washington, D.C. "Fifi," the CAF's B-29, is the world's only airworthy example of the B-29, which was designed as a replacement for the older B-17s and B-24s, with longer range, greater bomb loads, and capable of flying at 30,000 feet.

The Consolidated LB-30 is one of the earliest models of the famed B-24 "Liberator" bomber and the oldest of the only two or three airworthy examples of this airplane that still exist. It was built in 1940 and purchased by Great Britain before the start of that nation's Lend-Lease program with the United States - hence, the LB-30 designation as Consolidated's 30th model in its Land Bomber series. More than 18,000 of the LB-30/B-24 model were produced.

Both warbirds will be parked on the main AeroShell Square showcase ramp at AirVenture (www.airventure.org). □

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The Florida Keys Await Pilots

destinations

MARATHON & KEY WEST, FLA. – Getting back up to speed following damaging winds and flooding from a series of hurricanes in 2005 are the Florida Keys. Trees were either damaged or uprooted, 40,000 vehicles including dozens of aircraft at Marathon and Key West were destroyed – mostly from water damage – as were the lower floors of homes, hotels and rental property. Some watercraft and docks were likewise damaged or sunk. But nothing could destroy the spirit of true Floridians as most have returned to their daily lives and routines, and tourism is getting back to normal.

There are only two public airports in the Florida Keys – Florida Keys Marathon (MTH) and Key West International (EYW). Operators at Marathon include Marathon Jet Center and Paradise Jet Support. Don't let their names fool you... They like small prop planes, too. The operator in Key West is Island City Flying Service. We can't say enough about their hospitality. Key West is the jump-over point for the Cayman Caravan each winter.

Close to the Marathon Airport is the Banana Bay Resort & Marina (www.BananaBay.com) and a superb restaurant, "Annette's Lobster House."

The necklace of islands begins just south of Miami, connected by the Overseas Highway's 43 bridges – one almost seven miles long (Marathon is home for Seven-Mile Bridge) – over the Atlantic Ocean and Gulf of Mexico. Besides being home of the Seven-Mile Bridge, Marathon is also home to Crane Point Hammock, a 63.5-acre land tract that is one of the most important historical and archaeological sites in the Keys, where there is evidence of pre-Columbia and prehistoric Bahamian artifacts, and was once the site of an entire Indian village. Marathon also features the Dolphin Research Center, one of five Keys



A marathon being held on Seven-Mile Bridge in Marathon, Fla.

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And for you movie buffs, the film "True Lies," starring now California Governor Arnold Schwarzenegger and Jamie Lee Curtis, was filmed on the old Seven-Mile Bridge in Marathon.

Key West is located at the end of the Florida Keys, and has a 19th century historical district with 100-year-old gingerbread mansions, shops, palm-studded streets, and a harbor for cruise ships to dock. It's the kind of ambiance that lured famed novelist Ernest Hemingway to reside there from 1929 to 1939. There, Hemingway created some of his most famous works, including "For Whom The Bell Tolls," "To Have & Have Not," and "The Snows of Kilimanjaro." Hemingway's former residence, inhabited by descendants of his six-toed cats, today is a public museum that honors his literary prowess and the affection he had for his Key West lifestyle. Key West has nurtured more than 100 published authors over the years.

Key West is home to other treasures as well. Longtime resident, Mel Fisher, a legendary treasure hunter who died in 1998, recovered more than \$400 million in gold and silver from the ship "Nuestra Senora de Atocha," a 17th century spanish galleon which sank 45 miles west of Key West. Fisher established the Mel Fisher Maritime Heritage Society Museum where visitors may view, touch and even buy some of the riches of the Atocha and "Santa Margarita."

If flying to the Keys VFR, remember to contact the Key West Naval Air Station Chica (NQX) before entering the airspace.

For information on the Florida Keys, visit www.flakeys.com, or call 1-800-FLA-KEYS.

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SIM TRAINING FROM PAGE 23

- At least six (6) instrument approaches.
- Holding procedures.
- Intercepting and tracking courses through the use of navigation systems.

These requirements can be fulfilled in either actual instrument or simulated instrument conditions. And if six months pass without becoming current, you have another six months to do so, either with a safety pilot in flight, or with an instructor in a sim. If, however, another six months pass and you still are not current, you will be required to fly (or sim) with an instrument instructor (CFII) and receive an instrument proficiency check (IPC).

The requirements for an IPC are more involved than maintaining your own instrument currency, and include such procedures as circling approaches, partial-panel approaches, single-engine approaches (for multi-engine pilots), and unusual attitudes. But an IPC is not a flight test. It's a flight lesson that ends with an endorsement, and can be done in a flight simulator.

Personally, I like having my CFII give me an IPC workout at least once a year, and the neat thing about using a flight simulator is that you can pick your weather. If you want to fly an approach to minimums, you can, and in reality, a lot of 100-hour-per-year instrument rated pilots pick their weather so they seldom if ever make an actual approach to minimums. Nothing wrong with that, but if ever faced with minimum flight conditions, it would be nice to have the confidence

to make the approach, and you only get that confidence through training.

Using the sim, the instructor can pretend to be an air traffic controller, so you don't have to sacrifice not practicing clearance read-backs and other ATC interactions in sim training.

Just like an actual flight lesson in an aircraft, you brief with the instructor before the flight to determine what approaches you will be executing and to determine student needs, and debrief following your lesson to see how well you did.

Of course, simulators are not perfect. The elevator control is especially sensitive as compared with an actual aircraft, but such sensitivity will only make you a better pilot, and your approaches in an actual aircraft, more precise.

In the sim, you can perform some maneuvers and in-flight emergencies safely and without damage to an aircraft, such as spin recovery, full power-out emergency landings, in-flight fires, an engine failure at 100 feet after takeoff, an engine out on an ILS approach in IMC, and other forced landing scenarios.

"Situational" training in a flight simulator teaches pilots to recognize an abnormal situation and what measures to take, so if the situation actually does arise, the pilot can react with knowledge, experience and confidence. There's no question that the things you learn in a simulator could save your life, and the life of your passengers.

Yeah, I was nervous entering "the box" at first... different instructor, the

sim has a slightly different instrument configuration, and the radios and GPS are different than what I am used to. But it took just a matter of minutes to get comfortable, and from there, the challenge was to just try and make the approaches as clean as I could.

My instructor was Steve Nuebel – an experienced air traffic controller, airline pilot and flight instructor. He was a controller in New York when the opportunity to fly regional jets with Com-Air came up. He has been a CFII at Roger Aviation since 1997.

We selected Flying Cloud Airport (FCM) and Anoka County-Blaine Airport (ANE) in the Twin Cities as the airports we would be practicing approaches. The approaches we worked on included the ILS approach to Runway 10R at FCM, VOR approach to Runway 9 at ANE, and VOR/DME approach to Runway 27 at ANE. We did a hold at the Gopher VOR, received radar vectors, and landed at each airport in simulated instrument conditions.

CONTINUED ON PAGE 46

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Landings - The Final Exam

by Jeffery Taylor

Aviation Consultant - WisDOT Bureau of Aeronautics

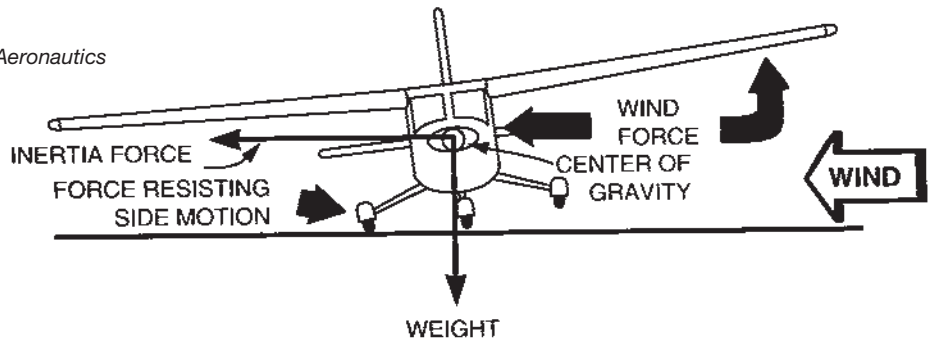
How have your landings been lately? If you're like me, you are never quite satisfied with how "good" your landings are. We may have had a great flight, held course and altitude within tight limits and made good choices regarding the weather and all of the myriad of critical decisions required during a flight. But we, and our passengers, look at the landing like a final exam. Without a smooth landing, we probably will give ourselves less than a passing grade.



Jeffery Taylor

They don't happen often enough, but I'm always in search of what I call a "roller." You know the kind. It's where everything comes together just right and you don't really feel the touchdown - you just hear the wheels start to roll. I can't think of a greater sense of accomplishment as a pilot than when I'm able to pull off a "roller."

While the perfect landing is always a goal, we all know surface winds, especially crosswinds, play a significant role in how good a landing we make. Crosswind landings are probably the most challenging maneuver for a pilot, and there are several strategies we can employ to increase our odds of a smooth landing.



Crosswind Approach and Landing

We all know crosswinds are a fact of life. Even when the METAR says the wind is calm, light and variable or even directly down the runway, you always have to be prepared for some wind drift. Many times, I've seen student pilots surprised by wind drift after being lulled into a sense of "no-wind" with this type of wind report.

There are two methods of accomplishing a crosswind approach and landing - the "crab" method and the "wing-low" method. Although the crab method may be easier for the pilot to maintain during final approach, it requires a high degree of judgment and timing in removing the crab immediately prior to touchdown. The wing-low method is recommended in most cases, although a combination of both methods may be used. Which method you use is a matter of preference and experience. I always encourage new pilots to use the wing-low method so they can get their hands and feet moving in the right direction, but you should also consider that passengers are a little uncomfortable with an extended final in a wing-low attitude.

Crosswind Final Approach

The crab method is executed by establishing a heading (crab) toward the wind with the wings level so that the airplane's ground track remains aligned with the centerline of the runway. This crab angle is maintained until just prior to touchdown, when the longitudinal axis of the airplane must be aligned with the runway to avoid sideward contact of the wheels with the runway. If a long final approach is being flown, the pilot may use the crab method until just before the roundout is started and then smoothly change to the wing-low method for the remainder of the landing.

The wing-low method will compensate for a crosswind from any angle, but more important, it enables the pilot to simultaneously keep the airplane's ground track and longitudinal axis aligned with the runway centerline throughout the final approach, roundout, touchdown, and after-landing roll. This prevents the airplane from touching down in a sideward motion and imposing damaging side loads on the landing gear. To use the wing-low method, align the airplane's heading with the centerline of the

runway, note the rate and direction of drift, and then promptly apply drift correction by lowering the upwind wing. The amount the wing must be lowered depends on the rate of drift. When the wing is lowered, the airplane will tend to turn in that direction. It is then necessary to simultaneously apply sufficient opposite rudder pressure to prevent the turn and keep the airplane's longitudinal axis aligned with the runway. In other words, the drift is controlled with aileron, and the heading with rudder. The airplane will now be side slipping into the wind just enough that both the resultant flight path and the ground track are aligned with the runway. If the crosswind diminishes, this crosswind correction is reduced accordingly, or the airplane will begin slipping away from the desired approach path.

To correct for strong crosswind, lowering the upwind wing a considerable amount increases the slip into the wind. As a consequence, this will result in a greater tendency of the airplane to turn. Since turning is not desired, considerable opposite rudder must be applied to keep the airplane's longitudinal axis aligned with the runway. In some airplanes, there may not be sufficient rudder travel available to compensate for the strong turning tendency caused by the steep bank. If the required bank is such that full opposite rudder will not prevent a turn, the wind is too strong to safely land the airplane on that particular runway with those wind conditions. Since the airplane's capability will be exceeded, it is imperative the landing is made on a more favorable runway either at that airport or at an alternate airport.

Flaps can and should be used during most approaches since they tend to have a stabilizing effect on the airplane. The degree to which flaps should be extended will vary with the airplane's handling characteristics, as well as the wind velocity.

Crosswind Roundout (Flare)

Generally, the roundout can be made like a normal landing approach,

but the application of a crosswind correction is continued as necessary to prevent drifting. Since the airspeed decreases as the roundout progresses, the flight controls gradually become less effective. As a result, the crosswind correction being held will become inadequate. When using the wing-low method, it is necessary to gradually increase the deflection of the rudder and ailerons to maintain the proper amount of drift correction. Do not level the wings - keep the upwind wing down throughout the roundout. If the wings are leveled, the airplane will begin drifting and the touchdown will occur while drifting. Remember, the primary objective is to land the airplane without subjecting it to any side loads that result from touching down while drifting.

Crosswind Touchdown

If the crab method of drift correction has been used throughout the final approach and roundout, the crab must be removed the instant before touchdown by applying rudder to align the airplane's longitudinal axis with its direction of movement. This requires timely and accurate action. Failure to accomplish this will result in severe side loads being imposed on the landing gear.

If the wing-low method is used, the crosswind correction (aileron into the wind and opposite rudder) should be maintained throughout the roundout, and the touchdown made on the upwind main wheel.

During gusty or high-wind conditions, prompt adjustments must be made in the crosswind correction to assure that the airplane does not drift as the airplane touches down.

As the forward momentum decreases after initial contact, the weight of the airplane will cause the downwind main wheel to gradually settle onto the runway.

In airplanes where the nosewheel steering is interconnected with the rudder, the nosewheel may not be aligned with the runway as the wheels touch down because opposite rudder

is being held in the crosswind correction. To prevent swerving in the direction the nosewheel is offset, the corrective rudder pressure must be promptly relaxed just as the nosewheel touches down.

Crosswind After-landing Roll

Particularly during the after-landing roll, special attention must be given to maintaining directional control by the use of rudder or nosewheel steering, while keeping the upwind wing from rising by the use of aileron.

While the airplane is decelerating during the after-landing roll, more and more aileron is applied to keep the upwind wing from rising. Since the airplane is slowing down, there is less airflow around the ailerons and they become less effective. At the same time, the relative wind is becoming more of a crosswind and exerting a greater lifting force on the upwind wing. When the airplane is coming to a stop, the aileron control must be held fully toward the wind.

Landing an aircraft is one of the most challenging and rewarding aspects of flying. Where else do you get such immediate feedback on your performance? We all know we could make the perfect flight, but your passengers will remember your flight by the landing you make. So get out and practice for that final exam. Fly safe and happy landings. Maybe your next one will be a "roller."

UPCOMING SEMINARS

Mechanic's Refresher & Inspection Authorization (IA) Renewal Seminar

This year's training seminar will be held in Stevens Point on February 26, 2006 at the Country Springs Hotel (formerly Holiday Inn). WisDOT holds the refresher course annually for A & P mechanics with inspection authorization that need to renew their authorization by attending eight hours of training. This year's agenda includes: a Cirrus Design representative who will

CONTINUED ON PAGE 43



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Some Things To Check Following Your Annual Aircraft Inspection & Routine Maintenance

by Chuck Swain

When we take our planes into the shop for an annual inspection and routine maintenance, any reputable aircraft technician thoroughly goes through every nook and cranny checking everything. Inspection plates are removed, controls are inspected, adjusted and lubricated.... the battery and ELT is checked and oftentimes removed from the aircraft for replacement or maintenance... the oil is changed and the cylinders are checked for compression.... the electrical system and lights are checked.... all of the surfaces of the aircraft are checked for damage... and there is a thorough review of Airworthiness Directives to ensure compliance, and much, much more.

If you have the time and interest, and if allowed by your aircraft technician, you might even take the day off from your regular job and participate in an "owner-assist" inspection. I highly encourage this – as does the FAA – so you might learn more about your aircraft, and help with some of the menial tasks which saves your technician time, and you money!

But have you ever thought of doing a thorough preflight inspection following your annual inspection? You might not think it is necessary because you have trust in your aircraft inspector, but besides being required by the FAA, it is definitely a good idea.

During an annual inspection, so much of the aircraft is either "opened up," as in the case of inspection plates, carpeting, covers and various components which are removed. In other

words, a lot of parts are disturbed during the process out of necessity.

Now with a conscientious aircraft inspector, everything will hopefully be put back together the way it was, or improved in most instances, and the aircraft will be ready to go. But if your technician is like most GA technicians, he/she works on an endless array of different types of aircraft, gets interrupted during the day while working like anyone else in any profession, including medical surgeons, and is watching the clock to make sure he/she gets all of his/her scheduled work completed in time to prepare for the next day, and to provide you with a cost-effective service without wasting your valuable time and money. An aircraft maintenance technician is also only human and subject to the same human errors that pilots are subjected to. He/she could make a mistake that could have a profound effect on your life, and the lives of your passengers. In other words, it is better to be safe than sorry!

Here are a few things to check before taking off following your annual inspection or other routine maintenance:

1) Conduct a thorough preflight inspection using your aircraft written checklist. Your written checklist will ensure that you do not forget any essential items. Save your memory for an emergency.

2) Make sure that any tow bars used to move your aircraft have been removed.

3) Look for any inspection covers that may not have been securely fas-

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tened, or are missing screws.

4) Check your oil dipstick to make sure oil has been added following the oil change, and check for possible leaks around the oil filter. If your aircraft technician has not yet completed a run-up following the oil change to check for leaks, be sure you do prior to leaving the ramp.

5) Inspect any aircraft components that may have been replaced, such as wheel pants, and tires to ensure proper inflation, and that the bolts and screws are securely fastened.

6) Be sure your ELT switch is in the "armed" position, and listen on 121.5 Mhz on your aircraft radio to ensure that the ELT has not accidentally gone off during maintenance.

7) Be sure to take a fuel sample to check for water and contaminants.

8) Immediately after engine start-up, check for proper oil pressure and engine operating temperature.

9) Prior to takeoff, conduct a complete engine run-up and again, check for proper oil pressure and engine operating temperature. If you suspect anything out of the ordinary, taxi back and monitor the gauges, unless, of course, there is a huge problem, then shut down the engine and call for a tow.

10) Also prior to takeoff, make sure that both aileron and rudder trims are in their neutral or takeoff positions, conduct a complete flap operating check, and check to make sure all control surfaces feel well connected, secure and have free movement. Look at the controls as you move them to make sure they operate in the correct direction. Make sure that all doors and windows are closed and latched (including the baggage component prior to entering the aircraft), and complete all other items on the prior-to-takeoff checklist making doubly sure that the fuel valve is where you want it to be and that the radio frequencies haven't been changed. Make sure that everything in the cockpit is where it was when you brought the aircraft in. Headsets, flashlights, charts, fire bottles, etc., and by the way, make sure you have changed the

batteries in your flashlight, as this too is the pilot's responsibility.

11) On the takeoff roll, watch for any peculiarities in handling characteristics, or unusual sounds, smells and instrument readings.

12) Stay in the pattern for a few minutes to ensure that all systems are operating properly. You may even wish to practice a couple of touch and goes to give you and your aircraft plenty of time to fly within a safe operating environment in the event of a mechanical problem.

Remember, the ultimate responsibility for the condition and upkeep of aircraft is that of the owner and pilot, so be sure to always conduct a thorough "post inspection" after leaving your favorite maintenance facility, and prior to takeoff.

We welcome your feedback on this article, and suggestions for future topics. Email dave@midwestflyer.com. Thank you! □

EDITOR'S NOTE: Chuck Swain has been an aircraft maintenance technician for nearly four decades, and has successfully operated Beaver Aviation, Inc. at Dodge County Airport, Juneau, Wis., for most of his career. Swain is a past president of the Wisconsin Aviation Trades Association, and a past board member. He has represented the aviation industry on various state aviation committees and advisory councils. □

Ask Pete!

by Pete Schoeninger

Email your questions
to hpfarm@centurytel.net

Have a question about operating your aircraft in a safe and efficient manner, buying or selling a plane, or aircraft ownership? Then "Ask Pete," Pete Schoeninger.



Pete Schoeninger

Q: For years I have resisted buying an engine heater as I rarely fly in the winter. Now, I will be flying more in the winter. Do you really think I should get a preheater...and do you have any tips on how to use one?

A: Yes, get one, and get a good one. Unless the heater manufacturer recommends differently, I would recommend NOT leaving the heater on continuously for weeks at a time (some heaters can make some condensation.) Also make unplugging the engine heater one of the last things you do before your preflight and launch, instead of one of the first. I have seen owners unplug their heater, then spend 45 minutes preparing for a flight, and then have an ice cold engine to start. Remember, the engine is cold designed to dissipate heat, not retain it! □

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Raymond J Rought, Director

Dan McDowell, Editor

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Airport Tenant Groups – One Way To Work Together

by Ray Rought, Director

MNDOT Office of Aeronautics

In a previous column, I asked the question ‘why are you holding short?’ I asked this in reference to why aviators are not out there in large numbers talking to, and educating their city, state, and federal leaders about aviation. For aviation, or any worthwhile cause, program, or function to survive the pressures of the various competing or opposing forces, it takes a concerted and consistent effort by the



Ray Rought

supporters of that “function” to help ensure it is successful and grows.

When aviators work together, what can be accomplished overall is amazing. Start by developing an active, cohesive “airport tenant group.” By simply keeping up an open dialogue with the airport manager, and local, state, and federal leaders, tenants – together with other aviators and aviation supporters – can help to ensure the continued support and growth of aviation.

Anoka County-Blaine Airport, and Minneapolis-Crystal Airport in the Twin Cities, for instance, have strong and very active tenant groups. The achievements of these groups are evident in the continued growth and suc-

cess of their airports. These groups work to help their airport managers understand and meet the needs of the tenants and users. They also help ensure that there is a good conduit for two-way flow of information on their airport.

Airport tenant groups can also help organize airport open houses, fly-ins and air shows, and implement AOPA’s Airport Watch Program to safeguard the security of their local airport. One can also see clearly that an airport without a strong and viable tenant group faces significant challenges in today’s competitive and fiscally restrained environment.

With airport tenants and users working together to support, improve, promote and protect their airports, as well as to have their individual needs met, the end-result of their “team” efforts will be a better airport for them and their community. □

PASSION FOR FLIGHT

MNDOT Aeronautics Welcomes Trina Kokenge To Staff

Trina Kokenge, a highly experienced professional pilot, flight instructor and aircraft owner/operator, joined the Minnesota Department of Transportation, Office of Aeronautics, as an aviation representative, January 3.



Trina Kokenge

Yakima, Washington, and attended San Diego State University, where she earned a degree in English. While at the University, she enjoyed watching aircraft flying around the campus. It was then that she decided, “I want to learn to fly!”

Kokenge began her flying career with gusto, earning her private pilot certificate and continuing on to earn her instrument rating, and commercial and flight instructor pilot certificates. She then moved to Middleton, Wisconsin, where she worked as a flight instructor.

As her aviation capabilities continued to grow, Kokenge began flying for Skyway Airlines, based in Milwaukee, Wisconsin, flying the Beech 1900 for three years. Her skills and professional attitude helped her to earn a slot flying for Northwest Airlines (NWA). There she flew the DC-9, Airbus A-319 and A-320, and the Boeing 757. She completed more than six years of service with NWA.

Kokenge owns a Decathlon 8KCAB. “I love flying low and slow, and seeing the countryside.” said Kokenge. “A person can miss a lot of beauty when flying at high altitude.”

Kokenge’s uncle who used to fly for the airlines, encouraged her in her aviation career. Her father obtained

his private pilot certificate right about the time she obtained her CFI.

Kokenge holds an ATP single and multi-engine land, and a commercial

single-engine seaplane rating. She is a CFI ASEL, AMEL, Instrument Instructor, and an AG II. Kokenge's dedication and passion for aviation

are readily evident. Now, aviation in Minnesota will be the beneficiary of her many talents, skills, and passion for flight. □

Winter Flying Tips

by Trina Kokenge

As the weather approaches colder temperatures, it is appropriate to review winter flying. Not only does your aircraft need special attention, pilots and passengers may need to remember winter weather tips as well.

Colder temperatures are difficult for aircraft, especially during engine starts below freezing. Before flying, it is important to pre-heat the aircraft's engine compartment to ensure oil temperature and pressure can be attained as the engine is started.

Ways of assuring this are:

1. Placing aircraft in a heated hangar.
2. Pre-heating the engine compartment with hot air.
3. Using a plug-in oil tank heater, which a mechanic can install in your aircraft.
4. Wrapping the cowl with insulators such as cowl wraps, blankets or carpeting, after flying to retain any residual heat.

Check your aircraft's Pilot Operating Handbook. It may recommend using a winter weight of oil during the colder months to decrease viscosity. During engine start, the pilot should closely monitor the aircraft's oil temperature and pressure gauges to ensure the engine is receiving oil. It is possible that cold, congealed oil may not provide the lubrication necessary for the engine's cylinders. During the aircraft run-up, if the aircraft has a controllable pitch propeller, cycle the propeller several times to displace any cold oil out of the propeller hub. During flight, continue watching the engine gauges for any change in oil temperature or pressure.

During winter flying, you may

briefly stop at an airport with minimal aircraft services. In these instances, to maintain residual heat from the aircraft's engine, bring along a blanket or cowl wrap.

Passengers and pilots should be cognizant of colder temperatures as well. It is easy to prepare a few essentials to bring along on your flight if you find yourself with an unexpected stop, or emergency.

Some items to bring along on your flight include:

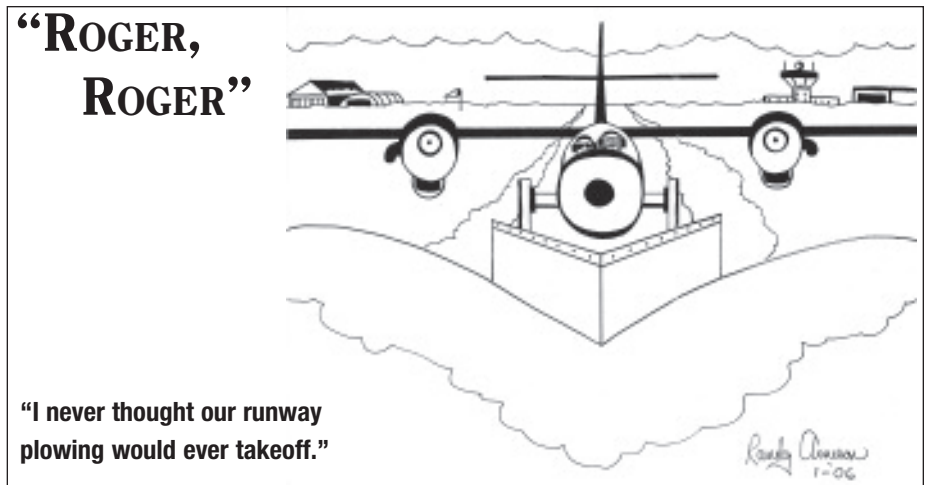
1. Hat, gloves and scarf.
 2. Snow boots and heavy socks.
 3. Goggles or sunglasses for intense sun.
 4. Matches, lighter and a flashlight.
 5. Blanket, sleeping bag or portable silver insulating blanket.
 6. Shake-to-activate hand warmers.
 7. Thermos of hot water and non-perishable food.
 8. Length of rope to use as a tie-down or for shelter purposes.
 9. First Aid Kit.
- It is quite likely to survive an off-airport landing during the winter only to be confronted by exposure to the

elements, which can cause injury or death. If you find yourself in this scenario, it may be best to consider the following points:

1. Stay with your aircraft. It will provide shelter and warmth. It will also be the first place emergency responders will look for you.
2. If your aircraft radio still works, attempt to broadcast on 121.5 to other airborne aircraft.
3. Ensure your ELT is operating and transmitting an emergency signal.
4. Use your cell phone if possible to make a call to authorities.
5. If your GPS is operational, determine your exact position.
6. If possible, use a portion of your aircraft, or a highly visible item you can find, to allow aircraft from the air to spot your position.

By staying with your aircraft, emergency workers will have an easier time finding you. It will also be safer for you to stay out of the elements until help arrives. It is easy to become disoriented, and any injuries you may have sustained may degrade your decision-making skills.

These tips may increase the amount of cargo you carry, decreasing your useful load, but should be considered essential during winter flying. □



MINNESOTA AVIATION TRADES ASSOCIATION

Fergus Falls Teen Wins MATA Essay Contest



Butch Detjen congratulates Evan Culbertson.

Each year, the Minnesota Aviation Trades Association (MATA) sponsors an essay contest in which students of all ages may write an essay describing why



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they would like to learn to fly. The winning essay receives a \$1,000 scholarship to be applied to flight training at an MATA-member flight school.

Evan Culbertson, 17, of Fergus Falls, Minn., won the 2005 contest. He is taking flight training at Alexandria Aviation in Alexandria, Minn.

MATA board member, Butch Detjen of Airways Aviation Center, Grand Rapids, Minn., presented the check to Culbertson during the MATA Convention, October 28, 2005, at the Embassy Suites, St. Paul, Minn. □

WHY I WANT TO LEARN HOW TO FLY

by Evan M. Culbertson

I want to learn how to fly for one reason only: it's my passion. Since I was 14 years old, I have slowly been adding hours into my logbook, but I was introduced to flying when I was much younger.

A friend of my father's had just received his Private Pilot Certificate and started taking me for rides. Ever since, he tells people that I have caught the "bug."

This man has really been an inspiration to me, not only as a wonderful friend, but as an awesome pilot who has taught me many great things that I will need as a pilot, which is why I have decided that I want to pursue a pilot career after I graduate from college.

Sure, there are many other jobs out there that pay a lot more and probably offer better benefits. But there is no other job out there that allows for a person to experience the world in a whole different view and actually enjoy their work.

I just recently received my Private Pilot Certificate. I live in a very large family (seven people), and most of the income is directed towards the necessities. Therefore, I have been paying for my lessons by myself. I am a senior in high school and a freshman in college, have three different jobs and no time to play any sports because I have devoted my

spare time to work and paying for my lessons. Last month I decided it was time to finally get my license after three years of slowly accumulating hours. A month later, I am now a certified Private Pilot (with only 41.5 hours), and I'm going to experience the world as a pilot (at the age of 17). This scholarship would help me meet my expenses so I can continue flying by paying off my bill at the local flight school. It would also give me a good start on my instrument training, which I plan to start within the next month. □

Columbia Reduces Price On 350

WILLMAR, MINN. – Columbia Aircraft Manufacturing Corporation (CAM) has reduced the base price of the Columbia 350 by just over \$20,000 effective immediately. For additional information, contact Bruce Jaeger at Willmar Air Service at 1-800-279-1545. □

New Website At ASI & Modern Aero

EDEN PRAIRIE, MINN. – ASI Jet Center and Modern Aero, Inc., located at Flying Cloud Airport, Eden Prairie, Minn., has launched a new website, highlighting among other things ASI's new 33,000 sq. ft. corporate aircraft hangar and office complex, which is Flying Cloud Airport's largest hangar.

See www.asijetcenter.com or www.modernaero.com, and the pilot store at www.pilothq.com. □

Owner of St. Croix Hot Air Balloons Dies

LAKELAND, MINN. – The owner of St Croix Hot Air Balloons, Richard S. "Dickie" Cool, 48, died October 28 of an apparent heart attack. He is remembered by friends and customers as an expert balloonist and for his captivating personality. □

A Life of Flying

by Noel Allard

Gordon K. "Gordy" Newstrom (1912 - 2005)

In 2005, the aviation community recorded the passing of a great pilot, instructor, airport operator and promoter, and gentleman, Gordon K. Newstrom. "Gordy" to his many friends, was born in Minneapolis, Minnesota, in 1912. He was 12 years old when he had his first glimpse of the wonders of aviation when a seaplane landed on Rainy Lake at Marcell, Minnesota, where he was living. At age 15, in 1927, thrilled about Lindbergh's famous flight, Newstrom took his first airplane ride and in 1929, witnessed a big fly-in airshow at Coleraine, Minnesota. A sister ship of the "Spirit of St. Louis" being flown by Dusty Rhodes was giving rides and making big bucks. At that time, Newstrom was working as a fishing guide at another lake nearby. He contacted Rhodes and made arrangements for giving rides at this lake, which was also successful and made Newstrom proud. Newstrom then convinced Rhodes to do the same thing again in 1930, but this time he made Rhodes share the rewards. Newstrom was a businessman!

Fast forward to 1942. After 12 years of guiding, working as a carpenter and construction worker, getting married to his wife, Sylvia, and with only few chances to take an occasional flying lesson, Newstrom finally earned his Private Pilot Certificate. He joined the Civil Air Patrol, and became part owner of a T-Craft. During a trip to Minneapolis, he joined the Air Corps and began a training course in the WTS, from which he earned his instructor's rating. He was then sent to Duluth, Minnesota, as an instructor teaching Naval cadets the art of flying. He was then transferred to Albert Lea, Minnesota, to instruct for fixed base

operator, Vern Georgia. When the WTS came to a close in 1944, Newstrom returned to Coleraine where he took over teaching there. He started Mesaba Aviation and soon involved his brother, Don, as bookkeeper. In 1946, Newstrom purchased a Seabee aircraft, and then a cabin Waco with which he gave sight-seeing rides and flew charters.

Newstrom continued training pilots under the GI Bill. He built a hangar on the airport, then another at the adjacent lake for seaplanes. More planes were acquired and the airport was lengthened thanks to Newstrom's lobbying of the city council. With a reputation for success, the City of Grand Rapids sought him out in 1949 and convinced him to open a branch of Mesaba Aviation there. Newstrom also operated offices at Deer River and Isle, Minnesota. More planes, more employees, more ratings came to pass. Newstrom taught his brothers Don and Curt, and his father (at age 63) to fly. He was designated a flight examiner and over the course of his career, gave more than 4,000 tests.

When the Coleraine Airport hangar burned in 1950, Newstrom drew in his wings and concentrated on the operation at Grand Rapids. He sprayed crops, taught float flying, and saw his students graduate to become airline pilots. He sold a record num-



Gordy Newstrom Field, Grand Rapids, Minnesota

ber of planes as a Cessna dealer. When the Blandin Paper Company offered him a lucrative charter contract, he bought more new planes, including Cessna 401s and 402s. He estimates he made over 600 charter trips for Blandin into Minneapolis and Chicago alone. In 1970, Newstrom sold Mesaba Aviation to the Halvorson family of Duluth. It was later sold to the Swenson family who turned it into a successful feeder airline contracted to Northwest Airlines. An associated travel business that Newstrom started was also sold to the Halvorsons. Newstrom was the main drive to further the expansion and improvement of the Grand Rapids Airport, which is named in his honor, "Gordy Newstrom Field."

Newstrom was the guru of seaplane instruction and wrote a guidebook entitled "Fly a Seaplane," which sold around the world and is still selling today. Newstrom was a modest man, a great storyteller, and above all,

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Photo by Dave Weiman

Gordy Newstrom shows respect for the American flag during opening ceremonies at the 2003 Minnesota Aviation Hall of Fame.

a gentleman. His life was touched several times by tragedy. He and Sylvia lost a daughter when she was 8 years old. Their son, Keith, flying four passengers for a small corporation out of Anchorage, disappeared on a flight in 1984. The U.S. Air Force and Civil Air Patrol searched for weeks, but could not locate the airplane. Newstrom flew to Alaska to personally take part in the search, and returned to Alaska in the summer for six more years to fly back and forth over the route his son was thought to have taken - to no success; no sign of Keith was ever found. In later years, Sylvia, who was crippled by a fall, was in a nursing home and Newstrom visited her several times a day. He told me in a letter, "I miss her badly."

She preceded Newstrom in death.

Many awards were bestowed on Gordy Newstrom over the years, including one by Governor Perpich in 1977 that named February 12th, "Gordon Newstrom Day." He was honored by Sherm Booen on WCCO radio and TV as a "Good Neighbor," by Edo floats, Cessna, the City of Grand Rapids as "Businessman of the Year," and by the Minnesota Department of Transportation, Office of Aeronautics, and the Federal Aviation Administration. In 1996, Newstrom was inducted into the Minnesota Aviation Hall of Fame. With Newstrom's death, an important figure in our fraternity is gone. □

EDITOR'S NOTE: Noel Allard is president of the Minnesota Aviation Hall of Fame.

HONDAJET FROM PAGE 24

avionics system, as well as an auto-pilot function.

To date the HondaJet has completed more than 156 hours of flight-testing since December 2003. So far it has achieved an altitude of 43,000 feet and an airspeed of 393 knots (at ISA+8 degC condition).

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in 29 nations. Honda began operations in North America in 1959 with the establishment of American Honda Motor Co., Inc., Honda's first overseas subsidiary. Honda began assembling motorcycles



HondaJet's instrument panel.

in the U.S. in 1979, with U.S. automobile manufacturing starting in 1982. Honda now employs more than 26,000 Americans in the design, manufacture and marketing of its products in the U.S. Honda currently builds products in 12 manufacturing plants in North America, with three major R&D centers in the U.S.

For information on the HondaJet, go to <http://world.honda.com/HondaJet> □

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Tax Assessment Poses Greatest Threat To Private Airport



A new industrial park is located west of Blackhawk Airfield, Cottage Grove, Wisconsin.



The roof of a newly built children's day care center can be seen on the approach end to Rwy. 9.

Photos by Tom Thomas

and revenue.

Efforts to get the Village of Cottage Grove to buy the airport have failed up to now, even though 95 percent of the purchase price could be paid for with federal dollars from the Airport Improvement Program, and 2.5 percent with state dollars, leaving only 2.5 percent of the cost to the

municipality. The next likely buyer would be Dane County, but there's no offer on the table right now. If the village or county would buy the airport, the airport would also be eligible for federal and state dollars to make improvements, and there would be more protection against encroaching development.

With Middleton-Morey Airport on the west side of Madison, and Dane County Regional Airport on the north central part of the city, having

airports COTTAGE GROVE, WIS. – If it wasn't enough that after spending thousands of dollars to install a paved crosswind runway, having its reliever airport status taken away from the FAA because of new requirements, being denied the right to convert the property to a residential airpark, and most recently having air safety jeopardized because of private development off the approach end of a runway, Blackhawk Airfield (87Y) in Cottage Grove, Wis., has now

had its property taxes nearly triple!

Rumors that the airport has been sold to a developer are not true, according to owner, David Strassman, but the airport's property taxes have increased, making it increasingly difficult to operate it as a private airport. In 2003, Strassman was paying \$9,500 a year on the 120-acre parcel. Strassman's 2004 and 2005 tax bills were \$25,000 because the property is now being assessed as "development land," regardless of its current use

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Blackhawk Airfield on the east side of Madison makes for a good system of airports serving Dane County.

Proponents hope local government will realize the benefit of this transportation system to the community, and do what it takes to ensure its longevity. □

AOPA Offers Guidance For Saving Private Airports

Suddenly, the rumors start: Your favorite privately owned airport is going to be sold to a developer! What can you do? "If the airport is privately owned, it's much more difficult to prevent its closing," said Bill Dunn, AOPA vice president of airports. "While there is much less pressure that AOPA can bring, it's still possible to save it. And success is more likely when the majority of local pilots are involved--and involved early." To help with that, AOPA has just prepared a new "white paper" titled "Airport Closures at Privately Owned/Public-Use Airports." Download the document (<http://download.aopa.org/epilot/2006/060103airports-paper.pdf>). □

Proposed Wind Turbines Threaten New Airport

MIDDLETON, WIS. – The Federal Aviation Administration (FAA) has given its approval for the construction of two 420 ft. wind turbines 3.6 nm north of the new Middleton Municipal Airport/Morey Field (C29) after essentially a no-comment period. The FAA has made a determination that although these structures exceed their obstruction criteria for tall structures,

they would not be a hazard to air navigation. The FAA did allow interested parties to file a petition with the FAA in Washington, which could derail the project. From the date of the FAA's determination of no hazard to air navigation, concerned parties had only 30 days to respond.

The person/company proposing the turbines is from Elgin, Illinois, not Wisconsin, much less the Middleton area. A spokesman against the project said, "the wind turbines can be located somewhere else... the Middleton Airport can't be moved."

"With a public investment in the millions of dollars in the new airport, one has to question why the federal government would allow something to be built in such close proximity that it would raise the minimum radar vectoring altitude for instrument flights (to Dane County Regional Airport, located approximately 5 miles from Morey's, from 2,400, to 2,600 ft. AMSL), as well as create a problem for aircraft operating under VFR in the Middleton/Waunakee area," said Tom Thomas, a member of the University of Wisconsin Flying Club and a former official with the Wisconsin Bureau of Aeronautics. "Our airspace around airports can't be replenished... what we have is what we got. Once gone, it's gone!"

Thomas went on to say that with a top elevation of 1,578 ft. MSL, the turbines would be 652 ft. above Morey's airport elevation due to the higher elevation of the proposed site. Although they would be just outside the FAA's airport traffic pattern airspace criteria, they would only be 358 ft. below C29's traffic pattern altitude of 1,926 ft. If at any time a right traf-

fic requirement went into effect for Rwy10, this would basically put aircraft on the turbine side of the pattern. With the tall television tower 4 miles to the south with a top elevation 1,623 ft. above Morey's airport elevation, the turbines have the potential of 'boxing in' the airport.

Also, the floor of Class C Airspace in that area is 2,300 ft. MSL. With tops of 1,578 ft. MSL, that only gives 722 ft. to fly through in that area. If VFR pilots are required to be at least 500 ft. from any structure, that gives them only 222 ft. of airspace to maneuver in the area of the turbines. On a hazy day in the summer with low sun angles, the challenge of seeing and avoiding these turbines becomes more exciting.

Thomas concluded by saying, "We all must stay vigilant toward protecting our local airports. And with proactive responses by local pilots and the state, it is unlikely the turbines will be constructed." □

Minneapolis-Crystal Airport Website

CRYSTAL, MINN. – The Crystal Airport Community Group has developed a new website for the purpose of promoting aviation and enhancing flight safety. There are discussion forums, an events calendar, photo gallery, and links to other websites. See www.crystalairport.org. □

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NOT CALENDAR LISTING INFORMATION

* Indicates any new or updated calendar listings since the last issue.

FEBRUARY 2006

- 11-12* **AITKIN (KAIT), MINN.** - "Sweetheart Ski Plane Fly-In" 11am-3pm. Chili, hot dogs and hot apple cider. R/W 8-26 groomed for ski planes. 218-927-4104. miknjake@aitkin.com www.aitkinaviation.com
- 18* **ST PAUL, MINN.** - Fleming Field South Annual Ski-Plane Fly-In 11am-1pm. Everyone eats free. Door Prizes. 612-849-9828. snellj36669h@hotmail.com
- 20-22* **SIoux FALLS, S.D.** - Tri-State Convention, Minnesota Agricultural Association, ND Agricultural Aviation Association & SD Aviation Association at the Sheraton Hotel & Sioux Falls Convention Center. 605-258-2199.
- 25* **EDEN PRAIRIE, MINN.** - Minnesota Safety Seminar and Air Expo at ASI Jet Center, Flying Cloud Airport. Registration starts 8am. Free Safety Seminars. Chili Feed & Rare Aircraft Display. (See Page 11.)
- 26* **WARROAD (KRRT), MINN.** - Ski Plane Fly-In & Breakfast. Ski Planes land on the river and Wheel Planes at the airport. 8am-1pm. 218-386-1818. dpaulson@ssbwarroad.com

MARCH 2006

- 4* **DULUTH (DYT), MINN.** - LSC Students Ski/Wheel Plane Fly-In, Buffalo Burgers. 218-723-4880 or j.salinas@lsc.edu
- 5-7* **BISMARCK, N.D.** - Upper Midwest Aviation Symposium at the Ramkota Inn. For Info call 701-223-0441. For registration call 701-663-0669.
- 11* **SUPERIOR (KSUW), Wis.** - Fly-In & Open House 9am-3pm. Chili Feed at Noon. 218-729-7764. www.eaa272.org
- 20-21* **ST. PAUL, MINN.** - 2006 Minnesota Aviation Maintenance Conference at the Radisson Riverfront Hotel. 800-657-3922 ext 3652. www.dot.state.mn.us/aero
- 25 **DAYTONA BEACH, FLA.** - International Women in Aviation Conference. 937-839-4647. www.wai.org

APRIL 2006

- 4-10* **LAKELAND, FLA.** - Sun 'n Fun Fly-In. Visit website: Sun 'n Fun 2006 to purchase tickets. www.sun-n-fun.org
- 19-21 **WILLMAR, MINN.** - 2006 Minnesota Airport Symposium "Transition In Aviation," 218-828-5049.

MAY 2006

- 1-3 **GREEN BAY, Wis.** - 2006 Wisconsin Aviation Conference (715-358-2802) at the KI Convention Center and Regency Suites Hotel.
- 6* **KNOX (OXI), IND.** - Starke County Airport Pancake Breakfast. 574-772-5001.
- 9-10* **MOLINE, ILL.** - 2006 Illinois Aviation Conference (217-785-8516) at The MARK. Conference Hotel will be the Radisson Hotel.
- 10* **MOLINE, ILL.** - Illinois Aviation Hall of Fame Banquet (217-785-8516). Reception at the John Deere Commons & Dinner at The MARK
- 13* **BLOOMINGTON, MINN.** - Minnesota Aviation Hall of Fame at the Ramada/Thunderbird Hotel. 5:30pm Social Hour. Reservation for the event is \$35 per person payable to MAHOF, 1101 E. 78th St., Suite 150, Bloomington, MN 55423 by March 30.
- 20-21* **IOWA CITY (KLOW), IOWA** - Eastern Iowa Big Kids Toy Show. Fly-In Breakfasts 7am-1pm. 888-925-3947.
- 21* **ROMEoville (LOT), Ill.** - Fly-In Breakfast 7am-Noon at Lewis Romeoville Airport. 630-243-8213

JUNE 2006

- 1-3 **LA CROSSE, Wis.** - Deke Slayton Airfest. 608-779-9994. www.airfest.com
- 3 **FREDERICK, MD.** - AOPA Fly-In. 1-800-USA-AOPA www.aopa.org
- 4* **AUDUBON, IOWA** - Breakfast 6:30-10:30am. 712-563-3780.
- 4* **REEDSBURG, Wis.** - Fly-In Breakfast 7a-Noon. 608-524-6888. donhull@mwt.net
- 11* **WATERTOWN, Wis.** - Wisconsin Aviation's Annual Open House & Pancake Breakfast. 7am-Noon. Static Aircraft Display & Airplane Rides. 920-261-4567.
- 24-25* **BRainerd, MINN.** - Air Show.

JULY 2006

- 8 **PHILLIPS, Wis.** - Float/Fly-In, 8am plane rides, aerobatic show, planes/seaplanes on display. Breakfast 8-11am. 800-269-4505.
- 8* **SUPERIOR, Wis.** - Pancake Breakfast 8-11am. 218-729-7764. www.eaa272.org
- 9* **MIDDLETON (C29), Wis.** - Fly-In Breakfast at Morey Airport. 7:30am-Noon. 608-836-1711.
- 24-30 **OSHKOSH, Wis.** - EAA AirVenture 2006. www.airventure.org

AUGUST 2006

- 5-6 **MILACA (18Y), MINN.** - Fly-In Breakfast / BBQ & Camp Out. 5th Camp out & Pot Luck BBQ (grills provided). 6th Pancake Breakfast 7am-Noon. 612-559-1907. www.milacaairport.com
- 13* **LONGVILLE (KSVG), MINN.** - Pancake Breakfast & Classic Car Show 8-11am. 218-363-3267.

SEPTEMBER 2006

- 9* **OSCEOLA (OEO), Wis.** - Wheels & Wings Pancake Breakfast. Classic Aircraft & Cars. 715-294-2618.
- 30* **HANOVER (64I), IND.** - Wood, Fabric & Tailwheels Fly-In at Lee Bottom Flying Field. www.LeeBottom.com

OCTOBER 2006

- 17-19 **ORLANDO, FLA.** - National Business Aviation Association, Inc. Convention: www.nbaa.org

NOVEMBER 2006

- 9-11 **PALM SPRINGS, CALIF.** - AOPA Expo 2006 1-800-USA-AOPA www.aopa.org

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MECHANIC'S SEMINAR FROM P. 31 discuss composite airframe repair; nationally recognized experts from the FAA who will present information on Airworthiness Directives affecting certain Lycoming crankshafts; human factors associated with maintenance technicians; and dealing with aging aircraft - specifically the Cessna 400 series and Beechcraft T-34 Mentors. Approximately 30 vendors will be available to discuss their products during breaks. Registration is \$25, which includes lunch. More information can be found on the WisDOT Web site at: <http://www.dot.wisconsin.gov/news/events/air/aviation-mechanic-seminar.htm>

Flight Instructor Refresher Course (FIRC)

The Wisconsin Department of Transportation and Gateway Technical College will co-sponsor the next FIRC, which is scheduled for March 4th and 5th in Kenosha at the

Gateway Technical College campus. The course was recently revamped with a strong emphasis on scenario based training and the new FAA/Industry Training Standards (FITS). Training under FITS has become an emphasis for the FAA to develop flight training programs that are more convenient, accessible, relevant and less expensive to today's pilots. The course is open to Certified Flight Instructors whose certificates expire in March, April, May or June of 2006. Other pilots can audit the course at a reduced fee and receive a certificate of completion. Speakers at the FIRC will include Rusty Sachs, Executive Director of the National Association of Flight Instructors and several Designated Pilot Examiners who will provide an insightful perspective on flight training. For more information, visit the WisDOT Web site at: <http://www.dot.wisconsin.gov/news/events/air/firc.htm> □



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The 99th Pursuit Squadron: Before Tuskegee

by Mark D. Hanson



99th Pursuit Squadron graduating class, Chanute Field, Illinois.

(Octave Chanute Aerospace Museum)



Officers and enlisted men outside barracks, Chanute Field, Illinois.

(William R. Thompson Collection)



99th Pursuit Squadron mechanics, North Africa.

(Octave Chanute Aerospace Museum)

history

By the late 1930s, denying black Americans equal opportunities was well established. By 1940, pressure from black activists and press organizations had gained a tenuous foothold in the War Department. An all-black pursuit squadron was forming in the U.S. Army Air Corps. For some, the squadron was an experiment to legitimize segregation and exclusion. For others, it was the hard fought opportunity to prove the capability of black Americans to fight for their country. The product was the famed Tuskegee Airmen of World War II; the first squadron of which was the Fighting 99th.

The Tuskegee Airmen were more than just fighter pilots. For every pilot, a team of ground crewmen supported and enabled the efforts in the air. The importance of ground crews was recognized at the inception of the 99th Pursuit Squadron. Therefore, the birth of the Tuskegee Airmen did not occur at Tuskegee, Alabama, but at Chanute Field, Illinois, one of the premier technical training bases in the country.

The 99th Pursuit Squadron was activated on March 22, 1941 at Chanute Field. Six of the original men sent to Chanute were trained as tactical officers. William R. Thompson and William D. Townes (armaments and weapons), Nelson Brooks and Wardell W. Stevenson (communications), and Elmer D. Jones and James L. Johnson (engineering) formed the officer corps of

the 99th. In addition to their technical courses, the tactical officers also received officer's training. There were 278 enlisted men trained as armorers, metal workers, mechanics, welders, parachute riggers, teletype operators, weather observers and forecasters, Link trainer instructors, radio technicians, and clerks.

The practices of segregation and discrimination at Chanute were less pronounced than those at Tuskegee, but they did exist. The 99th was not issued the standard uniform; instead they received only fatigues. With the exception of the classroom, all of the facilities for the 99th were segregated, and by no means equal to their white counterparts. The enlisted men were also tasked with hauling coal before classes each morning. The obstacles and discrimination faced at Chanute continued and escalated throughout the squadron's career.

Despite the hardships, the men of the 99th excelled and persevered. Academically, the squadron achieved the highest cumulative grade point average to date, and one that has not been equaled since. The 99th also excelled at intramural sports. The squadron won the 1941 base track competition, and Anthony Jones won Chanute's heavyweight boxing title, and reached near celebrity status. Socially, the men started a glee club and a Bible study group called the 99th's Christian League.

On July 19, 1941, the first 12 aviation cadets and one officer began pilot training at Tuskegee Army Air Field,

Alabama. Pilots were not trained at Chanute. The commandant of cadets was Captain Benjamin O. Davis, Jr. On September 2, Davis became the first black pilot to solo in the U.S. Army Air Corps. The Chanute detachment was transferred south in October to join the pilots.

The first members of the 99th Pursuit Squadron broke new ground, and started the tradition of technical and academic excellence, which came to characterize the Tuskegee Airmen. Perhaps Raymond E. O'Neil, the base commander at Chanute, summed it up best when he said of the 99th: "These men are good soldiers . . . this is the Army, and it is a serious business with them!"

The partial integration that existed at Chanute Field was not practiced at Tuskegee, and the aggressive adherence to the policy of segregation and racially spurred inequities were shocking. But the 99th, as the first black unit in the Air Corps, would break barriers through which all others would follow. Benjamin Davis, Lemuel Custis, Charles Debow, Mac Ross, and George Roberts received their wings on March 7, 1942, and Davis took command in August. Yet, the men remained mired at Tuskegee; a skilled combat unit devalued by race. Amid fears that the 99th would not be deployed, Davis reassured his men: "My greatest desire is to lead this squadron to victory against the enemy." Finally, championed by Eleanor Roosevelt, the 99th was scheduled for deployment.

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The International Council on Air Shows (ICAS) - the industry authority on air shows recently held an awards ceremony at their annual conference in Orlando, Florida.

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In April of 1943, the 99th Fighter Squadron (redesignated as such, May 15, 1942), and the Army Air Force Service Detachment #99 which maintained it, were deployed to North Africa to fly P-40s. Criticized for poor performance, the squadron was more than capable, but stifled by severe bias in mission assignments. The squadron moved from North Africa to Sicily, and then Italy. The 99th bounced between several fighter groups, but became known as an elite ground attack unit. By July of 1944, the squadron had flown 500 missions in five campaigns, encountered the enemy on 3,277 sorties, claimed 17 aerial victories, and destroyed countless ground targets.

The 99th and Service Detachment #99 were assigned to the 332nd Fighter Group at Ramitelli Airfield, Italy, on July 6, 1944. The 332nd was comprised of the all-black 100th, 301st, and 302nd Fighter Squadrons, and the 366th Service Squadron. The

four fighter squadrons of the Tuskegee Airmen were together at last, flying the hallmark red-tailed P-51s. Their primary mission was bomber escort. The 332nd produced no aces (pilots claiming five or more aerial victories), but nor did they lose a single bomber to enemy aircraft. Quite a feat considering their missions took them to Ploesti, Vienna, Munich, and Berlin.

The 332nd Fighter Group flew its last mission of World War II on April 30, 1945. Despite their achievements, sacrifice, and service, the veterans of the 332nd received little welcome upon returning home. The color blind attitudes the 99th had helped nurture during war time, did not yet extend to peace time.

The Tuskegee Airmen are an important part of our nation's history. Their sacrifice, courage, and triumph over adversity are a timeless legacy for all Americans. The Octave Chanute Aerospace Museum, located in Rantoul, Illinois on the former Chanute

AFB, is developing a new 99th Pursuit Squadron project. For more information, call 217-893-1613. □

Aviation Legend Dean Crites Dies

WAUKESHA, WIS. – Aviation pioneer Dean Crites died December 25, 2005 of natural causes. His aviation career began in 1919 when he and his twin brother, Dale, helped another Wisconsin aviator build a glider. Dean and his brother received the Billy Mitchell Award in 1985 for outstanding contributions to aviation and in 1989, they were inducted into the Wisconsin Aviation Hall of Fame. Crites was a member of the Experimental Aircraft Association and a lifetime member of the Waukesha Aviation Club. He was preceded in death by his wife Olive E. Pries Crites, and his twin brother, Dale. Memorials should go to the Waukesha Aviation Club, 2525 Aviation Dr., Waukesha, WI 53188. □

SIM TRAINING FROM PAGE 29

The basis of the sim training at Roger Aviation is the use of LOFT (Line Oriented Flight Training) lessons to accurately reproduce real-world situations and emergencies. LOFT lessons are designed as a cross-country flight, which include abnormal flight conditions that progress in real time with little interruption from the instructor.

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Roger Aviation Company is named after founder/president, Roger McVeety. Christa Restad is vice president. □

PBY Catalina Moves To Duluth

museums

SOUTH ST. PAUL, MINN. – A rare World War II amphibious aircraft has been moved from a World War II museum, which is owned by the Southern Minnesota Wing of the Commemorative Air Force (CAF), in South St. Paul, to the CAF's restoration hangar at Duluth International Airport. The move took place in November.

The airplane was severely dam-



PBY Catalina
Photo Credit "© bp friel 1981"

aged in a storm several years ago and is moving north to complete the much-needed repairs. It will join another PBY Catalina being restored in the Duluth hangar that is almost back in flying condition. During WWII this type of plane was instru-

mental in long-range patrol and rescue missions around the world. This is the same type of plane that spotted the Japanese fleet just prior to the Battle of Midway; the decisive turning point of the war in the Pacific.

The Catalina already in Duluth is being restored as a replica of this historic aircraft.

Once restored, both airplanes will rejoin the fleet of over 150 Commemorative Air Force planes that still fly as a tribute to the men and women who built, maintained and flew them over 60 years ago. □

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SAN DIEGO, CALIF. – Martha King of King Schools has been awarded the prestigious 2005 Cliff Henderson Award for Achievement from the National Aeronautic Association. The award is presented annually to "a living individual or group whose vision, leadership, or skill, has made a significant and lasting contribution to the promotion and advancement of aviation or space activity."

King is the first and only woman in history to hold every FAA class of pilot and instructor rating available. She appears in King Schools' instructional programs, which are used by half of each year's new crop of private and instrument pilots, and is regarded by pilots throughout the world as their personal aviation mentor.

The NAA is the oldest national aviation organization in the United States. It is dedicated to the advancement of the art, sport and science of aviation in the United States. Previous



Martha King

Cliff Henderson Award recipients include Jimmy Doolittle, Roscoe Turner, General Curtis LeMay, Frank Borman, Scott Crossfield, Anne Morrow Lindbergh, and Ernest K. Gann. □

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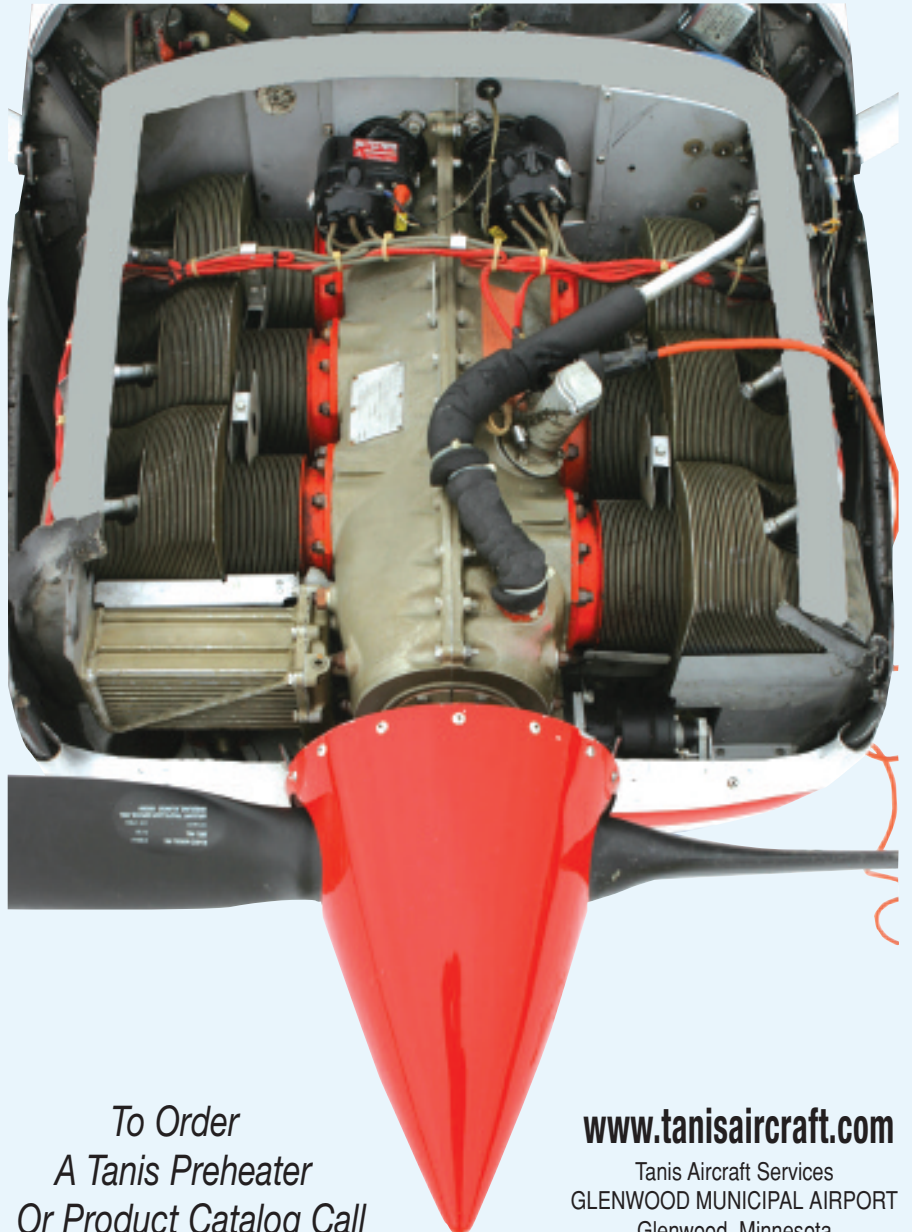
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