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OCTOBER/NOVEMBER 2006



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COVER STORY

Rare Airplane Owned & Flown by Midwest Pilots

OSHKOSH, WIS. – The aircraft featured on the cover of this issue of *Midwest Flyer Magazine* is a Davis D-1-W, and is owned by Gene and Dorothy Chase of Oshkosh, Wis.



EAA Photo by Mike Steineke

The Davis Aircraft Corporation of Richmond, Ind., produced approximately 50 planes from 1929 to 1935 powered with LeBlond, Kinner or Warner engines.

NC13546 left the factory on November 22, 1933, equipped with a LeBlond engine. Among the aircraft's former owners was famous air racing pilot, Art Chester of Glenview, Ill., who owned it for a short while in 1935. Pioneer aviator, Dale Crites of Waukesha, Wis., bought the plane in 1967 after Robert Huggins had mounted a 145 hp Warner in place of the original LeBlond. Crites sold NC13546 to Gene and Dorothy Chase in 1983.

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Successful Organizations = Time, Commitment & Leadership

by Dave Weiman

What a wonderful summer of fly-ins and air shows we have had as reported in this issue of *Midwest Flyer Magazine*. EAA AirVenture-Oshkosh, for instance, included special announcements by the Very Light Jet and Light Sport Aircraft manufacturers, and by many other aircraft companies with new developments leaning in those directions with new models on the horizon. It is indeed exciting times in aviation, which will surely affect all of us one way or another. But Oshkosh, and the many other fly-ins and air shows held this year – and indeed the sponsoring organizations themselves – would not be possible without “*member involvement*.”



Point in case is one of several statewide trade organizations I am privileged to be associated with. A year ago, there was so much negativism at the conference over the lost of the organization’s only tangible/financial membership benefit, that some thought the group no longer served a viable purpose. Those members temporarily lost sight of the reason the organization was founded 60 years ago – to promote the industry, educate its members, communicate within and outside the industry, and represent its members before government.

There were also a lot of issues that were not being addressed by the organization. So instead of throwing in the towel, which would have been very easy to do, the new board rolled up its sleeves, listed major concerns, and developed a plan of action to address those concerns. Each board member enthusiastically accepted responsibility, and as a result, members were served, and the organization held its best conference in 10 years, with greater participation and renewed purpose. It just took time, commitment, and leadership. □

dialogue

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ISSUE CLOSING DATES

DEADLINE

November 1

January 1

March 1

May 1

July 1

September 1

ISSUE

December - January

February - March

April - May

June - July

August - September

October - November

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SUBSCRIPTIONS

\$15 per year,
or \$25 for two years.

DISTRIBUTION

Readership consists principally of aircraft owners, fixed base operators, and airport management in Wisconsin, Minnesota, North Dakota, South Dakota, Illinois, Iowa, Michigan, Indiana, Missouri, Kansas, and Nebraska.

MAIL ALL ORDERS & CORRESPONDENCE TO:

MIDWEST FLYER MAGAZINE
P.O. BOX 199
OREGON, WI 53575-0199 USA

EXPRESS SHIPMENTS TO:

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Tom & Renee Watry

LSAs, VLJs & “The Blues” At EAA AirVenture Oshkosh

by James LaMalfa

Allen Pentecof



The U.S. Navy Blue Angels made several passes at Oshkosh on July 28 enroute to their next performance.



Jim LaMalfa

EAA President Tom Poberezny (right) extends a warm welcome to a fellow EAA member in front of Blue Angels #7.

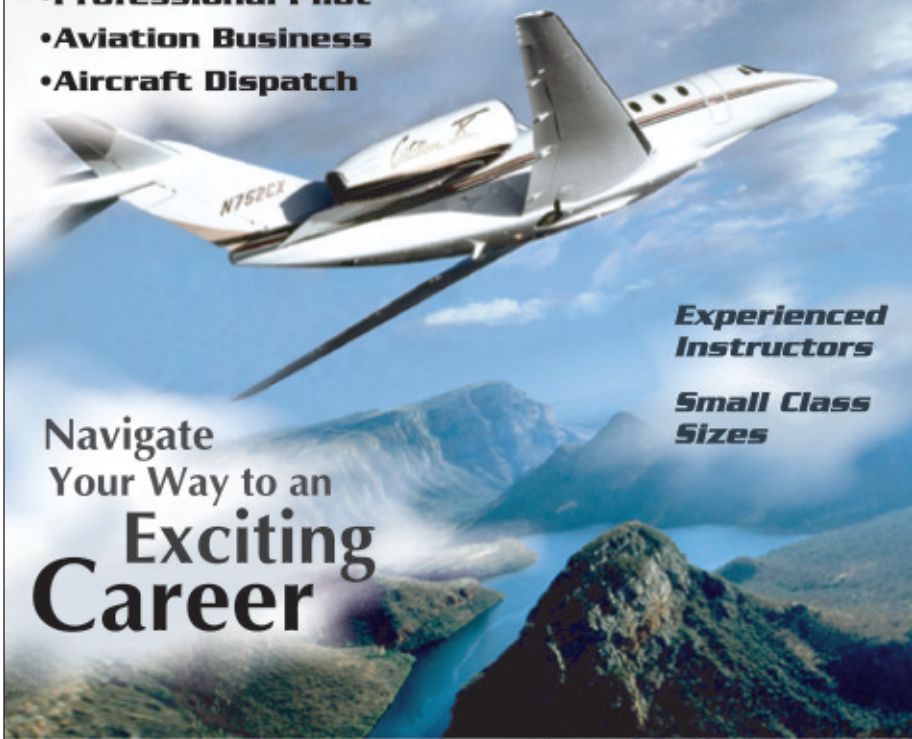
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Although temperatures at Wittman Field in Oshkosh, Wisconsin soared into the 90s for near record levels, and it rained hard a couple of times, attendees at the 2006 EAA AirVenture, July 24 - 30, seemed undeterred.

As of 5 p.m., July 24th, 516,000 visitors from 36 nations had registered for the convention, as well as over 10,000 general aviation aircraft and show planes.

On the morning of July 25th, EAA President and Convention Chairman Tom Poberezny held a special presentation underneath the newly installed replica of Burt Rutan's SpaceShipOne.

Burt Rutan, and SpaceShipOne pilot/X Prize winner, Mike Melvill, were on hand to announce the donation of \$100,000 to the EAA Foundation.

I viewed the early stages of the construction of serial # 2 SpaceShipOne in May in EAA's shop, and was told that Scaled Composites had loaned EAA the original molds.

Twenty-seven volunteers from the factory cast the parts and they were shipped to the EAA AirVenture Museum.

The replica's empennage rotates forward just like the flying model, in order to slow re-entry into the earth's atmosphere from the 64-mile altitude achieved by serial #1.

Craig Willan, an aircraft engineer and aircraft builder, funded the exhibit. Said the donor, "EAA and Oshkosh



(TOP ROW L/R) • Honda Jet. (J. LaMalfa) • Kids with a view. (R. Gessert) • Warbird at sunrise. (G. Sobering) • Nose art on B-25 "Panchito" gets a touch-up. (R. Gessert)
 (BOTTOM ROW L/R) • AJ Fury, MiG-15 and MiG-17. (J. LaMalfa) • An American Legend Cub promotes film "One Six Right." (R. Gessert) • A very old engine. (G. Sobering) • Replica of SpaceShipOne™ in EAA AirVenture Museum. (J. LaMalfa)

has the power to inspire... the power of the individual, the passion of the individual... to do great things."

Honda's New Bizjet

American Honda Motor Company featured the flying version of their new VLJ (very light jet), which performed at Tuesday's air show.

Satoshi Toshida, senior managing director of Honda Motor Company, Ltd, announced the same day, that Honda would build the innovational bizjet and market it in association with Piper Aircraft. Piper currently does not manufacture a business jet. The Honda bizjet is all-composite, and powered by Honda jet engines. It has been flown to 43,000 feet and a maximum speed of 412 knots.

Homebuilt Full-Sized P-51A Mustang

Homebuilders have built less than full-sized P51 Mustangs, like Paul Unrein's "Restless," an 80% replica of the D model. Gerry Beck decided that, after his company, Tri-State Aviation, Wahpeton, North Dakota, had restored a Tuskegee Airman C model "Red Tail" Mustang, and had the tooling and drawings in hand, it

CONTINUED ON PAGE 9



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EAA AirVENTURE FROM PAGE 7

might be nice to build a completely authentic A model. Beck had a Curtiss P40 with the Allison V1710 engine also on hand, so decided to use the Allison in his "new" A model P51. He vowed to have it completed for Oshkosh 2006 and it and Gerry were on hand at Aero Shell Square.

I asked Beck how different flying the A model was from the later D models.

"It's cleaner. The canopy is about 14 inches lower, but visibility is not good. You have to turn a lot when taxiing. But the razorback version handles beautifully. I've flown both versions and I prefer my A model," he said.

Beck is contemplating making plans for the authentic P51A model available to other homebuilders, but this is no project for the novice.

**Something Old,
Santos-Dumont 14 bis,
Is New Again**

The Brazilian aerospace company Embraer brought a flying replica of the Alberto Santos-Dumont bis 14 to Oshkosh and displayed it in their pavilion. Dumont was a late 19th, early 20th century aviation pioneer, self-taught, gentleman sport pilot.

His family's coffee plantation wealth allowed him to build airships and heavier-than-air aircraft, which culminated in the Demoiselle, a

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ON THE COVER: A 1933 Davis D-1-W (NC13546, S/N 304), owned and being flown by Gene Chase of Oshkosh, Wis. *EAA Photo by Mike Steineke*

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monoplane.

Dumont's 14 "bis" ("model" in Portuguese) flew in 1906, three years after the Wright Flyer did at Kitty Hawk, but was configured differently. It was a true canard, the pilot stood,

and ailerons were used to control roll, unlike the Wright's wing warping system. The rudder was controlled by the pilot shifting his body weight, controlling cables to the rudder.

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Volk Field Fly-In & Open House Welcome Home Our Troops

CAMP DOUGLAS, WIS. – The timing could not be better when a chartered DC-10 flew in to Volk Field with troops from Iraq to be reunited with their families from across the Midwest during the Volk Field Air National Guard Base Fly-In & Open House, August 19 in Camp Douglas, Wis. That was truly



(TOP LEFT) A C-130 Hercules makes a high-speed pass down Runway 27 at Volk Field, away from a chartered DC-10 parked on the ramp, which was used to fly troops home from the Middle East. (TOP RIGHT) More than 50 general aviation aircraft flew in. (BOTTOM RIGHT) A family greets their returning soldier.

Photos by Dave Weiman

the people attraction of the event. Aircraft attractions included fly-bys by F-16 Falcons from the Wisconsin Air National Guard; an F-117 Stealth Fighter; and a KC-135 refueler transport. Aircraft on display included an F-18 Hornet; C-12; C-21; F-16 Falcons; BT-15; A-10 Warthog; P-51 Mustang; C-130 Hercules; Cirrus SR-22; OH-58, UH-1, CH-47 and UH-60 helicopters, and three aircraft from the Wisconsin Civil Air Patrol – Milwaukee-Timmerman, Waukesha and Monroe, Wisconsin. In all, more than 50 civilian aircraft flew in to watch the air show, support our troops, and attend the VFR, IFR and maintenance seminars sponsored by the Wisconsin DOT Bureau of Aeronautics. In order to fly into the base, all civilian aircraft were required to make a reservation with the base in advance.

The fly-in and open house is held every other year, alternating with a tour of the Hardwood Range. The base commander at Volk Field is Col. Gunther Neumann. □

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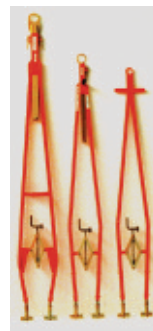
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Deke Slayton Airfest... A Salute To Our Heroes



(TOP) U.S. Air Force F-15 Eagle. (БОТТОМ) Dr. Bill Blank in his Super Decathlon. *Photos by Lisa Carmichael*

LA CROSSE, WIS. – When air show announcer Phil Dacy of Harvard, Illinois, called for the National Anthem, the Deke Slayton Airfest, June 17-18, got underway.

Scheduled performers included Bob Post flying a Pitts Special; Bob Carlton in his twin jet-powered sailplane

“Silent Flight;” hometown favorite, Dr. Bill Blank, in his Super Decathlon; a demonstration by the U.S. Coast Guard; Terry Calloway in the “Red Star;” a review of warbird aircraft; Jim Greeson performing in his T-6; the

A KC-10 refueler was flown to La Crosse by a pilot from nearby Onalaska, Wisconsin. His brother flew an F-16 to the show.

East Coast T-6A Texan II Demonstration Team; the Texan Flight featuring both the WWII T-6 and the modern T-6A; Vlado Lench of Chicago, Ill., in his P-51 Mustang,

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“Moonbeam McSwine;” the F-15 Demonstration Team; the U.S. Air Force “Heritage Flight” featuring the F-15 Eagle and P-51 Mustang; a performance by a WWII Corsair; the F/A-18C Hornet East Coast Demonstration Team; a U.S. Navy “Legacy Flight” featuring the F/A-18C Hornet and WWII Corsair; and on Saturday only, a flyover by a B-2 bomber.

The show presented its “Distinguished Wisconsin Aviator Award” to Maj. Gen. Fred R. Sloan, Deputy Adjutant General for the Wisconsin Air National Guard. Sloan is responsible for directing Wisconsin’s 2,200-member Air National Guard and establishing policy to ensure mission readiness of an air refueling wing, fighter wing, air

control squadron, and a combat readiness training center.

Donald K. “Deke” Slayton of Sparta, Wis., was selected as one of the original Mercury 7 astronauts. Following a brilliant career in the Air Force beginning in 1943 flying B-25 bombers, and various management assignments with NASA beginning in 1962, Slayton made his first space flight as the docking module pilot of the Apollo-Soyuz Test Project mission, July 15-24, 1975. From 1975-77, Slayton served as manager of the approach and landing test project, then as manager of orbital flight test. Slayton retired from NASA in 1982, and died in 1993.

The dates for the 2007 Deke Slayton Airfest are May 18 & 19 (www.airfest.com). Capt. Ron Schmal is chairman. □

Quad City Air Show Hosts Blue Angels

DAVENPORT, IOWA – Truly, one of the most professionally ran, heavily sponsored air shows in the United States is the Quad City Air Show in the small metropolitan community of Davenport, Iowa. With the support of nearby Moline and Rock Island, Illinois and Bettendorf, Iowa, the annual Quad City Air Show was held June 3-4 at Davenport Municipal Airport (DVN) with a large turnout of general aviation aircraft and spectators.

In addition to the U.S. Navy Blue Angels, performers included Jim LeRoy in his highly modified “Bulldog” S2S Pitts; five-time U.S. Aerobatic Champion Kirby Chambliss with the Red Bull Edge 540; Bob Carlton in his twin jet-powered sailplane, “Silent Flight;” Herb Baker in his T-28 Trojan, “Ditto;” Doug “Hollywood” Jackson in his Japanese Zero; Ret. BGen. Reg Urschler in the P-51, “Gunfighter;” Kent Shockley driving the Shockwave jet-powered Peterbilt semi truck; and P-38 Lightning and F4U-5 Corsair warbird demonstrations. An F-16 Falcon, F-18 Hornet and F-15 Eagle demonstrated the might of our modern military. In addition, the F-15 performed the U.S. Air Force Heritage Flight fly-by with the P-51 Mustang. An Iowa Air National Guard CH47 helicopter and 194th Infantry Detachment long-range airborne surveillance team did aerial assault demonstrations.



(LEFT) Jim LeRoy performs in his “Bulldog” S2S Pitts.

(TOP RIGHT) U.S. Navy Blue Angels in their F-18 Hornets.

(BOTTOM RIGHT) The flightline at Davenport Municipal Airport, Davenport, Iowa.



The Quad City Air Show is produced by Ken and Margie Hopper.

This was their 19th anniversary air show.

Check www.quadcityairshow.com in 2007 for details on the 20th anniversary airshow. □



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Elmer Steier with his 1943 Cessna UC78 "Bamboo Bomber."



20 Minutes From Fly-In To Fly-In

It was one of those blue-sky mornings July 16, 2006 – a perfect day for a fly-in, so why not two? The communities of Blue Earth, Minnesota and Forest City, Iowa, are located a scant 45 miles apart, and both communities held their fly-ins on the same day, which presented the perfect opportunity for pilots to hit two fly-ins with ease.

Tim and Barb Steier manage the airport and Blue Earth Aviation at Blue Earth together with the support of city administrator, Ben Martig. Martig, who started working at the airport as a weed wacker for the city, realizes that the airport is important to business, especially with two ethanol plants in the area. Plans are to extend the runway another 600 feet to 4,000 feet.

Tim Steier has an aerial application business, and Barb is the county commissioner for Faribault County. Tim's uncle, Elmer Steier, owns Steier Ag Aviation, Inc. in Whittemore, Iowa, and 2006 was his 53rd season. He owns a fully restored 1943 Cessna UC78 "Bamboo Bomber" which he seldom flies because it burns 35 gph. "When I fly, I generally go for 30-minute flights," said Steier. Tim Steier did the restoration over a 7-year period of time.

On to Forest City, Iowa for Belgian waffles and to meet Richard and Theresa Trimble, and their daughter, Tricia, 12. Forest City is home of Winnebago motor homes, and the airport does well to accommodate their Israeli-built Astrojet, an aircraft company now owned by Gulfstream. Of the 8,200 operations each year at Forest City, 400 are Winnebago's alone. The company employs 3,200 people, and in a town of 5,000, everyone and everything has a Winnebago connection, including the YMCA.

The airport has a new ramp, and a crosswind runway, and an AWOS and parallel taxiway are slated for



(TOP) Blue Earth, Minnesota City Administrator, Ben Martig (tall center), brought his entire family to the fly-in.

(BOTTOM) Richard and Theresa Trimble of Forest City Aviation, Forest City, Iowa, with their daughter, Tricia. The J-3 Cub is owned by Gerald Boman, son-in-law of Winnebago motor home founder, J.K. Hanson.

the future.

In 1992, the Trimbles bought the FBO business from Richard's father, Morris Trimble, and they could not be a happier aviation family. □

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New sign marking the entrance to Clyde Ice Field, Spearfish, S.D.



A Super Cub owned by Black Hills Aero.

Spearfish Fly-In Honors Military Balloonists

by LCol. George A. Larson, USAF (Ret.)

SPEARFISH, S.D. – The 23rd annual Spearfish Fly-In was held September 8 & 9, 2006, at Clyde Ice Field at Spearfish, South Dakota, sponsored by Chapter 86 of the Experimental Aircraft Association. The weather was clear and cool, with approximately 60 private aircraft participating, displayed in front of and near the Black Hills Aero hangar. What made this fly-in different from previous years was that three of those inducted into the South Dakota Aviation Hall of Fame were honored for their high-altitude balloon flights which broke aviation records in 1935.

These three inductees were former United States Army Air Corps (USAAC) officers. Major William E. Kemper, Captain Albert W. Stevens and Captain Orvil A. Anderson launched from the natural basin located 11 miles south of Rapid City, nicknamed the “Stratobowl” for the historic flight. They were previously honored in a display at the Journey Museum, Rapid City, October 2 thru November 13, 2005, marking the 70th anniversary of the record-breaking flight on November 11, 1935, having reached an altitude of 72,395 feet. Many aviation historians, myself included, view this flight as the start of the space race between the United States and former Soviet Union, which also launched their own high-altitude balloon flights.

At a ceremony inside the Clyde Ice Field hangar, with a

background of a large United States flag, those being inducted into the South Dakota Aviation Hall of Fame were honored for their contributions to aviation in the state. The balloon flights also drew national attention for early high-altitude research in the United States. The other inductees were Bruce Schiltz (a helicopter pilot living in Hill City), William Green (an author who wrote books on safety and how to check out airport runways), Phyllis Peterson (living in Brookings), Dorothy Lee (a former air traffic controller), and Harry Hyberston (an aerial spray pilot instructor living in Sioux Falls).

The majority of the general aviation aircraft flew into the airport on Saturday morning, landing early enough so the pilots and their passengers could participate in the breakfast. The day’s events included static displays of the aircraft flown in, antique cars and tractors from the local area, and free aircraft rides for youth ages 8 to 18, part of the EAA Young Eagles program.

One of the side events of the fly-in was to visit the Stratobowl, which is located on private property. Visitors could look at it from the public road at ground level, and from the overlook above the natural basin on Forest Service land, accessible by hiking only over a rough gravel road, or by flying over the natural basin. But no one could trespass on the private property. Also, for those who wanted to look at aircraft, such as the brilliantly yellow painted Super Cub belonging to Black Hills Aero, it was a great day for aviation enthusiasts in the Black Hills. □

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(L/R) EAA Chapter 1389 founders, Al Barger and Matt Swee, flag in planes for the fly-in breakfast at Middleton-Morey Airport.

Middleton EAA Chapter Hosts Fly-In Breakfast

MIDDLETON, WIS. – Members of EAA Chapter 1389 sponsored a fly-in breakfast July 9 at the new Middleton Municipal Airport-Morey Field in Middleton, Wis., and 76 aircraft and 800 people turned out. The chapter was formed in 2004 by Al Barger and Matt Swee. Barger is director of maintenance at Morey Airplane Company, and Swee is a C-130 pilot with the Air Force Reserves in Milwaukee. One hundred airplane rides were given to the public and 43 EAA Young Eagles rides were given to youth. □



Tim Knutson with the family N3N-3 Stearman during the Chetek, Wis. Fly-In.

N3N-3 Stearman Star of Chetek Fly-In

CHETEK, WIS. – An N3N-3 Stearman, once flown by the U.S. Navy, was the star of the Chetek, Wis. chicken barbeque fly-in, August 6, at Southworth Airport (Y23). Serial #4421 was delivered to the Navy in September of 1941. This particular aircraft did time at Pensacola NAS, Florida, and was stationed at Glenview NAS in Chicago. The late John H. Knutson purchased the biplane in 1989, and his family has owned it ever since. □

Sentimental Journey On Tour

MADISON, WIS. – The B-17, “Sentimental Journey,” stopped by Wisconsin Aviation, Inc., Dane County Regional Airport, Madison, Wis., August 15-22, to give rides and invite the public to tour the World War II bomber. Pictured here (L/R) is Tony “Hollywood” Wiser, flight crew



AirVue Photo by Don Winkler

chief; Tom Cleveland of DeKalb, Illinois, passenger; and Russ Gilmore, pilot-in-command. The aircraft is base in Mesa, Ariz., and is part of the Commemorative Air Force (CAF) with headquarters in Midland, Texas. □

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Red Tail Project Recognizes Two New Major Donors



OSHKOSH, WIS. – EAA AirVenture 2006, Oshkosh, Wis., is a week set aside for aviation enthusiasts to think and talk about airplanes, and to be treated to many special events related to airplanes and aviation history. One of these special events was the presentation by the Red Tail Project of limited-edition lithograph prints to Aviation Technology Group (ATG), and Bendrix Bailey, a life-long aviation enthusiast. This presentation, which recognized their financial support of the Red Tail Project, took place July 25.

Doug Rozendaal, coordinator of the Red Tail Project, and Tim Barzen, its media relations coordinator, made the

presentation on behalf of the Red Tail Project in the ATG exhibit area in front of the mockup of ATG’s Javelin Jet.

Ben Bailey, an entrepreneur, private pilot, and Javelin investor, has personally spearheaded some major fundraising for the Red Tail Project. The Red Tail Project honors the history and accomplishments of the Tuskegee Airmen, African American fighter pilots who faced harsh racial discrimination on the ground and Axis pilots in the air during WWII. The Airmen flew P-51 Mustangs with distinctive red tails and, when the war ended, they owned another distinction: they never lost a bomber under their protection. The Red Tail Project’s mission is to bring the story of the Tuskegee Airmen to every classroom in America through an aviation education program and the restoration of a P-51C Mustang as a symbol of their contribution and service to the United States.

The Red Tail Project has taken on a major challenge in the spirit of the Tuskegee Airmen: restore a rare World War II-era fighter which was nearly destroyed in an accident in 2004 at the Red Wing, Minnesota airshow. This historic aircraft is the keystone of the Red Tail Project’s focus on telling the Tuskegee Airmen’s story to as many people as possible at airshows and on the ground. In addition to restoring the airplane, the project has also committed to completing a state-of-the-art mobile exhibition trailer which will be able to go wherever the airplane can’t – school classrooms, sporting events, malls and other venues.

The Red Tail Project has raised more than \$388,000 of the \$2 million required to repair the aircraft and start the mobile educational program. □

Air Show Performers, Up Close & Personal

OSHKOSH, WIS. – The daily afternoon air shows at EAA AirVenture, Oshkosh, Wis., July 24-30, already regarded as attracting the top lineup of performers in the nation, were enhanced this year with personal appearances by many of the show’s biggest stars at the EAA Pavilion on the AeroShell Square. More than a dozen performers took time to meet their fans, sign autographs, pose for photos, and



answer questions about their flying at scheduled times in the pavilion.

Among the performers that participated included Jim LeRoy, Patty Wagstaff, members of the AeroShell Team and Red Baron Squadron, Gene Soucy, Michael Goulian, and many others. □

Hannah Garner, 12, of Millington, Tenn., with airshow performer, Jim LeRoy. Hannah is an EAA Young Eagle and hopes to become an astronaut.

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GOVERNMENT AFFAIRS



EAA President Tom Poberezny fields questions for a panel consisting of (L/R) Jack Pelton, Cessna; Ed Bolen, NBAA; Phil Boyer, AOPA; Alan Klapmeier, Cirrus; and Peter Bunce, GAMA.

AOPA President Phil Boyer said it is important for the aviation community to urge elected officials to keep GA user fees off the table.

GA Groups Say "NO" To ATA Proposal To Fund ATC Through New User Fees

by Tom Thomas

At EAA AirVenture, Oshkosh, Wis., July 25, one of the most important forums was on proposed General Aviation "use fees" to fund the Air Traffic Control system. This is an important topic for all of us today whether we fly ultralights or business jets and everything else in between. The forum was moderated by EAA President Tom Poberezny which certainly highlighted the urgency of the topic. Panel members included the presidents and CEOs of Cessna, the National Business Aviation Association (NBAA), Aircraft Owners and Pilots Association (AOPA), Cirrus Aircraft, and the General Aircraft Manufacturers Association (GAMA). This is not a new topic as it has been on the table in the past, but now the threat is perceived as greater with a new attack coming from the Air Transport Association (ATA).

Dubbed "SmartSkies" which they released in March addressing a new approach at funding the FAA's air traffic control (ATC) system, ATA has come up with 10 principles in support of a new mechanism of user fees

based on numbers of departures and time spent in the ATC system.

The forum was opened by Tom Poberezny who introduced the distinguished panel and set the course for the session by pointing out that ATA stated that single-engine propeller aircraft would not have to worry. He pointed out that this was a similar offer made in other countries, but was a way



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of opening the door for more and more restrictions. He stressed this as being a General Aviation issue and must be addressed as such. By exempting a certain segment of GA, it would start to divide it and eventually collapse all opposition to achieving ATA's goal.

Jack Pelton, Cessna's CEO, was the first panelist to speak and he asked why the airlines were attacking GA. He further asked why people are moving away from the airlines and finding general aviation a viable option. He then noted that it could be because of poor service, security issues, and schedules based on airline hubs and not necessarily where people wanted to go. Pelton also brought up the airlines hitting on their employees' pensions and that they claim that GA is part of their problem. The new Very Light Jets (VLJs) will actually move traffic away from air carrier airports, reducing congestion and FAA's workload, whereas ATA is working to support the newly emerging Airbus A380 infrastructure.



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Ed Bolen, NBAA President, addressed ATA's SmartSkies 10 principles, pointing out the heart of their concept were two clear goals: 1) the airlines want to pay less and they want to control more. Bolen pointed out that the airlines' current favorite sound-bite is that "a blip is a blip," regardless of aircraft size. This of course is referring to a blip on the radar screen, and suggests that all aircraft should be charged the same fees to use the ATC system. ATA wants Congress to create a "rate board" to set fees, then put the airlines in the majority.

AOPA President Phil Boyer was next and he didn't hold back. Boyer has been intimately involved on behalf of all pilots in Washington since taking on the AOPA leadership, and has kept our course clear and straight. Boyer had recently been in a meeting in which the ATA chief made the statement that they proposed not to include piston powered aircraft, and that many countries around the world do not tax GA. Boyer said we won't take that exemption and run – no way! In England, GA taxes started small and now it's not called a user fee, but rather a "consultation fee" which includes about \$30 to file a flight plan and a little over \$5 for a weather briefing. In the Netherlands, avgas is \$15/gal, it costs \$1,000 for a private pilot written exam, and the cost of flying 30 hrs in Austria is currently around \$7,800. The federal fuel tax on avgas is 19 cents/gal and in Canada it's 42 cents/gal. Boyer went on to say how the Canadian GA user fees/tax system is beginning to grow after the nationalization of their ATC system. Right now, about two-thirds of all GA worldwide takes place in this country. In closing, Boyer stressed the importance of keeping in contact with our elected representatives in Washington so they keep GA user fees off the table and continue with the current tax structure.

Alan Klapmeier of Cirrus Aircraft said that there isn't another country in the world that comes close to the U.S.

in having a vibrant general aviation industry that pumps hundreds of millions of dollars into its economy annually. He went on to share some of Cirrus' challenges when marketing Cirrus aircraft around the world, and said that user fees do not help.

Klapmeier added that user fees blur the line between safety and increased risks by encouraging users to avoid using minimum aviation safety aids in order to avoid having to pay a fee.

GAMA President and CEO, Peter Bunce, pointed out that congestion delays are caused by airliners and not GA aircraft as they only account for about 6% of the air traffic at the nation's busiest airports. He stressed that the airlines – and not GA – drive the cost of the system.

Bunce raised an interesting point with respect to the ATC operating cost of Ronald Regan-National Airport/

DCA. Since 9/11 (2001), DCA has been closed to all GA aircraft, yet the cost of operating the airport's ATC system has not been reduced. The point being that it is the airlines which are driving system costs, and the cost of having access – although limited by slots – was not a cost factor whatsoever. So why start imposing a fee for something that isn't a cost factor? Before taking questions from those attending the forum, Tom Poberezny pointed out that the General Aviation industry represented at the forum was united in its opposition to establishing user fees for GA.

Additional points raised were that it is the airline passenger, and not the airlines, who currently funds the ATC system, and that even if user fees went into effect for GA, the passenger would not see any reduction in air fares and the airlines would pocket the difference. □

AIRPORTS

Manitowoc Re-Opens Main Runway

MANITOWOC, WIS. – Following three months of heavy construction, the Manitowoc County Airport is back in business. Construction of a replacement main runway began the day after the county's airshow, "Thunder on the Lakeshore," in early June. The old runway, which had a designed life expectancy of only 12 years, lasted more than 30 years. A grand opening ceremony was held September 7, and was highlighted by an airshow-style ribbon cutting featuring Green Bay-based airshow performer, Bob Post, in his Pitts S-2B biplane.

A Manitowoc Company Citation jet was the first jet aircraft to arrive. Over 50 people were in attendance, including local, state and federal government officials and area business leaders. A VIP luncheon followed in the Lakeshore Aviation hangar.

The project, which cost nearly \$3 million, was completed ahead of schedule with little to no downtime in construction crews. The majority of the project (95%) was paid for with

FAA Earmark Fund Grant money. The remaining 5% was split evenly between the State of Wisconsin and Manitowoc County.



Manitowoc County Airport is home to 68 aircraft, including two jets, four multi-engine aircraft, 61 single-engine aircraft and one seaplane. The airport currently has over 35 hangars, and records over 35,000 takeoff or landing operations each year. There are over 250 licensed pilots in Manitowoc County.

The three commercial operators on the airport are Manitowoc Company, Red Lake Air, and Lakeshore Aviation.

The airport has over 60 acres of developable land intended for businesses with an aviation interest. Lakeshore Aviation president, Curt Drumm, noted that a number of financial incentives are available through local and state grants to assist new ventures.

Businesses at the airport create over 17 full-time-equivalent professional positions, plus many other part-time jobs. The airport's direct economic impact to the community is estimated at

\$784,618 in annual wage income, and \$1,059,763 in business output sales. Indirect business impact exceeds another 19 full-time jobs, \$670,738 in annual wages and another \$1.2 million in business output. The total estimated economic impact of the airport is estimated at 89 full-time jobs, nearly \$4 million in wages and nearly \$6 million in business output (sales).

For additional information, contact Curt Drumm at 920-682-0043. Chuck Behnke is airport manager. □

Harkin Announces Funds To Study Iowa Air Service & Airport Land Use

DES MOINES, IOWA – Senator Tom Harkin (D-IA) has announced that Iowa received over \$740,000 from the U.S. Department of Transportation to evaluate air service in the state and conduct an airport land-use planning study. Harkin is a member of the Senate Appropriations panel that funds transportation initiatives.

The air service study will analyze air service markets statewide and locally, determine the current level of service provided and how the system is used, develop a forecast for future use, and identify strengths and shortcomings. The Land Use Planning Study will help develop guidance to assist airport sponsors in ensuring compatible land use that maintains safety. It will also develop a partnership approach to include airports in local land-use planning. □

New Terminal Opens At Business Aviation Services Sioux Falls, SD (FSD)

SIOUX FALLS, S.D. – Business Aviation Services, the on-field FBO at Joe Foss Field, Sioux Falls, S.D., has opened its 42,000 sq. ft. executive passenger terminal and hangar first announced in *Midwest Flyer Magazine* (June/July 2006).

The \$4 million state-of-the-art facility is bright and modern and pays homage to the industry it serves with its aviation-inspired titanium exterior and blue and green glass

windows. It is a welcomed replacement for the dated, dimly-lit lobby that has greeted pilots and visitors since the early '60s.

A Ribbon Cutting and Chamber of Commerce mixer, co-sponsored by Business Aviation Services and The Sioux Falls Regional Airport Authority, was held on July 11th in the new hangar. Dale Froehlich is chief executive officer and co-owner of the business. □

LET'S FLY & DINE

Touch-N-Go Café

Midwest Flyer Magazine readers looking for "Fly & Dine" restaurants should stop into the "Touch-N-Go Café," located in the new Business Aviation Services terminal building at Joe Foss Field, Sioux Falls, S.D.

Enjoy hot breakfast, fresh-wraps and sandwiches, fruit smoothies, Seattle's Best coffee drinks, and brownies that have already established a loyal following. While this café was designed to serve passengers and to provide catering for private aircraft, it is also open to the public. Window seating will soon be added, creating a unique dining experience with an airfield view. Touch-N-Go is currently open Monday through Saturday, 6 AM - 4 PM. Grab-and-go items are available, or order your catering ahead of time by calling 605-271-4720. □

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AIRCRAFT OWNERS AND PILOTS ASSOCIATION

GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

State Government & Airport Managers Seek Funding Solutions Together

Good news!

After having tried placing state aeronautics functions in a multi-modal bureau with the public transportation

functions, the Michigan Department of Transportation (MDOT) has decided to separate those two modes and return aeronautics to a standalone bureau under the Department of Transportation. AOPA and other Michigan aviation interests have been pushing for the reversion ever since the multi-modal bureau was initially established. The new entity is called the Bureau of Aeronautics and Freight Services.

In an effort to reinforce the importance MDOT places on aviation to the Michigan public-use airports, Michigan Aeronautics Commission (MAC) Chairman (and AOPA member) Terry Everman invited Michigan airport managers and the AOPA Great Lakes Regional Representative to a roundtable discussion recently held in Lansing. Topics covered included state airport funding programs and the need for a stable revenue source, the need to identify any specialized infrastructure or services to facilitate the use of the very light jets expected to increase aviation activities, and the loss of airport activity and airport revenue from the



Bill Blake

discretionary general aviation airport user, thought to be caused by the ever-increasing avgas fuel prices. Although most airport managers reported that fuel sales for turbine aircraft business users were up, avgas fuel sales were down. As a result, the overall state fuel tax collections are down, thereby reducing the state aeronautics fund used to provide various state aviation programs. Most of the group would like to see part of the state sales tax on aviation products dedicated to aviation services. However, it is believed that it would be difficult to get such legislation passed. Although there are problems to be solved, it was good to see the aeronautics bureau and airport managers looking for solutions in partnership with each other. Under the new bureau, I sense a renewed interest in serving the aviation needs of Michigan.

I visited three airports during the month of August that have successfully been working to build community support for the airports.

I was the speaker at the Second Annual Jackson Flight Fund Dinner, held at the Jackson, Michigan Airport (JXN). The JXN Flight Fund grew out of the effort to prevent possible closure of the Jackson Community College Flight Center at the airport. Funds are raised to provide scholarships to deserving flight students. About two-thirds of the 300-member audience at the dinner, including two state legislators, were non-aviation people, but were present to support the school and their community airport. Comments made to me after my speech on the value of general aviation and its future reaffirmed my belief that many people do not understand the many community benefits provided by general aviation. Those of us in aviation need to speak more to the non-aviation world, instead of just to each other.

I visited the Big Rapids, Michigan Airport (RQB). The airport manager/FBO, Mike Lafferty, and our AOPA Airport Support Network

(ASN) volunteer, Marty Bledsoe, have been working to improve the airport and make the community more aware of its facilities. Marty has joined a community leadership group that learns about and promotes business assets of the community. Marty has been making presentations about the airport and giving free airplane rides to community leaders on the condition that they pass on to others what they learn about the airport. I thought it was a good sign that the airport manager had the AOPA ASN volunteer's phone number in the speed dial of his own cell phone.

I attended the Sullivan County Airport, Indiana (SIV) 40th anniversary celebration and Airport Awareness Day a few Saturdays ago. There was a great turn out of local citizens, as well as the founding airport chairman who came up for the event from his retirement home in Georgetown, Texas. A number of community businesses sponsored the event. A new flight school celebrated its grand opening by giving airplane rides. The local 4-H club served a donated barbecued hog. This was a real community affair!

Unfortunately, not all communities embrace their airports like those I recently visited. A case in point is Greensburg-Decatur County, Ind. (I34). Although there are many in the community that support the improvement and/or relocation of the airport, some, including some of the county commissioners, are anti-airport. This is surprising to me since Honda is building a new plant about two miles from the airport. Many manufacturing firms intentionally locate within 10 miles of an airport for convenient access by company home office officials and visiting suppliers, thereby increasing the viability of the airport. The AOPA Airport Support Network volunteer, Bill Ernestes, has been working hard to convince those remaining anti-airport citizens of the value of the airport, even to them. AOPA will continue to provide assistance.

CONTINUED ON PAGE 53



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AOPA Project Pilot makes it easy. When you sign up at www.AOPAProjectPilot.org we'll send you and your student exciting new kits filled with helpful resources. You'll both have everything you need to make flight training fun, easy — and highly successful.

Could we have a million pilots in the US next year? Sure, but only if you do your part. Join AOPA Project Pilot today.

Helping a new pilot get their wings just got more rewarding. For every new student you nominate, we'll give you two additional entries in this year's Win a Six in '06 Sweepstakes*.



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Wheels & Floats Welcomed At Price County Fly-In & Air Show



(L/R) Price County Airport Manager Chris Hallstrand, performer Joe Dooley of Hutchinson, Minn., Duane and Bonnie Grube of Harbor View Restaurant (sponsors), and performer Darrell Massman of Waupaca, Wis.

PHILLIPS, WIS. – Rain in the morning gave way to blue skies in the afternoon for the Price County Airport Fly-In/Float-In Breakfast & Airshow, July 8, in the northwest Wisconsin community of Phillips (pop. 2,000). What’s so neat about this annual event is that floatplanes can land across the street on beautiful Long Lake, and aircraft on wheels land at the airport – all to the delight of the crowd. Food was served at Harbor View Restaurant on Long Lake. Air show performances included Joe Dooley, the “Flying

Irishman” of Hutchinson, Minn., flying his Pitts S-1S, and Darrel Massman of Waupaca, Wis., flying his Panzl unlimited aerobatic-class mono-plane. The airshow was sponsored by Harbor View Restaurant.

With fuel prices the lowest in the region, and both self-service and full-service available, the Price County Airport has



Air show performer Joe Dooley of Hutchinson, Minnesota, always has time to sign autographs for his fans.

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become an attractive airport to base aircraft, and for transients to stop in. For current prices call 715-339-3701. Chris Hallstrand is airport manager. □

Field of Dreams Fly-In Draws Over 500 People/90 Aircraft



The Sikorsky S-38B amphibian replica does a flyby at the Field of Dreams Fly-In, July 9.

Photos by Dave Weiman



HINCKLEY, MINN. – The aroma of fresh perked coffee and hot pancakes drew record attendance and fly-in aircraft to the Field of Dreams Airport in Hinckley, Minn., July 9.

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The pattern was full all morning as 90 aircraft flew in for the event in support of the fastest growing, private airport in Minnesota, which is open to the public. A total of 504 people were served breakfast.

Among some of the aircraft that flew in were a Sikorsky S-38B twin-engine amphibian replica "Osa's Ark," owned by Tom Schrade of Las Vegas, Nevada and the Twin Cities; a Minnesota State Patrol helicopter; and a medflight helicopter from North Memorial Hospital in the Twin Cities. Located just 1 mile from the Grand Casino & Grand National Golf Course, Field of Dreams airport isn't only convenient for guests, but also has self-service fuel at reasonable prices.

Brian Weidendorf owns Field of Dreams, which he established in September 2003. He has recently completed his second 60 x 60 ft. heated hangar. The main hangar measures 72 x 72 ft. and includes a spacious pilot lounge with bathrooms, showers and a pilot briefing room with weather computer. The airport features a 75 x 2,754 ft. paved runway (06/24) with pilot controlled lighting on 122.9. Weidendorf's company, "Eagle Air," offers aircraft rental, flight training, and air charter.

There are three campgrounds located nearby, and under-wing camping is welcomed at the airport, although accommodations are available at the casino. Ground transportation is available through the casino and Kuehn's Limousine Service.

For information, contact Matt Johnson, airport manager, at 320-384-6667 (www.fieldofdreamsairport.com). □

AWARDS

Sikorsky S-38B Builder To Be Inducted Into Minnesota Aviation Hall of Fame

BLOOMINGTON, MINN. – Gary Underland of Owatonna, Minnesota, will be among several Minnesotans inducted into the Minnesota Aviation Hall of Fame (MAHF) on May 12, 2007 at the Ramada Inn/Thunderbird Hotel in



Gary Underland

Bloomington, Minnesota. Underland, along with five other technicians, built two Sikorsky S-38B amphibian aircraft – "Osa's Ark" and "Carnuba" – while employed by Born Again Restorations (BAR) at Owatonna, Minnesota. Carnuba was owned and flown by the late Sam Johnson of SC Johnson A Family Company, Racine, Wisconsin.

BAR was a company formed by the late Buzz Kaplan with Underland to build the Sikorskys and restore museum aircraft for Kaplan's Heritage Halls Museum in Owatonna. The museum, which housed the Minnesota Aviation Hall of Fame display, was closed following Kaplan's death in 2002. The MAHF display has since been relocated to Duluth International Airport. Kaplan was inducted into MAHF in 1999.

Underland was instrumental in the restoration or construction of over 75 aircraft. At least two of those aircraft

won Grand Champion Antique at EAA AirVenture-Oshkosh. Underland has flown everything from Jennys to jets without ever leaving his hometown of Owatonna.

Now retired, Underland is building an RV8 at his private airstrip near Medford, Minnesota, just outside of Owatonna. He is also busy mentoring aviation neophytes in aircraft building and restoration.

Other MAHF inductees include Roger E. Anderson, aerospace educator and former director of the Minneapolis Aviation Vo-Tech School; Raymond Brown, pioneer aviator and renowned CAA inspector; Harold C. Chandler, Air Corps bomber and transport pilot, crop duster, and FBO at Alexandria; Curtis O. Erickson, naval aviator, instrument instructor to corporate and airline pilots, and popular FBO at Minneapolis; and General Lauris Norstad, Army staff planner, Defense Department top level administrator and Supreme Commander of NATO.

For reservations mail check or money order in the amount of \$38.00 per ticket to the Minnesota Aviation Hall of Fame, 6905 12th Ave. South, Richfield MN 55423. Specify which inductee you would like to sit near. For additional information, refer to www.mnaviationhalloffame.org. March 15 is the cutoff date. □

WASP Tribute Dedicated At The Highground Veterans Memorial Park

by Rose Dorcey

During World War II, an elite group of young, daring female pilots became pioneers and heroes. They served diligently and proudly, ferrying and testing aircraft, towing targets and training men to fly. They sacrificed much. They were the Women Airforce Service Pilots (WASPs), the first women trained to fly U.S. military aircraft. When the war was over, the government disbanded them and sent



Carol Hamilton and Dorothy Swain Lewis

them home. In the late 1970s, the women finally received veteran status for their service.

On July 31, a WASP tribute was dedicated at The Highground Veterans Memorial Park in Neillsville, Wisconsin. Carol Hamilton, a Coachella Valley (California) Ninety-Nine, led an effort to place the tribute in Wisconsin. She said she wanted people to remember the pioneers who had a dream to fly and despite great odds, learned to fly. The dedication was the culmination of a dream of hers.

Fellow WASP, Dorothy Swain Lewis, an accomplished author, artist, equestrian and pilot, created a statue of a woman pilot that represents their service to their country. An inscription at the base of the bronze reads, "We live in the wind, and the sand and our eyes are on the stars."

Cholene Espinoza was the keynote speaker. Espinoza is a former U.S. Air Force U-2 pilot, an author, and United Airlines captain. She spoke from her heart, saying that it's rare to have the opportunity to meet the pioneers who blazed the trail for her and others like her. She sees the tribute as one that will encourage youth to consider aviation as a career choice.

Of over 1,000 women who served as WASPs, approximately 250 are still alive. Most of the nine WASPs who attended drove three hours from AirVenture-Oshkosh where they held a weeklong reunion.

In a moving remembrance, the Highground's liberty bell rang as the names of the 38 WASPs who died in the performance of duty were read. Dawn Seymour recalled a Wisconsin WASP, Margaret June 'Peggy' Seip, who was one of the WASPs killed in service.

The tribute is one of five to be dedicated throughout the country. Sister tributes are located at Avenger Field, Texas; U.S. Air Force Museum, Dayton, Ohio; U.S. Air Force Academy, Colorado Springs, Colo.; and at the Commemorative Air Force Museum in Midland, Texas. For more information visit: www.thehighground.org □



Lesley A. Weitz

OSHKOSH, WIS. – The Lindbergh Foundation announced during EAA AirVenture in July that Lesley A. Weitz of Texas A&M University has been awarded the 2006 Lindbergh-Lycoming Grant for her project entitled, "Reducing Fuel Inefficiencies and Noise Pollution from Aircraft by Exploring the Wider Use of Continuous Descent Approaches at Busy Airports." This is the first Lindbergh-Lycoming grant to be awarded in a new partnership created by Lycoming Engines and the Lindbergh Foundation to specifically fund a project focusing on aviation/aerospace.

Weitz will explore the combination of cockpit control systems and Continuous Descent Approaches (CDAs) to safely increase airport capacity, while reducing engine noise in neighboring residential areas and decreasing fuel consumption and emissions from aircraft.

First Lindbergh-Lycoming Grant Awarded



(L/R) Erik Lindbergh, John and Martha King of King Schools, Lesley Weitz (grant recipient), and Ian Walsh of Lycoming-Textron.

Weitz received one of 12 Lindbergh grants awarded so far this year, and was chosen from 188 applicants from around the world. Lindbergh grants are made in amounts up to \$10,580, a symbolic amount representing the cost of building Charles Lindbergh's plane, the Spirit of St. Louis, in 1927. To date, more than \$2.6 million has been awarded to 270 researchers.

The Lindbergh-Lycoming Aviation Grant will be made each year to an individual whose research project represents a creative solution to environmental concerns within the aviation industry.

The annual deadline for all Lindbergh grant applications is in mid-June for funding the following year. The extended deadline for the Lindbergh-Lycoming Aviation Grant is Nov. 1, with funding in July 2007. Anyone interested in applying for this grant will find information and a downloadable application on the Internet at: www.lindberghfoundation.org. □

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Dave Weiman

(L/R) David Clark of ASI Jet Center, Flying Cloud Airport, Eden Prairie, Minn., with Bruce Botterman, President, NewView Technologies, Wittman Regional Airport, Oshkosh, Wis., and the new Diamond Aircraft DA42 "Twin Star."

Flying The Diamond DA42 Twin Star

by Dave Weiman

The Canadian aircraft manufacturer, Diamond Aircraft, London, Ontario, first came out with the DA20 – a sleek, two-place, single-engine (TCM IO-240), all-composite airframe trainer with wings comparable to a glider in some respects, and great forward and side visibility.

Next, enter the DA40 – a four-place version of the DA20 with more speed (147 kts@9.2 gph). Both the DA20 and DA40 feature the Garmin G1000 glass instrument panel and yoke control. I've flown the DA20, and on this summer day, I would fly the DA42 Twin Star!

NewView Technologies at Wittman Regional Airport, Oshkosh, Wis., is a designated repair station for Diamond Aircraft, and ASI Jet Center at Flying Cloud Airport, Eden Prairie, Minnesota, is both a Diamond sales and service facility.

ASI sales representative, David Clark (not the headset guy), and I met at NewView Technologies in Oshkosh, to tour NewView's new facilities, and to fly the DA42. Going from the left seat of my bicentennial-era plane, to the high-tech cockpit of the DA42, is different. Instead of having individual instruments scattered all over the panel, the Garmin G1000 puts them together on one, well-organized computer screen. With terrain, obstacle and traffic awareness... NEXRAD, echo tops and lightning, and graphical winds aloft weather... and coming soon, JeppView approach plates, I could get used to the G1000 and so could you!

The interior of the Twin Star rivals that of a luxury car – leather seats and a spacious and comfortable cabin give you and your passengers a relaxing, enjoyable ride. Like the DA20 and DA40, the DA42 has fighter pilot-like center yoke control. The cavernous four-way baggage compartment is complemented by the generous nose baggage area that is large enough to carry two sets of golf clubs, or plenty of fishing gear.



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DIAMOND DA42 TWIN STAR CONT.

The fuselage is made of damage tolerant, fail-safe carbon composites, and the aircraft is certified for flight into known icing.

The FADEC controlled engines take the guesswork out of proper powerplant management.

David and I departed on Runway 18 at OSH, and after clearing traffic, proceeded westbound to 6,500 feet with a maximum rate of climb of 1,280 fpm at sea level. Maximum operating altitude is 18,000 feet. The 270 hp turbo-charged, liquid-cooled T.A.E. Centurion 1.7 engines with MT 3-blade props burn Jet A1 fuel, so with concerns about the potential unavailability of avgas, the DA42 has that base covered. Fuel capacity with extended tanks is 72 gallons. Range at 80 percent power with extended tanks is 917 nm – at 60 percent power, range extends to 1,129 nm. Takeoff distance over a 50 ft. obstacle is 1,730 feet, but you can lift off in 1,130 feet, and land over a 50 ft. obstacle in 1,877 feet, or with no



Dave Weiman

Dave Clark of ASI Jet Center, Flying Cloud Airport, Eden Prairie, Minnesota.

obstacles, in a mere 1,069 ft. Cruise speed at 80 percent power is 172 ktas/12.5 gph, and at 60 percent you can cruise at 151 ktas/8.8 gph.

David had me do power on and power off stalls, steep banks, and fly on one engine, and the DA42 performed beautifully! No abrupt control changes. I was impressed. We headed back to Wittman to talk dollars, where I got to experience a crosswind landing which went fine.

The DA42 lists for \$530,000.00 fully equipped with a base price of \$469,000.00.

For additional information, or to

pre-qualify for a demonstration flight, call David Clark at 952-941-6255, and check out the Diamond Aircraft website at www.diamondaircraft.com. For additional information on NewView Technologies, call 1-877-303-0709 (www.newviewtech.com). In addition to being a Diamond Service Center, NewView Technologies services most makes and models of GA aircraft, repairs and restores windows, and performs altimeter certification, pitot static testing, and transponder biennials.

Before I left Oshkosh that day, NewView Technology President Bruce Botterman said, “Most of the planes on the ramp are antiques... Airplanes like the DA42 are the future!”

If you were at EAA AirVenture-Oshkosh this past summer, you might have seen the mockup of the Diamond D-Jet – a five-seat, single-engine Very Light Jet with a projected speed of 315 kts, and a range of 1,351 nm that can operate from a 2,500 ft. airport. Pretty exciting stuff! Stay tuned. □



Robb Gessert

Honda To Begin Sales of Very Light Jet, While Honda & Piper Form New Business Alliance

OSHKOSH, WIS. – Honda announced plans during EAA AirVenture-Oshkosh to enter the innovative HondaJet into the growing very light jet market, with the process of accepting sales orders expected to

begin in the U.S. in fall 2006. Toward this goal, Honda will establish a new U.S. company to hold FAA type certification and production certification. Honda's goal is to complete type certification in 3-4 years, followed by

the start of production in the U.S.

Honda also revealed plans to form a business alliance with Piper Aircraft, Inc. to collaborate on sales and service, and to explore opportunities in engineering and other areas within general aviation.

“Honda is a company with a rich heritage of bringing high quality, innovative products to market,” said James K. Bass, president and CEO of Piper Aircraft, Inc. “This business alliance is a perfect fit given the commitment both Piper and Honda have to providing our respective customers with world-class products and services. Piper is very excited about this alliance and the way it complements our vision for the future.”

HondaJet's natural-laminar flow (NLF) wing and advanced all-composite fuselage structure were developed through extensive analysis and wind-tunnel testing. These designs help HondaJet achieve low drag. HondaJet's patented over-the-wing

engine-mount configuration helps eliminate the need for a structure to mount the engines to the rear fuselage, maximizing space in the fuselage for passengers and luggage.

Further, by determining the optimal position for the engines, the over-the-wing mount actually reduces drag at high speed to improve fuel efficiency. So far, the prototype HondaJet has

achieved an altitude of 43,000 feet and a speed of 412 knots and is on course to meet or exceed all of its design specifications (www.world.honda.com/hondajet). □

Piper Returns To Its Roots With A Name Change For The Future

As Piper prepares for next year's celebration of the company's 70th anniversary, the board of directors at Piper has changed the company's name from The New Piper Aircraft, Inc., to Piper Aircraft, Inc. The name change is part of a new campaign that evokes Piper's history and heritage. "Over the course of the next several months," said James K. Bass, President and CEO of Piper Aircraft, "you will see us focus on the accomplishments that have made Piper an innovative force in aviation – accomplishments such as the production of some of the most significant aircraft in the history of aviation, and a reputation for quality and utility that spans generations. As a result, we have changed our corporate name to Piper Aircraft, Inc. to reflect our heritage and vision for the future."

Piper Aircraft extends its roots through a lengthy and rich history. It was most recently known as The New Piper Aircraft, Inc., born in 1995 when a nucleus of employees joined with outside investors to take over the assets of the Piper Aircraft Corporation and relaunch the company. There were fewer than 100 employees in that first year, but they embarked on an exciting, but daunting assignment: Take on the competition and bring the Piper name back to the forefront of General Aviation. Engineers were challenged to create an aggressive research and development program to bring new, innovative aircraft to market. Customer service professionals from a variety of industries were tapped to create a system that today provides industry-leading service

to Piper customers around the world. The organization embarked on a campaign to recruit the best distribution professionals around the globe. And the marketing and sales staff recommitted itself to making Piper the leader, not only in the owner-flown segment of the General Aviation market, but also in supplying the best training aircraft in the world. From this commitment, in the mid-1990s, has come a re-energized organization that has grown to employ more than 1,000 people at its Vero Beach, Florida, headquarters, and has succeeded in bringing the company back to center stage.

Along the way, Piper has introduced new aircraft and innovations every year, such as the turboprop Piper Meridian and the fixed gear 6X and 6XT models, as well as introducing ground-breaking glass-cockpit technology in versions of all its other models, including the turbo-charged Saratoga II TC, the Seneca V, and its stable of world-class trainers (the Piper Warrior, Archer, Arrow and Seminole). Over the decades starting with the Piper Cub in the '30s and '40s, Piper built a lasting legacy as it designed, developed and produced some of the most significant general aviation aircraft in the world. In its 70-year history, Piper has produced more than 144,000 aircraft, and has developed more than 180 models. Piper covers the global marketplace with 80 sales and service centers worldwide.

For additional information on Piper Aircraft, contact Chicago Piper at 630-466-9258, or Des Moines Flying Service at 515-256-5300 (www.chicagopiper.com). □



James K. Bass

*President & Chief Executive Officer
Piper Aircraft, Inc.*

James K. Bass, an experienced senior executive with more than 25 years of leadership roles in engineering and manufacturing, is the President and CEO of Piper Aircraft, Inc. Bass, 48, was appointed September 12, 2005, by the Piper Aircraft Board of Directors. Prior to joining Piper, Bass was President and CEO of Suntron Corporation, a \$500 million public corporation based in Phoenix, Ariz., where he led a comprehensive financial turnaround that brought the company back to profitability. He also served as a Senior Vice President with the Sony Corporation, where he was Chief Operating Officer in charge of manufacturing, engineering, procurement and all support functions for three consumer electronics businesses with total revenues exceeding \$1.2 billion.

Prior to joining Sony, Bass held several senior level management positions with the General Electric Company, culminating in his promotion to Program General Manager of the Aerospace Group.

A graduate of Ohio State University, Bass holds a Bachelor of Science Degree in Mechanical Engineering and is certified as a Six Sigma Black Belt. He also serves on the Board of Directors for Piper Aircraft, Inc., TTM Technologies, Inc., and several other organizations. □



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(TOP LEFT) Former U.S. Navy Blue Angels A-4 Skyhawks suspended in the Blues' famous diamond formation. (BOTTOM LEFT) Once the Navy's frontline fighter, the F-14 Tomcat now graces the front entrance to the Naval Aviation Museum.

© 2006 Naval Aviation Museum Foundation

(TOP RIGHT) A 1911 Curtiss MF Boat is displayed in the main entrance to the museum. (BOTTOM RIGHT) A Sun Country Boeing 737 was chartered from Minneapolis, Minn. to Pensacola, Fla., for the tour.

Photos by Dave Weiman

PENSACOLA, FLA. – Last year, *Midwest Flyer Magazine* visited the Steven F. Udvar-Hazy Museum located adjacent to Washington Dulles International Airport in Chantilly, Va., where we saw such exhibits as the Space Shuttle “Enterprise,” the B-29 “Enola Gay,” an Air France Concorde, a Lockheed SR-71 Blackbird, and the aircraft once flown by famous air show performers including Art Scholl’s Super Chipmunk, Leo Loudenslager’s Bud Light

CONTINUED ON PAGE 32

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TimberStone Golf Course, Iron Mountain, Michigan

will need transportation from the airport and a courtesy vehicle will shuttle you to and from the airport at no charge! Both 100LL and Jet-premix is available, and there are two asphalt runways: 6,500 X 150 ft. (Rwy 1/19), and 3,812 x 75 ft. (Rwy 13/31).

To learn more about TimberStone at Pine Mountain, visit www.timberstonegolf.com or call 906-776-0111. □

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NAVAL MUSEUM FROM PAGE 30

Laser 200, the original Pepsi Skywriter flown most recently by Suzanne Asbury-Oliver, and Bob Hoover's Evergreen International Shrike Commander. If you haven't yet been to Udvar-Hazy, you owe it to yourself to go there soon (www.nasm.si.edu/museum/udvarhazy/vtour.cfm).

We flew to Dulles on a charter flight with Sun Country Airlines as part of a tour coordinated by former Sun Country captain, Malcolm "Spook" Johns. So when Spook decided to organize a tour to the National Museum of Naval Aviation in Pensacola, all hands were on deck! We departed the Humphrey Terminal at Minneapolis-St. Paul International Airport (MSP) on April 22 at 7:00 AM.

With an internal area of just under 300,000 square feet, the National Museum of Naval Aviation is one of the three largest aviation museums in the world. More than 150 beautifully restored aircraft, equipment, artifacts and memorabilia tell the story of almost nine decades of U.S. Navy, Marine Corps and Coast Guard Aviation.

From the fragile wood and wire Curtiss Triad, the Navy's first aircraft, to the frontiers of space, the museum presents both an entertaining and educational experience for people of all ages.

Unique displays abound. In the Pensacola-Blue Angels Atrium, A-4 Skyhawks once flown by the team are suspended in the team's familiar diamond formation, and in the West Wing, visitors can walk the flight deck of a World War II aircraft carrier. Visitors can also tour the interior space of an aircraft carrier, visit a jun-

gle airstrip manned by combat Marines, or see a typical 1943 American street and home in a display called "Home Front."

Visitors can experience a launch from a carrier deck, a Desert Storm strike mission, or flight with the Blue Angels in the museum's motion-based flight simulator, or take a flight with the Blue Angels in the museum's IMAX theater. With a screen that reaches almost seven stories high and 85 feet wide, IMAX enables guests to experience the feeling of being right in the cockpit of the aircraft. "The Magic of Flight" is the museum's signature film with breathtaking in-flight sequences of the Blue Angels.

If you have young children, grades 6th, 7th and 8th, they will love the "Flight Adventure Deck" with interac-

tive displays, illustrating gravity, mass and motion, propulsion, aerodynamics and the atmosphere.

The National Museum of Naval Aviation is open daily from 9 a.m. to 5 p.m., closed only on Thanksgiving, Christmas and New Year's Days. Admission is free, but contributions are welcomed. For additional information see www.naval-air.org, or call 1-800-327-5002 or 850-453-2389.

Next, Sun Country Airlines will fly to the Air Force Museum in Dayton, Ohio, Saturday, November 11. Through a special promotion, air fare is only \$198.00 roundtrip from MSP, so book your flight early by calling 1-800-359-6786, as space is limited and these trips fill up fast! When making your reservations, refer to the "Dayton Museum Trip." □



Liberty Bell 7



As part of their simulated Falcon III mission, Future Astronaut Training Program campers perform a variety of tasks including rendezvous and docking, while communicating with their fellow campers directing their Shuttle flight from Mission Control.

Kansas Cosmosphere & Space Center Welcomes Back Liberty Bell 7

HUTCHINSON, KAN. – Thirty-eight years after sinking to the bottom of the ocean, Liberty Bell 7, which was piloted by Mercury Astronaut Virgil "Gus" Grissom, was recovered from the Atlantic Ocean in 1999. Once raised to the surface, the Liberty Bell

7 capsule traveled in a custom made container to the Kansas Cosmosphere & Space Center in Hutchinson, Kan. There, restoration technicians painstakingly restored Gus Grissom's spacecraft to post-flight condition, requiring the removal, cleaning, and repair of

more than 25,000 parts.

The only flown manned spacecraft owned by a private museum, Liberty Bell 7 has returned to its permanent home at the Cosmosphere, having concluded its nationwide tour. The museum is located at 1100 North Plum in Hutchinson, Kan. (www.cosmo.org). □

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LISTING INFORMATION

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

OCTOBER 2006

- 1* **LOLA (68C), Wis.** - Fall Color Fly-In & Chili Dinner 9am-3pm at Central County Airport. 920-596-3400 / 920-244-7808.
- 4-8* **KENOSHA, Wis.** - IA Certification Training at Country Inn. Brenco IA Training 800-584-1392.
- 4-8* **COLORADO SPRINGS, COLO.** - American Bonanza Society Annual Convention. 316-945-1700. Bonanza2@bonanza.org
- 6-7* **KALAMAZOO, MICH.** - Reconnaissance Symposium (SR-71 Blackbird Spy Plane). 7th Michigan Aviation Hall of Fame Enshrinement Ceremony & Dinner. www.airzoo.org
- 6-8* **OSHKOSH, Wis.** - Bell 47 Fantasy Flight Camp, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 7* **GREENFIELD, IOWA** - Iowa Aviation Hall of Fame Open House (4-6pm) & Banquet starting at 6pm. 641-343-7184.
- 7* **PARK RAPIDS, MINN.** - Fly-In 10am-2pm. 218-237-8528
- 13-15* **OSHKOSH, Wis.** - Ford Tri-Motor Fantasy Flight Camp, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 14* **OSHKOSH, Wis.** - Wisconsin Aviation Hall of Fame Induction Banquet. Everyone Welcome. 5:00pm. Keith Glasshof 715-832-6379. www.aviationhalloffamewisconsin.com
- 15* **TAYLORVILLE (KTAZ), ILL.** - Fly-In Pancake Breakfast 7-11am. 217-820-5354 / 217-824-9313. www.eaa1315.org
- 17-19 **ORLANDO, FLA.** - National Business

Aviation Association, Inc. Convention:
www.nbaa.org

- 21-22* **OSHKOSH, Wis.** - Fall Color Flights In EAA's Vintage Aircraft. EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 24* **WISCONSIN RAPIDS, Wis.** - WisDot Airport Land Use Seminar at Hotel Mead & Conference Center. To register contact Tami Weaver at 608-267-7110. tamera.weaver@dot.state.wi.us
- 25* **WISCONSIN RAPIDS, Wis.** - WisDot Airport Operations And Management Seminar at Hotel Mead & Conference Center. To register contact Tami Weaver at 608-267-7110. tamera.weaver@dot.state.wi.us
- 27* **OSHKOSH, Wis.** - EAA's Hall of Fame Dinner, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org

NOVEMBER 2006

- 6-9* **WILLIAMSBURG, VA.** - Aviation Lighting Seminar sponsored by IES (Illuminating Engineering Society) Aviation Committee at Williamsburg Lodge & Convention Center. Registration includes over four full days of Interactive Educational Seminars, Luncheons, Banquet Dinner, Printed Proceedings, Site Tours, etc. Contact Dave Fox: 845-858-5375, dfox@gillinderglass.com. www.iesalc.org
- 9-11* **PALM SPRINGS, CALIF.** - AOPA Expo 2006 at the Palm Springs Convention Center. 1-888-462-3976. www.aopa.org/expo
- 11* **MINNEAPOLIS, MINN.** - Sun Country Airlines charter flight from Minneapolis to the Air Force Museum in Dayton, Ohio. \$198.00 roundtrip. Refer to the "Dayton Museum Trip" when making reservations 1-800-359-6786.
- 11-12* **OSHKOSH, Wis.** - WisDOT Flight Instructor Refresher (FIRC) at EAA Aviation Center. Contact Judy Egnor at 608-266-8667. judith.egnor@dot.state.wi.us http://www.dot.wisconsin.gov/modes/air.htm

DECEMBER 2006

- 1-3* **OSHKOSH, Wis.** - B-17 Fantasy Flight Camp, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 2* **COTTAGE GROVE (87Y), Wis.** - Chili Feed at Blackhawk Airport 11am-2pm. 608-849-7765.
- 11* **OSHKOSH, Wis.** - Christmas In The Air & Annual Open House, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 11-15* **OSHKOSH, Wis.** - EAA School Week. Activities designed for school groups, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 15* **OSHKOSH, Wis.** - Wright Brothers

Memorial Banquet, EAA AirVenture Museum. 920-426-6108.

www.airventuremuseum.org

- 26-30* **OSHKOSH, Wis.** - Kid's Days. Family events & activities, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org

FEBRUARY 2007

- 2-3* **NOVI, MICH.** - Great Lakes Aviation Conference & Expo. 248-348-6942 www.GreatLakesAviationConference.com
- 15-17* **ORLANDO, FLA.** - 18th Annual International Women in Aviation Conference "Imagining Your Future" at the Disney's Coronado Springs Resort at Walt Disney World. 937-839-4647. www.wai.org

APRIL 2007

- 11-13* **ALEXANDRIA, MINN.** - Minnesota Airports Symposium at the Arrowwood Resort & Convention Center on Lake Darling. 1-800-657-3922.
- 17-23* **LAKELAND, FLA.** - Sun 'n Fun Fly-In, Lakeland Linder Regional Airport. "Living the Dream!" 863-844-2431 www.sun-n-fun.org
- 30-5/2* **STEVENS POINT, Wis.** - 52nd Annual Wisconsin Aviation Conference at the new Holiday Inn Hotel & Convention Center. www.wiama.org

MAY 2007

- 4/30-2* **STEVENS POINT, Wis.** - 52nd Annual Wisconsin Aviation Conference at the new Holiday Inn & Conference Center. www.wiama.org
- 12* **BLOOMINGTON, MINN.** - 18th Annual Minnesota Aviation Hall of Fame Induction Banquet at Ramada, Mall of America/Thunderbird Convention Center. Social Hour 5pm. Banquet 6:30pm. \$38 per person payable to MAHOF. Send reservation to Peter Gavin, 6905 12th Avenue South, Richfield, MN 55423 by March 15th.
- 18-19* **LA CROSSE, Wis.** - Deke Slayton Airfest. www.airfest.com

SEPTEMBER 2007

- 7-9* **EAGLE RIVER, Wis.** - Wisconsin Seaplane Pilots Association Fly-In. www.seaplaneflying.com
- 29* **HANOVER, IND.** - 10th Annual Wood, Fabric & Tailwheels Fly-In, the largest of its type East of the Mississippi. jtnolen@bellsouth.net

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WATA *Difference*

WISCONSIN AVIATION TRADES ASSOCIATION

Roles Changed, But Teamwork Continues At Beaver Aviation



Chuck Swain, the "Master of Aircraft Maintenance."

Founded at the beginning of the general aviation revolution in 1946 by the late Paul Baker, Beaver Aviation, Inc., an aircraft maintenance facility at Dodge County Airport, Juneau, Wis., has been owned and operated by Chuck Swain from 1975 to 2003. Swain's backlog of customers speaks for itself. He is an IA in demand, and knows that the lives of his customers depend on providing good service. That's why when Swain made the decision to sell Beaver Aviation to reduce his working hours, he was particular as to who would become his successor.

Eric "Skinny" Nelson, 33, originally of Blair, Nebraska (pop. 5,000), has worked at Beaver Aviation on and off since 1996. He left only for a short time in 2002 to be closer to his hometown, but was lured back to Wisconsin when Swain agreed to sell him Beaver Aviation.

Nelson studied under Swain's tutorage, and Swain knew just how to wean him. To this day, they adhere to the philosophy that two heads are better than one, and look at each job that comes in as a joint project. Nelson is a quick study, and like Swain, researches problems until he figures out a solution.

Nelson's lean physique has earned him the nickname "Skinny," which has enabled Nelson to get into some pretty cramped areas of an aircraft a lot easier than the "Bishop of the Beer Casket" at EAA AirVenture (a story for another issue).

Aside from observing his various employers over the years, Nelson did not have experience operating a business himself, but he is beginning to master those responsibilities as well, and has good record-keeping habits and computer skills.

"I could not dream of a better manner in which to transfer a business," says Nelson. "Chuck has been there to help me and coax me in the right direction, yet allows me to struggle just enough so I learn the nitty gritty stuff by doing."

Nelson says he chose aircraft maintenance over auto, marine and heavy equipment maintenance in part because he thought airplanes would be cleaner to work on.

"My mother reminds me often that

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Cornell Airpark is located in the heart of the Wisconsin lake country approximately 25 miles NE of Eau Claire. We have 2500 feet of hard surface runway, an adjacent grass strip, pilot controlled lighting, fuel and mechanical service, too.



I fixed my babysitter's toaster at age 8 with no training," says Nelson. "I probably dislodged a piece of burnt toast or something, but it was a start. I learned mechanical problem-solving, and took a real liking to it."

At age 13, Nelson worked part-time at a dairy farm milking 500 head of cows. "Best incentive I ever had to go to college." To this day, Nelson still stops by the dairy farm to visit his former employer whenever he is back in Nebraska.

Nearing his senior year in high school, Nelson had to make a decision for his future. Working on the farm, he thoroughly enjoyed repairing everything from a Minneapolis Moline tractor to his 1968 Chevy pickup, but he always had an interest in aviation.

"My father was in the Air Force and spoke of the 'neat stuff' he did while in the service, and that sparked my interest more. I did not want to be a greasy auto mechanic, marine is too seasonal, diesel and heavy equipment was not high on the ladder due to the dirt and grease factor, and heating and air conditioning at that time did not show much promise. So I chose aviation. Aviation has clean airplanes that are on a regimented maintenance schedule. Very naive, I thought I would be working on museum aircraft for the rest of my life, and I would not need to wash my hands more than twice a day. Boy, did I ever have a real eye opener! I was 18 years old before I touched an airplane for the first time."

In 1992, Nelson started work on the line for Parmley Aviation in Council Bluffs, Iowa, while attending Iowa Western Community College. Starting from the bottom up, Nelson was there to pump gas, mow grass, and hangar planes at night, but it did not take him long to find the shop where he assisted with performing 100-hour and annual inspections, opening and closing inspection panels.

Nelson also spent a lot of time working in the "prop shop" his employer opened on the field. "I



Eric "Skinny" Nelson



Getting in tight places is "Skinny's" specialty.

spent two years as a line guy, and then two years bouncing from the maintenance shop to the prop shop. I

suppose that's why I give the propellers that come into Beaver Aviation today some special attention."



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Timing & Dumb Luck!

There is a long story behind Chuck Swain and Eric Nelson crossing paths, "but it comes down to timing and dumb luck," says Nelson.

"Chuck hired me in September 1996 as the newest 'Beaver' in the shop. I worked for him and learned more in my first six months than I had learned the preceding four years. Over the next six years, Chuck and I became more friends than we were boss and employee. I was happy and enjoyed my job, but in 2002, I was offered a promising position in Omaha, Nebraska, 20 miles from my hometown, so I took it.

"The entire time I worked in Omaha, I missed the one-on-one service I had with our customers at Beaver Aviation, so I contacted Chuck and in about two e-mails, we had an agreement in which I would buy the business, and he would continue to work there. So in February 2004, I returned to Wisconsin.

Nelson earned his Airframe & Powerplant Certificates in 1996, and passed his IA examination in 1999.

"College provided me with basic instruction, but I turned to a five-day cram course with Brenco IA Training to prepare for the IA written examination." (For additional information, call Brenco: 1-800-584-1392).

Nelson hopes to complete his flight training, which began in 1993, to reduce travel time between Wisconsin and Nebraska. Like many young people, career and family took precedence and he placed his flight training on hold.

Preventive Maintenance Recommendations

We asked Nelson what he sees as preventive maintenance areas aircraft owners should be aware of.

"Oil changes," says Nelson. "Keep in mind there is an hourly and monthly recommendation – 3 months between oil changes to remove condensation and prevent camshaft and cam follower damage due to corrosion."

Our interview continued:

MFM: What has been the biggest or most challenging job you have had working on aircraft?

EN: "The biggest challenge in the last 5 years has been a Cessna U206G which had an intermittent problem of an in-flight vibration that was described by the owner as like a dog shaking, starting from the nose and shaking out through its tail. The problem as it turned out was actually very simple... dirt in the fuel selector valve intermittently restricted the return line to the fuel tank."

MFM: What is the easiest aircraft you have worked on?

EN: "Stating that a given airplane is easy would show complacency, so I feel that one aircraft is no easier than another."

MFM: What is the hardest aircraft to work on?

EN: "To me, the hardest aircraft to work on is definitely the one that has had no maintenance or poor maintenance. As soon as you fix one item, something else pops up. It can be a never-ending inspection."

MFM: In your opinion, which manufacturer provides the best backup support?

EN: "Lately, Lycoming has been the best at making or beating dates and offering weekly assistance via a status report phone call."

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Wisconsin Aviation, Inc.
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• Watertown, Wis.

MFM: General aviation parts are often difficult to get in a timely manner. What is it like right now?

EN: "Normal replacement/repair items are usually available next day via ground UPS. General aviation is fortunate to have PMA replacement parts available more and more every day. After saying that, some parts are still a real trial to locate or have repaired, even with the information technology available."

MFM: Describe a normal business day?

EN: "There is no normal day; everyday is different. That is what I enjoy the most.

MFM: Please share with us your most memorable aviation experience, and your most unpleasant experience.

EN: "My most memorable experience was my first airplane ride: N5202P, a Piper Comanche 250. I was a line guy, and the person who became my flight instructor asked me to climb aboard to attend a fly-in breakfast in Harlan, Iowa. Two rides of 30 minutes each was the most fun I ever had at the time.

EN: "My least favorite experience was just last February. I traveled to

Madison, Wis., to do a ferry flight inspection on an A36 Bonanza. The owner had lost his medical. After the inspection, the new owner started the engine and taxied out. The seller, who was a former Marine and WWII veteran, started to tear up, then told me that was the first time he had ever heard the engine run from a place other than the pilot's seat. There was nothing to be said at the time. All I could do was give him a sympathetic smile and an understanding nod."

MFM: Where would you like to see Beaver Aviation 5, 10 and 20 years from now?

EN: "I would like Beaver Aviation to grow, yet retain the personal level of service that has been the company's trademark since 1946."

Nelson has been married since 2003 to Leslie, and they look forward to having children some day. But for now, they are involved with the local water ski team (Beaverland Must Skis (www.mustskis.com)) of which Eric is president and a driver for the ski tow boat at nearby Beaver Dam Lake. "I will never leave the ski team! We promote youth leadership, teamwork, trust and have a fun time doing it."

Beaver Aviation, Inc. specializes in 100-hour and annual inspections, and attracts customers from Wisconsin and Illinois, primarily. Beaver also overhauls and replaces engines and repairs damaged aircraft. Their knowledge includes every make and model of aircraft, from vintage single-engine aircraft and twins, to just-off-the-line Cessnas, Pipers and Beechcraft.

The company has been a member of the Wisconsin Aviation Trades Association (WATA) since its inception, and Chuck Swain is a past president and board member. Beaver Aviation's clientele includes both individual and commercial operators.

MFM: What makes Beaver Aviation unique or special?

EN: "When you call Beaver Aviation, one or two people will answer the phone," says Nelson. "After your first visit, we will be on a first name basis with each other, and I will give you the best level of service in the industry. I will retain our reputation of maintaining very high maintenance done at a fair and reasonable price!"

For information or to schedule an appointment, call 920-386-2636. □

Wisconsin Aviation Celebrates 25 Years

WATERTOWN, WIS. – Jeff Baum was the first one to deposit \$500.00 on account for the new company. "Twenty-five years ago and a mere one day old, that cash flow was really welcome news to us," said Jeff Baum, president of Wisconsin Aviation, Inc., with locations at Watertown, and now also in Juneau and Madison, Wis.

Baum and then partner, Pete

Schoeninger, started "Air Watertown" just a few days after the bank pulled the plug on their former employer, Watertown Aviation. "Few people gave us a chance, but along the way, an awful lot of people gave us help," said Baum.

In 1983, Baum began operations at their second location at Dodge County Airport in Juneau, Wisconsin, and in 1987, the company started its maintenance operation which now employs 30 technicians. Wisconsin Aviation took its

biggest leap in 1994 when Baum bought Four Lakes Aviation in Madison.

Baum learned long ago that the FBO business is not a "get-rich-quick scheme," but as he reflects over the past 25 years, the experiences he has had, the excitement, the great relationships he has established, the places he has gone, the memories he has, and the fact that "I get up and look forward to my job each day," makes Baum a wealthy man. □

Mineta To Receive Wright Brothers Memorial Trophy

WASHINGTON, D.C. – The Wright Brothers Memorial Trophy for 2006, presented annually by the National Aeronautic Association "to a living American for significant public service of enduring value to aviation in the United States," will go to former

U.S. Secretary Norman Mineta.

During his tenure as Secretary, Mineta presided over the safest three-year period in aviation history, oversaw the Coast Guard's response to terrorist attacks, and guided creation of the Transportation Security Administration.

Mineta has been a vice president of Lockheed Martin Corporation and served two decades in the U.S. House

of Representatives representing California's Silicon Valley. He was chair of the House Public Works and Transportation Committee and chaired the committee's aviation subcommittee.

Mineta will be presented the Wright trophy – a rare-metal depiction of the Wright Brothers airplane – at a banquet on December 15, hosted by the Aero Club of Washington. □

Wisconsin DOT Recognizes Aviation Advocates At EAA



Dave Weiman

WisDOT Bureau of Aeronautics Director David Greene (left) and WisDOT Sec. Frank Busalacchi (right) congratulate award recipients (L/R) Larry Brunzlick, Debbie Petzel, and William Amorde on receiving State of Wisconsin awards for contributions to aviation.

OSHKOSH, WIS. – The Wisconsin Department of Transportation (WisDOT), Bureau of Aeronautics recognized three state residents for their outstanding contributions to aviation in Wisconsin at its “Wisconsin Day” luncheon for elected state officials, July 28, at EAA AirVenture, Oshkosh, Wis. Debbie Petzel of Centuria, Wis., an elementary school teacher at the Unity School District in Balsam Lake, received the Carl E. Guell Aviation Education Award; William Amorde, manager of Richard I. Bong Airport in Superior, received the 2006 Outstanding Achievement in Aviation Award; and Larry Brunzlick of Bryant in Langlade County, received the Wisconsin Eagle Award for providing free airplane rides to children to introduce them to the

world of aviation.

“The fact that Wisconsin hosts the world’s finest air show every year speaks volumes about our state’s status as an aviation leader,” said David Greene, Director of the WisDOT Bureau of Aeronautics. “And our proud aviation tradition continues, thanks to people like Debbie Petzel, Bill Amorde and Larry Brunzlick who willingly share their knowledge and enthusiasm for aviation with people young and old.”

Debbie Petzel is a licensed pilot and third grade teacher at Unity School District in Polk County. She teaches aviation-related, after-school classes that help students gain a better understanding of airplanes, rockets and balloons while incorporating math, geography and other skills.

Petzel is utilizing a grant from the Wisconsin Space Grant Consortium to conduct aviation and space science workshops for adults and children. The award is named in honor of Carl Guell, who worked for 38 years at the Wisconsin Department of Transportation promoting aviation education initiatives.

William Amorde has been a licensed pilot for over 40 years, founded Twin Ports Flying Service in 1966, and has served as manager of Richard I. Bong Airport in Superior for 37 years. Along with overseeing improvements that have helped make the airport a quality aviation facility supporting business and recreational air travel, Amorde is a Civilian Pilot Examiner who has conducted over 3,700 flight tests. Amorde has hosted numerous airport tours for school children, supplied aircraft and other volunteer services providing free flights for youth, and has influenced numerous people to seek pilot certificates and pursue aviation careers.

In 2005, Larry Brunzlick provided free airplane rides to 75 children as part of the international “EAA Young Eagles” program. Brunzlick operates a Cherokee 6 out of a private airfield and the Langlade County Airport. Established in 1992, the Young Eagles program has provided over 1.2 million airplane rides to children ages 8 to 17. Wisconsin’s 1,948 Young Eagle pilots have provided 81,881 youths with free rides – ranking Wisconsin second in the nation to California in the number of rides provided.

Anyone wishing to nominate persons for WisDOT Bureau of Aeronautics awards may do so by writing “Wisconsin Day Awards,” Attn: Tammy Weaver, c/o Wisconsin Bureau of Aeronautics, P.O. Box 7914, Madison WI 53707, or by calling 608-267-7110 and requesting an official nomination form. Persons interested in participating in Wisconsin Day 2007 may request details from the Wisconsin Bureau of Aeronautics as well. □

AIR RACING



Wells Aircraft, Inc.

Wanda Zuege and John Thompson on the takeoff roll at Hutchinson, Kansas.

Piper Cherokee From Wisconsin Placed 3rd In National 1,800-Mile Air Race

It's the classic "Tortoise and the Hare" story. Wanda Zuege, CFII and ATP, and John Thompson, CFII, flight instructors at the Stevens Point Municipal Airport, Stevens Point, Wis., raced a Piper Cherokee 1,800 miles across Kansas, Colorado, South Dakota, Montana, Minnesota and back to Stevens Point, in the 2006 "Marion Jayne Air Race Classic," July 19-21. The "Cherokee Chariotte" without wheel pants with a top speed of 125 mph, raced against 11 other airplanes with top speeds ranging from 156 mph to 297mph. AMRD gap seals, vortex generators and modified wing and prop tips were the only performance modifications used.

The racing goal is not to arrive at the finish first, but to average the highest speed above the plane's top speed. Pilots must meticulously plan their routes to take advantage of weather and wind speeds and avoid straying off course.

Out of the 12 racing teams, nine averaged higher than their plane's top speed. Flying a homebuilt Glasair III,



Dave Zuege

Pat Keefer, president of the Marion Jayne Air Race Classic (right), presents 3rd place trophies to John Thompson and Wanda Zuege.

"Warp Speed Wanda," the first-place racing team including Mike Jones of Fullerton, California, and Richard Vandam, of Reno, Nevada, averaged 13.6 mph faster than their plane's top speed.

Representing Stevens Point's flight School, "Am I High Aviation LLC," Wanda Zuege and John Thompson captured third-place with an average speed of 8.1 mph above their plane's top speed. Third place netted the team \$1,200 and a trophy that can be seen at the Stevens Point Airport terminal. They were also recognized by *Plane and Pilot Magazine* with the "2006 Best Placing Rookie Race Team" trophy, and by Piper Aircraft with the "Best In Piper Fleet" trophy for the highest scoring team flying a Piper airplane.

In addition to flight instructing, John and Wanda have over 1,000 hours each of ground-instruction time preparing students to pass the Private Pilot and Instrument Knowledge Test in two days. See website for details. www.amihighaviation.com. For detailed air race results, see www.us-airrace.org/news.html. □

NEW PRODUCTS

New Twist To Aircraft Engine Dehydration

GLENWOOD, MINN. – Tanis Aircraft Products has developed an engine "dehydrator" designed to protect reciprocating engines from corrosion by removing moisture and other combustion byproducts when an engine is not in use.

Moisture is a byproduct of combustion and part of this moisture blows by the rings and collects in the engine crankcase. Crankcase humidity levels measuring 85 to 98% are



not uncommon. This level of humidity, along with mild acid byproducts of combustion, can cause rust problems in

hot or cold weather. The Tanis Dehydrator System is designed to remove humidity and corrosive vapors from the crankcase of inactive engines. The removal of these two elements of corrosion will help prevent internal rust that can happen when the oil protection layer is scraped off or drains off during infrequent use.

For more information, contact Tanis at www.tanisaircraft.com or 320-634-4772. □

Tanis Aircraft technician, Rollie Noordman, displayed the Tanis Engine Dehydrator at EAA AirVenture, Oshkosh, Wis.

Aeronautics Report

Wisconsin Bureau of Aeronautics

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Radio Phraseology

by Jeffery Taylor

Aviation Consultant – WisDOT Bureau of Aeronautics

We all hear some unique radio calls from time to time. Last year I heard a pilot, while being vectored for an approach, tell a controller about how he learned to fly in 1927 in a Curtiss Jenny. You could sense the tension in the air when he missed three repeated calls from ATC, then a collective sigh of relief, especially in the controller's voice, when the veteran pilot replied. Aviation magazines and Web sites have plenty of examples of humorous exchanges between pilots and controllers.



Jeffery Taylor

While some exchanges are unique or humorous, some are just annoying and add nothing to the safety of flight. We have all heard, and some have used the phrase "any traffic please advise" while approaching a non-towered airport. Isn't this a waste of time on the frequency? Stating this phrase at the end of your call serves no purpose and if anything, reduces safety. In fact, the FAA recently amended Chapter 4-1-9 G 1 in the Aeronautical Information Manual (AIM) to say: Pilots stating, "Traffic in the area, please advise" is not a recognized Self-Announce Position and/or Intention phrase and should

not be used under any condition. That's pretty strong language for the AIM and leaves little room for interpretation. The use of this phrase needs to stop for several reasons. One important reason is the pilot making this statement has taken the attitude that, "I'm on my way in to airport X, if no one replies, then I must be the only aircraft in the area." What a failed sense of security! What about aircraft that don't have radios, or electrical systems for that matter? Also, time on UNICOM frequencies is precious. Time wasted with this needless phrase distracts and detracts from the truly important position reports, we should all be making in the pattern. By making your initial call at least 10 miles out, then listening for other traffic making their position reports, you will gain situational awareness of the traffic and active runway at your destination airport.

As a review, the next section of the AIM (Chapter 4-1-9 H, UNICOM Communications Procedures) lists the preferred announcements to make when arriving at a non-towered airport:

- Report approximately 10 miles from the airport, providing altitude, your aircraft type, aircraft identification, location relative to the airport, state whether landing or overflight, and request wind information and runway in use.
- Report on downwind, base, and final approach.
- Report leaving the runway.

When departing a non-towered airport, pilots are encouraged to announce their location on the airport and runway they are taxiing to. Then announce takeoff and whether you are remaining in the pattern or the direction of flight after reaching pattern altitude.

The AIM is a valuable resource for reviewing the correct procedures for all phases of flight. Make time to review the self-announce procedures. They have stood the test of time and provide us with the concise, important information that will help ensure a safe, enjoyable flight. □

Wind Farms In Wisconsin & Their Effect On Aviation

by Gary Dikkers

WisDOT Airspace Manager

Over the last decade, following passage of the Telecommunications Act of 1996, Wisconsin and the nation witnessed a surge in construction of wireless communications towers that impacted our airspace. Now, Wisconsin pilots are about to see a second great wave of construction affecting airspace in the form of tall wind turbines.

Currently, there are proposals for at least 400 wind turbines in Wisconsin, ranging in height from 390 feet above ground level (AGL) to 500' AGL, all intent to take advantage of U.S. Department of Energy tax credits that are due to expire in 2007. There are two primary criteria that wind farm developers look for when locating wind turbines: a place where the wind

blows fairly steadily; and a site close to existing electrical transmission lines, so that expensive lateral feeder lines aren't needed to carry electricity from the turbines into the grid.

So far, the ideal location identified in Wisconsin for wind farm development is the Niagara Escarpment – a broad stretch of ancient, tough bedrock that stretches from near Hartford in Dodge County, north through Fond du Lac, Calumet, Brown, Kewaunee, and Door Counties out to the tip of the Door County Peninsula. The Escarpment has resisted erosion and though it sticks up only 150 to 200 feet above the surrounding terrain, that difference is enough to increase wind flow to the point where “harvesting” the wind may become profitable. One of the best places to see the Escarpment is driving east from Fond du Lac on WIS 23 where the highway climbs up the west wall of the Escarpment. The Escarpment also forms the east side of Lake Winnebago. If all the wind turbines now planned are built, the east shore of Lake Winnebago will be studded with hundreds of wind turbines, many of which will be visible from Wittman Regional Airport (OSH) during EAA AirVenture.

At the Wisconsin Department of Transportation (WisDOT), the Bureau of Aeronautics is doing its best to work with wind farm developers to ensure the many new wind farms will have a minimal effect on the state's airspace. However, it will be a delicate balance to satisfy our future renewable energy needs, while preserving our irreplaceable airspace. So far, the wind companies have been cooperative in selecting sites that will not adversely affect our public-use airports. Even so, there are a few things Wisconsin pilots should know as construction of the turbine farms begins.

The FAA has been struggling with the best form of obstruction marking



Montford, Wisconsin wind farm.

and lighting for wind farms. They initially thought each turbine should be lighted, but then realized that in large farms with as many as 130-150 turbines, that would lead to a psychedelic display of blinking and flashing lights at night that both pilots and those living around the farm would find irritating and objectionable. The latest plan is that only selected turbines around the perimeter of each wind farm will be lighted, and that all obstruction lights in the farm will have to be synchronized. Turbines will also be painted white to enhance daytime visibility. The FAA has done visibility tests of turbine farms and has discovered that the support towers and blades are broad enough that when painted white, they are very visible, even from a distance.

Through the efforts of WisDOT's Bureau of Aeronautics, the FAA is beginning to understand that turbine blades create vortices, and that blade-tip vortices create turbulence in much the same manner as large airliners create turbulence from their wing tip vortices. Modern wind turbines will be as tall as 500' AGL with a blade at the 12 o'clock position, with individual blades from 135' to 150' long. In fact, the diameter or “blade span” of a large wind turbine is greater than the wingspan of a Boeing 747. In effect, each blade of a large wind turbine is much like the wing of an airplane. The blade span of large turbines is great enough that even though the tur-

bines are rotating at a relatively low 20-rpm, the blade tips will be moving at close to 200 mph. Unfortunately, an airfoil as big as the wing of a B-747 moving at 200 mph will create vortices and turbulence from the blade tips.

The blade tip vortices will have much the same effect as the wing tip vortices behind large airliners. That means pilots will have to avoid that turbulence, just as you would the turbulence

behind a large airliner. That shouldn't be too difficult, since most pilots rarely fly at less than 500' AGL.

But, if you are an agriculture application pilot, the pilot of an EMS helicopter responding to a crash scene within or near a wind farm, or fly out of a private airport close to a wind farm, you will have to be alert whenever at low altitude near large wind turbines.

Since FAA and state standards don't protect privately-owned, restricted-use airstrips, we know there will be wind turbines closer to some of those airstrips than we would like to see. If you own or fly out of one of those airstrips, think about whether you want to fly when the wind is blowing through a wind turbine across your airfield. Agricultural pilots will need to carefully assess whether they will be able to spray chemicals on fields near large wind turbines, considering how the turbulence may affect their aircraft and the chemical spray pattern.

EMS helicopter pilots will face especially difficult decisions when responding to emergencies near wind farms. If the wind is blowing at more than about 12-15 knots, they may not be able to make a pickup downwind of a large wind turbine because of the turbulence. We don't yet know how far downwind that turbulence will extend, but we do know that wind farm engineers place turbines within wind farms so they are at least 2,000

CONTINUED ON PAGE 53



THE STATE OF MINNESOTA PROVIDES THIS TECHNICAL BULLETIN IN THE INTEREST OF AVIATION SAFETY AND TO PROMOTE AERONAUTICAL PROGRESS IN THE STATE AND THE NATION

Raymond J Rought, Director

Dan McDowell, Editor

Minnesota DOT Office of Aeronautics

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Flying: A Dash of Cool & A Splash of Color!

by Ray Rought, Director

MNDOT Office of Aeronautics

I am always amazed at how beautiful “fall” can be. We are so fortunate to be surrounded by so much beauty. The best part for aviators is that when seen from the air, the colors of fall become a veritable artist’s palette spread out below and sometimes as far as the eye can see!



Ray Rought

What a grand and glorious benefit of being able to fly! Imagine how many people have never seen the fall colors from the air. Sadly, they have only seen it from below the canopy of leaves, where just a small portion of the beauty can be seen. They have never seen the splendor you and I have seen from the air!

I would like to urge you to share the beauty that can be found only via flight, with someone who has never had that opportunity.

Show them the awesome views and tremendous pleasure to be derived from flying.

Demonstrate the fun, but make sure they understand the value that flying and aviation in general brings to their lives.

Give them, or show them, where to obtain a coupon for a discount on an introductory flight.

Help them to start their flying career by demonstrating the ease and comfort of flying.

Help them to experience the cool,

crisp fall day and the splash of seasonal color from the air.

Remember also that the beauty of the seasonal change brings with it the responsibility to be aware of, and prepared for, the changes in weather and surface conditions. This is the time of year when the chilled nights can bring about fog, frost, or even black ice. Whether you are driving or flying, these weather phenomena can significantly affect your travel if you are not prepared to handle it properly.

So the next time you go flying, make sure you understand the weather conditions you might encounter, especially now that the nights can be at or below freezing while the days can be relatively warm and pleasant. And while you are at it, take someone with you and share the beauty of flying. Maybe they will go on to get their Private Pilot Certificate...and they will have you to thank for the inspiration! □

The Spin Doctor

Most people have heard the term used by journalists and media types, where they refer to someone as the “spin doctor.” What they are referring to is a person who will put a particular “slant” or “spin” on a story to lead people to assume a certain conclusion or potential outcome, for instance. But, as it applies to aviation, a “spin doctor” can be viewed as your favorite flight instructor.

In the words of Dale Klapmeier, Cirrus Design, “Over 90% of General Aviation stall/spin fatal accidents occur

at or below traffic pattern altitude.” With that in mind, ask yourself when was the last time you practiced stall-spin recovery? Can you recall the onset parameters and the proper corrective actions quickly and precisely? If you didn’t answer yes, then you should spend some time reviewing the basics of stall/spin recovery techniques with your flight instructor. He/she can make a significant difference in your flying and possibly in your life!

*The principal motions of stalling and spinning involve four distinct phases of flight: the approach to stall, the stall and incipient spin, the devel-

oped spin, and spin recovery. During the approach to stall, as airspeed is reduced and angle of attack is increased, some aircraft may exhibit large-amplitude rolling or pitching motions, wing-dropping tendencies, unconventional or ineffective responses to control inputs, or longitudinal or directional instabilities. If the motions occur in a rapid and disorienting matter, the pilot may inadvertently lose control of the aircraft and enter the incipient-spin phase.

The incipient spin may also be entered intentionally by the pilot through applications of rudder-eleva-

tor-aileron controls. In the incipient-spin phase, the flight path of the aircraft changes from horizontal to nearly vertical, the angle of attack increases beyond the value at stall, and the rate of rotation increases from zero to the rate exhibited in the fully developed spin. If the loss of altitude is to be kept to a minimum, the pilot must quickly recognize the out-of-control situation and apply corrective controls. If the pilot delays the inputs or applies the wrong control combinations, the aircraft may enter the developed-spin phase.

In the developed-spin phase, the attitude, angles, and motions of the aircraft tend to be repeatable from turn to turn, and the flight path is approximately vertical. The spinning motion is sustained by a balance of the aerodynamic and inertial moments acting on the aircraft. The spin consists of a spinning motion about the airplane center of gravity plus translatory motion of the center of gravity; however, the motion is primarily rotary. The developed spin can be very smooth and steady, or it may be quite oscillatory, violent, and disorienting to the pilot.

In addition, the spin may be relatively steep, characterized by a nose-down attitude, an angle of attack

ranging from slightly above the stall angle of attack to about 30 degrees, and a relatively large spin radius (distance of the center of gravity of the aircraft from the spin axis). The developed spin may also be fast and “flat,” with a relatively horizontal fuselage attitude, an angle of attack approaching 90 degrees, and the spin axis passing almost vertically through the center of gravity of the aircraft with a spin radius of near zero.

Spin recovery is accomplished by upsetting the balance of aerodynamic and inertial moments acting on the aircraft by movement of the aerodynamic control surfaces. The specific control inputs required for satisfactory spin recovery for a particular aircraft depend on certain critical aircraft mass and aerodynamic properties, and the most effective control sequence varies for different types of airplanes (for example, fighters and personal-owner aircraft). Recoveries from steep spins tend to be less difficult because the aircraft aerodynamic controls retain a limited degree of effectiveness slightly beyond the stall. However, recovery from a flat spin is normally extremely difficult because the aircraft controls are ineffective at such high angles of attack.

Unfortunately, when inadvertent

loss of control and spin entry occur at low altitudes, the pilot may not have enough altitude to terminate the post-stall motions and complete the near-vertical recovery maneuver before impacting the ground. Sadly, this scenario occurs frequently in fatal civil aircraft accidents for personal-owner aircraft that are piloted by relatively inexperienced individuals, with minimum exposure to out-of-control maneuvers and spins.

The point is, if you have not recently practiced stall-spin recovery with a qualified flight instructor, plan to do so as one of your first objectives of flight yet this year. Better yet, why wait... plan to do it as soon as possible! It can make the difference in a long and happy flying career or an unscheduled meeting with terra firma.

Be safe. THINK before you fly as well as when you fly. Make sure you are properly and fully prepared for flight, and don't hesitate to visit your local “spin doctor.” It can be one of the best investments in your flying career.

*All of the technical parts of this article were taken directly from NASA source material. The complete report and photos can be found at: http://oea.larc.nasa.gov/PAIS/Concept2Reality/spin_technology.html (MNDOT Office of Aeronautics) □

Monaco Air New FBO At Duluth

DULUTH, MINN. – Monaco Air-Duluth is the new fixed base operation at Duluth International Airport. They purchased the business from North Country Aviation in November 2005. Don Monaco of Chicago, Illinois, is owner; Mike Magni is president.

The importance of Monaco Air at Duluth is to service transitional flights that need to stop for fuel, and to provide service to help promote tourism.

Monaco Air is open 24 hours a day; has reduced its fuel prices from what they were under North Country Aviation, including adding self-fueling, which is presently \$.50 less than full service; has become an authorized service center and parts distributor for

Cirrus Design Corporation, which is also located on the airport; and provides car rental through Enterprise Rent-A-Car.

In its first year of operation, Monaco has undergone a \$400,000 facilities upgrade, and plans are underway to expand the facilities by 2009. The company employs 27 people, and its 2006 target is \$3.5 million in revenues.

For additional information call 218-727-2911. □

Wings Insurance Agency Under New Ownership

EDEN PRAIRIE, MINN. – The founder of Wings Insurance Agency,

Larry Marrs, has sold the business to the company's vice president, Steve Bruss. Marrs expressed his appreciation to the aviation community stating, “whose confidence and trust has ensured the agency's growth and success.”

Bruss has a background as an underwriter, certified flight instructor, and aviation insurance broker.

In 2004, Wings participated in spearheading the approval of the first standardized aviation insurance application form by ACORD, the global insurance standards-setting organization. This innovation, coupled with the latest in agency automation software, has made Wings one of the most automated aviation insurance agencies in the country. □

MINNESOTA AVIATION TRADES ASSOCIATION

MATA Addresses Proposed User Fees, Welcomes Light Sport Aircraft, & Considers New FBO Safety Initiatives At Annual Conference

MINNEAPOLIS – Issues of major concern and interest to Minnesota fixed base operators, including state and federal aviation fuel taxes... proposed user fees on the air traffic control system... marketing... and Light Sport Aircraft (LSA), were featured at the Minnesota Aviation Trades Association (MATA) Conference, September 21-22, at the Mermaid Conference Center in Mounds View, Minn.

Andy Cebula, Executive Vice President of Government Affairs with the Aircraft Owners & Pilots Association (AOPA), Frederick, Md., explained what AOPA's position is on "user fees" to operate the air traffic control system in comparison with the positions held by the airlines, the

Federal Aviation Administration (FAA), the Bush Administration, and Congress.

Cebula said that the airlines and general aviation are at odds with each other, with the airlines wanting to control the system and have someone else pay for it, and they want all aircraft to be charged the same fees for ATC services, regardless of size. All the airline passenger wants is good service!

As an alternative to the current system of excise taxes, it has been suggested that they be replaced with a "flat tax" on all fuel used by aviation users. The amount of that tax would be about 65 cents per gallon. Currently the tax on general aviation avgas is 19.3 cents and 21.8 cents on jet fuel used by general aviation, so if approved, a flat tax would be a significant increase.

The FAA wants to reduce Congressional oversight and Congressional budget approval authority, and control aviation user involvement in decision-making.

The Bush Administration through the Office of Management & Budget (OMB) wants to reduce the general fund support for the aviation system.

AOPA recommendations are: 1) To keep the U.S. Congress the board of directors, and keep funding and taxes under the federal budget process, not user fees! 2) A general fund contribution to the FAA budget is necessary and AOPA would like to see it remain at 25%. We should have robust airport funding, including for general aviation airports. FAA can and should do this. 3) FAA can and should also reduce costs, and define "modernization." What is the FAA going to buy and when?

How all of this will wash out is anyone's guess, but Cebula said that the October 2006 deadline for Congress to act is upon us.

Congress has four decisions to

make: 1) extend current taxes, 2) create a new user fee funded system, 3) determine FAA spending, and 4) define what Congress' role is in management oversight. "But Congress' main goal is to get through the 2006 elections," said Cebula.

Accompanying Cebula to the conference was AOPA Great Lakes Regional Representative Bill Blake of Peoria, Illinois. Minnesota is one of five states Blake represents on behalf of AOPA. (See AOPA Great Lakes Regional Report on page 20 in this issue of *Midwest Flyer Magazine*.)

Ray Rought, Director of the Minnesota Department of Transportation, Office of Aeronautics, spoke about state funding issues, including the \$15 million, which the state legislature borrowed from the State Aviation Trust Fund in 2003 to help balance the state budget. That money is expected to be paid back in 2007 (no guarantees, however, and without interest), and the state has a backlog of projects depending on it. Also as a result of a decline in airline revenues and fuel sales, state aviation revenues have also declined. But as it looks now, the state is in a positive position in getting needed funding from the state legislature for 2007.

When asked when projects such as the long-awaited runway extension at Flying Cloud Airport is expected to get underway, Rought said as soon as the Metropolitan Airports Commission (MAC) completes mandated state zoning requirements for each reliever airport. The Minnesota Office of Aeronautics has told MAC that it will not receive any more money for airports that are not zoned.

Robert Mark of CommAvia, Evanston, Illinois, spoke on "Aviation Marketing Trends," and suggested that fixed base operators sell "solutions, not stuff," and avoid the direct approach to selling.



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(TOP ROW L/R) • State Rep. Mike Beard (left) accepts MATA's "Government Leadership Award" from MATA Secretary Greg Reigel. • Robert Mark of CommAvia. • Dan Johnson of LSA Marketing Group. • Don and Roxanne Kain of Grand Rapids, Minn., accept the MATA Scholarship Award from MATA Director Butch Detjen (right) on behalf of their daughter, Christina.

(CENTER ROW L/R) • Bill Blake, AOPA Great Lakes Regional Representative. • Ray Rought, Director of MNDOT Office of Aeronautics.

(BOTTOM ROW L/R) • Amy Koranda of NATA. • Dave Weiman of *Midwest Flyer Magazine* (right) introduces Andy Cebula of AOPA (left).

Mark said that the top 10 ways to lose customers is to breach confidentiality; miss deadlines; hide extra service charges; create complex invoices; develop roadblocks to refunds; forget to say, "thank you;" avoid responsibility for errors; assume a customer's complaint is the customer's problem, and not the business; neglect to follow up on promises; and stop listening.

Dan Johnson, Chairman of the Light Sport Aircraft Manufacturers Association (LAMA), described the "Light Sport Aircraft" (LSA) movement, stating that if general aviation does not embrace it, the pilot population will continue to dwindle. Johnson said that the Light Sport Aircraft category and the new Sport Pilot Certificate go hand in hand, with a whole new set of requirements intended to get people into aviation faster.

"There are currently 32 million Americans who pursue some form of motorsports recreation/transportation," said Johnson, suggesting that the potential for the Light Sport Aircraft movement is great. Light Sport Aircraft have a lot going for them, noted Johnson: 1) they are

more affordable than conventional general aviation aircraft, and 2) provide greater economy using engines that burn 3-5 gph, versus 5-15 gph in conventional engines.

Johnson also noted that training requirements are also much less with 25 hours of instruction and flight time the norm. The current record to obtain a Sport Pilot Certificate is 21 hours in 8 days.

From April 15, 2005 through August of 2006, there were 1,300 Sport Pilot Certificate examinations taken, 400 Sport Pilot Certificates issued, 41 Light Sport Aircraft models certified, 500 Light Sport Aircraft sold, and 200 designated examiners appointed.

Amy Koranda of the National Air Transportation Association (NATA) in Washington, D.C., discussed NATA's

Safety 1st Management System for ground and air operations. NATA's program which consists of 10 videos for in-house training, is available for \$300.00 for non-members, and is discounted for members. For additional information, refer to www.natasafety1st.org/etoolkit.

MATA's "Government Leadership Award" for significant contributions to the aviation industry by a government official went to State Representative/Pilot Michael Beard of Shakopee, Minn. (District 35A) for his strong advocacy to protect and promote aviation in the state. The "MATA Learn-To-Fly Scholarship" went to Christina Kain of Grand Rapids, Minn., for her essay describing her dream to become a missionary pilot.

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Seaplanes line the shoreline at Gypsy Villa Resort, Cranberry Lake, Eagle River, Wisconsin.

Seaplanes Swarm Eagle River

EAGLE RIVER, WIS. – After the water bombs stopped falling and the spot landing contest was finished on Saturday, September 9, Cranberry Lake returned to its idyllic calm as the last seaplane taxied to the docks at Gypsy Villa Resort. All that remained was the awards dinner, an evening of celebration, and fond goodbyes the next morning as one by one the seaplanes taxied out and departed for home.

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It was the 18th Annual Wisconsin Seaplane Pilots Association Fly-In, Sept. 8-10, in Eagle River, Wis., home to one of the Midwest's most popular gatherings of seaplane pilots and fans.

Friday started ominously with a cold front passing through, bringing wind, rain, low clouds, and worst of all, chilled temperatures in the lower 40s. Not all seaplane pilots could penetrate the weather on Friday in time for the fish fry dinner, but when Saturday dawned clear and brisk, many more aircraft arrived in time for the 10:00 AM safety lecture. In total, Eagle River welcomed 24 seaplanes and over 80 registered attendees, not counting many non-seaplane pilots and local residents who stopped by to check out the action. Add to that the crowd of onlookers that gathered in their boats, and the number of actual participants swelled!

"We were extremely happy with this year's fly-in," said Curt Drumm, chairman of the event. "Gypsy Villa was tremendous as usual, the weather cooperated after Friday, and everyone had a great time. We really feel welcomed by the community of Eagle River."

On Saturday afternoon, 14 aircraft participated in a "poker run," stopping into four nearby lakes before returning to Cranberry Lake. Most participants in the poker run also took part in the water bombing contest in which water bombs are dropped at an anchored target in the lake, and



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the spot landing contest, where the accuracy of one's touchdown point is judged by observers on the shore. The poker run was conducted in two groups, a "slow" group of aircraft cruising slower than 100 mph, and a "fast" group of higher performance planes.

"The whole weekend was a real education for me," said Steve Whitney, a new seaplane owner. "I just bought my first plane a couple of weeks ago, and I am still getting checked out in water operations." His plane, a Lake Buccaneer, an amphibious "flying boat" that can land on either land or water, was still in the shop in Kenosha, Wis., but he made the trip via land plane and took a taxi from Eagle River Airport.

Among some of the participants included Frank and Sharon Schorsch, of Salem, Wis., with their large red and white Cessna 206 amphibian; Paul and Anne Seehafer of Junction City, Wis., with their tiny, bright yellow home-built Kitfox on straight floats; and the two-seat, red and white Husky, belonging to Eagle River cranberry farmer, "Cranberry Dave" Zawistowski.

This year, only one "flying boat" was in attendance, a Progressive Aerodyne Searey. Flying boats are aircraft designed specifically to land in the water, using the fuselage or body of the plane as a water-tight boat hull, like the Pan Am Clippers that flew internationally in the 1930s, and Howard Hughes' "Spruce Goose." Some, like the Searey, have retractable landing gear to make them amphibious.

During the event, local seaplane enthusiast Lynn Engdahl of Woodruff, Wis., set up a display depicting the history of local pilot Jack Vilas and his pioneering of the use of seaplanes in the U.S. Vilas was one of the earliest users and promoters of seaplanes for use in remote areas where runways weren't available. He was the first airborne fire spotter for the Wisconsin Department of Natural Resources, the first to fly across Lake Michigan in 1913, and a representative of the Curtiss Aircraft Co., an early rival to the Wright Brothers.

Engdahl is collecting signatures in support of a seaplane event in the Boulder Junction area, starting as early as 2007, honoring Vilas.

When all of the judging was done, the winners of the various contests were:

"Fast" Group:

Water bombing contest: Frank and Sharon Schorsch, Cessna 206, Salem, Wisconsin.

Spot landing contest: Dennis Gartner, Cessna 182, Nisswa, Minnesota.

Poker run: Wally and Trixie Hain, Cessna 182, McHenry, Illinois.

"Slow" Group:

Spot landing contest: Dave Richardson, Husky, Plymouth, Wisconsin.

Poker run: Howard Hanson, Just Highlander (homebuilt), Rush City, Minnesota.

The 2007 fly-in is planned for September 7-9. For more information, visit www.seaplaneflying.com □



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MATA CONFERENCE FROM PAGE 45

Kain will receive \$1,500.00 in flight training benefits at a MATA-member flight school of her choice. She is a junior at Northland Baptist Bible College in Wisconsin, majoring in tribal missions and aviation, and received her private pilot certificate at Airways Aviation Center in Grand Rapids, Minn.

The conference started on September 21 with a tour of the Golden Wings Aircraft Museum at Anoka County-Blaine Airport, followed by a reception at the Mermaid.

The annual MATA Business Meeting was held September 22 at which time two new directors were elected, and one current director was reelected – all to three-year terms.

Elected to the MATA Board of Directors for the first time were Greg Mavencamp of Wright Aero, Maple Lake, and St. Cloud Aviation, St. Cloud; and Ben Redman of Rare Aircraft, Owatonna. Reelected to the board was Dave Weiman of *Midwest Flyer Magazine*. Continuing on the board is Kevin Doering of North Star Aviation, Mankato; Greg Reigel of Reigel & Associates, Hopkins; Christa Restad of Roger Aviation, Eden Prairie; Mark Plummer of U.S. Aviation Underwriters, Edina; Mike Higgins of Exclusive Aviation, South St. Paul; and Tonya Wruck of NationAir Insurance Agencies, Eden Prairie. Leaving the board are Steve Birdseye of Rochester Aviation, Rochester; and Butch Detjen of Airways Aviation Center, Grand Rapids. Officers elected at the post-conference board meeting were Kevin Doering of North Star Aviation, president; Dave Weiman of *Midwest Flyer Magazine*, vice president; Greg Reigel of Reigel & Associates, secretary; and Tonya Wruck of NationAir Insurance Agencies, treasurer.

In reviewing the past year, Dave Weiman, presiding officer at the conference, said that the MATA Board of Directors met on a quarterly basis in Eden Prairie, South St. Paul,

Rochester and Mankato, and that this year's conference was the result of "total and complete involvement by every board member."

Weiman said that major accomplishments have included redefining MATA's role in the aviation community, pointing out to government officials on every occasion that without the fixed base operator and aviation support service professional, there would not be the aircraft services needed to enable our airports to contribute to the local, state and national economies.

During the year, members of the MATA Board of Directors represented aviation businesses in the state in meetings with both the Minnesota Business Aviation Association and Minnesota Council of Airports, and at the Minnesota Airports Symposium in Willmar, Minnesota in April.

MATA has kept tabs on recent developments within the Metropolitan Airports Commission (MAC), and when needed, taken a position on issues before it and Twin Cities operators, including opposing any drastic increase in airport tenant fees at reliever airports, supporting the immediate and long-overdue construction of a dike at St. Paul Downtown Airport (STP), supporting the immediate and long-overdue runway expansion at Flying Cloud Airport (FCM), opposing local officials in their attempt to close Crystal Airport (MIC), opposing the increase in General Aviation landing fees at Minneapolis-St. Paul International Airport (MSP), supporting the expansion of Anoka County-Blaine Airport (ANE), and opposing the ban on air shows at all MAC reliever airports. At the same time, Weiman said that MATA has reminded MAC of the consequences of not maintaining the reliever system and what the impact would be on the local and statewide economies if General Aviation aircraft owners and businesses were forced to flee the Twin Cities.

Weiman continued: "General Aviation is paying through the nose in

the Twin Cities, with increased tenant fees, and now increased landing fees, and the uncertainty of the future of Crystal Airport has created a tremendous economic hardship for businesses there, and has inconvenienced their customers.

"I speak for the entire board of directors when I say that we welcome your input on these and other issues which directly or indirectly affect your business, your airport, and your customers, whether you are at St. Paul, Flying Cloud, Anoka, Crystal, Lake Elmo, Air Lake or International Falls," said Weiman. "MATA represents the interests of all fixed base operators and aviation support service professionals in Minnesota."

The 2006 MATA Conference was sponsored by Regent Aviation, St. Paul and Rochester; U.S. Aviation Underwriters, Edina; North Star Aviation, Mankato; NationAir Insurance Agencies, Eden Prairie; Thunderbird Aviation, Eden Prairie and Crystal; Mankato Aviation, Mankato; Academy College of Aviation, Bloomington; Bolduc Aviation, Blaine; Elliott Aviation, Eden Prairie; Exclusive Aviation, South St. Paul; *Midwest Flyer Magazine*, Oregon, Wis.; Roger Aviation, Eden Prairie; St. Cloud Aviation, St. Cloud; Wright Aero, Maple Lake; Cirrus Flight Operations, Blaine; Golden Wings Museum, Blaine; Determan Brownie, Minneapolis; Tanis Aircraft Services, Glenwood; Alexandria Aviation, Alexandria; Airways Aviation Center, Grand Rapids; and Reigel & Associates, Hopkins.

The dates and location for the 2007 MATA Conference will be announced in a future edition of "Minnesota Aviation Industry News."

MATA membership information is available online at www.mnataonline.net, or by calling Christa Restad at 952-943-2835, or via email at rogeraviation@att.net. □

RARE AIRPLANE FROM PAGE 4

In 1991, Gene Chase and some friends began to disassemble the Davis for a complete ground-up restoration. The plane was well known in the area with its yellow and black colors, but Chase's research determined that it was originally painted vermilion with maroon trim. That's how the plane looks today and in the same paint scheme as when it left the factory. The Stits process was used for the covering and paint. At the EAA Convention in Oshkosh, Wis. in 1995 (later re-named EAA AirVenture), the Davis was awarded the Outstanding Vintage Open Cockpit Monoplane. The aircraft is hangared at Wittman Regional Airport at Oshkosh.

Wing span	30' 3"
Length	21' 6"
Fuel Capacity	25 gal.
Gross Weight	1,471 lbs.
Cruise	111 mph
Landing	65 mph
Engine	145 hp Warner

Gene Chase was born in 1924 and always knew he would be a pilot. He grew up in Scottsbluff, Neb., and was an avid model airplane builder. He enlisted in the Navy while in college to avoid the WWII draft by the U.S. Army and soon was accepted in the Naval Aviation Cadet program. He received his commission and gold wings at NAS Corpus Christi, Texas in 1945 and became carrier-qualified flying Grumman TBF Avengers. After the war Chase returned to college and continued to fly as a "weekend warrior" in the Navy Reserve at NAS Denver, Colo., flying Corsairs, Bearcats, Banshees, Panthers, and Cougars. His Naval career lasted over 20 years and he retired as a lieutenant colonel.

Chase's civilian flying career included instructing, charter, pipeline patrol, corporate flying and one season seeding clouds with a Curtiss P-40N in a hail suppression program in Western Nebraska in 1956. This fly-

WRAPUPS

ing was interspersed with an engineering position for 10 years with a natural gas utility company and 14 years as an engineer and corporate pilot with AMOCO, Division of Standard Oil in Tulsa, Okla. He took early retirement with AMOCO to accept a position on EAA's staff in Hales Corners, and Oshkosh, Wis. He retired as Senior Editor of Publications in 1987 and continues to live in Oshkosh with his wife, Dorothy, to whom he has been married 60 years. His logbooks show he has flown 339 different aircraft types. □

EAA AIRVENTURE FROM PAGE 9

Construction of the replica started in 2002 by Brazilian entrepreneur Alan Calassa, assisted by Embraer and the Brazilian Aerospace Museum of Rio de Janeiro. Two replicas were built – one tours, the other was donated to the Musee de L'air et de L'Espaace, France.

The replica uses authentic materials, the airframe being constructed of bamboo covered with doped and stitched silk.

The Embraer pavilion also featured photos of Santos-Dumont flying airships, and photos of the Demoiselle bis 14 and 19 monoplanes. Santos-Dumont flew in Brazil and France.

Marine Corps B25 North American FJ4B Fury

Strolling toward the north end of Wittman Airfield, one comes upon the jet warbird tie-down area along a taxiway to Runway 36-18. Two North American jets and two Russian MiGs were lined up, being serviced for the afternoon air show.

The Fury and MiGs, a model 15 and 17, flew simulated combat routines in the Tuesday afternoon air show.

The Fury is flown by the U.S. Navy Tail Hook Legacy Flight Group, mostly in the western U.S., but has

been to Oshkosh three times.

The Fury's ceiling was 43,000 feet and it could reach Mach 1.2 in a dive. It weighs 22,000 pounds. The Fury evolved from the F86 Sabre, but is faster and larger. It features a trailing link main gear for carrier landings, a tail hook, and a dorsal ridge from the canopy to the rudder fin. The Fury also has leading edge slots for slow flight. On final, the mechanic on duty told me that the Fury is flown onto the deck at about 125 knots without flaring.

During the afternoon air show the two MiGs were pursued by the Fury. The MiG-17 was a two-place trainer, but the MiG-15 was combat ready with a 50 caliber mg on one side of the air inlet up front and a 20 mm cannon on the other. Although a nimble aircraft, Sabrejet pilots could outturn the MiG-15 because of automatically deployed leading edge slots.

CAF Marine Corps B25 PBJ

I chatted with two Confederate Air Force personnel from Midland Texas standing next to the dark blue B25, "Devil Dog."

The Marine Corps received 1,500 North American B25 Mitchell bombers painted dark blue with no squadron markings or any markings of any kind, and no nose art. They were used to attack Japanese shipping in the Pacific. During night maneuvers, the PBJ squadron pilots would form up by focusing on the exhaust flames of their squadron's aircraft.

Carrying up to thirteen 50 caliber machine guns via field modifications, pilots were taught in gunnery school to open fire when the cone of fire crossed at 1,000 yards creating a 24-inch circle of concentrated rounds. They could actually cut a Japanese destroyer in half with this firepower.

One version carried a 47 mm naval cannon, which was loaded by the co-pilot, one round per minute. There is a popular myth that the naval cannon would stop the B-25 in flight, but the CAF member I interviewed chuckled.

CONTINUED ON PAGE 52



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EAA AirVenture From Page 49

"No, the aircraft would slow up from the recoil of the cannon, but if the B25 would have actually stopped, it would have stalled," he said. "It's a war story we often hear." The CAF's PBJ is only one of three surviving that is in flying condition.

North of the Border, RAF Lancaster Bomber

At a cost of \$6,000 an hour, Canadian Warplane Heritage pilots are limited in the number of hours they can fly the CWH's Lancaster heavy bomber. Of the more than 7,300 built, only two still fly. The beautifully restored British bomber arrived at Wittman Airfield on Wednesday and was an immediate hit with EAA Convention attendees.

The "Lanc" joined other heavies and medium bombers on Friday, July 28th and Saturday, July 29th for a "Big Bomber Reunion."

The Blue Angels Navy Precision Flying Team

Lt. Kevin "Kojak" Davis arrived at Oshkosh 2006 on Sunday, July 23rd, flying a two-place F/A-18 Hornet, Blue Angels #7. I photographed Tom Poberezny standing next to the Hornet signing autographs. Lt. Davis was also giving VIP rides on Tuesday. His passenger – American film actor/pilot, Harrison Ford, a pilot and chairman of the EAA Young Eagles program.

Although the Blue Angels did not perform at AirVenture, they did do a flyby on Friday, July 28th at 10:45 AM CDT.

Daily Airshows

EAA AirVenture would not be AirVenture if it were not for the dozens of performers who donate their time, or who are sponsored, to perform in its daily airshows. Usual favorites Jim LeRoy, Patty Wagstaff, Matt Chapman, Gene Soucy, Sean D. Tucker, the Aeroshell Team, Steve and Suzanne Oliver, the Liberty Parachute Team, modern military demos, and wonderful and massive warbird flyovers, entertained through the interpretive narratives of announcers Danny Clisham, Dave Keim and others. Clisham, of Ann Arbor, Mich., was also named top air performer of the year, and received the coveted "Bill Barber Award for Showmanship" during ceremonies held July 24th at Theater In the Woods. The award is presented annually by friends and family of the late Bill Barber, air show performer extraordinaire.

Anyone at Oshkosh looking skyward Friday morning found themselves craning their necks for about 20 minutes as skywriter Suzanne Asbury-Oliver drew smiley faces and spelled out acronyms like "PSQ" across the blue sky. After climbing to an altitude of 8,500 feet, Asbury-Oliver crafted mile-high letters from vaporized smoke fluid that were visible for miles around.

The letters EAA were familiar enough, but many a skywatcher came away puzzled after seeing "PSQ" mysteriously appear. "PSQ" is an acronym for "Painless, Safer, Quieter™" – an Oregon Aero tagline that describes the benefits of Oregon Aero products, the proud corporate

sponsors of the Pepsi Aerial Entertainers/Oregon Aero Skydancer – Suzanne and husband Steve Oliver, an aerobatic and pyrobatic pilot featured in Monday's and Thursday's airshows (www.OregonAero.com & www.OregonAeroSkyDancer.com).

Despite the great attractions, attendance for the seven-day show of shows was down 10 percent to 625,000 from the 700,000 visitors that attended AirVenture 2005 – no doubt a result of the not-so-pleasant weather and high fuel prices.

EAA AirVenture Oshkosh 2006 Facts And Figures

Comments from EAA president Tom Poberezny: "EAA AirVenture 2006 was a tremendous event – innovation and technology are an important part of our event, and 2006 featured more new aviation announcements than any EAA fly-in in history. In addition, there were many more activities and events that added value for EAA members and aviation enthusiasts. Comments from visitors are overwhelmingly positive about the aircraft, events and organization of EAA AirVenture, which is a credit to the volunteers, staff and community who work hard to make it successful. We're already looking forward to EAA AirVenture 2007, July 23-29."

"We had anticipated an attendance decrease after the unique attractions that highlighted the 2005 event. Attendance was also affected by factors such as the difficulties caused by unfavorable weather compared to last year, and the past year's sharp increase in fuel prices – with auto fuel prices above \$3.00 a gallon and aviation fuel prices topping \$4.00 per gallon in many regions."

Total aircraft: More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin.

Total showplanes: 2,310 (preliminary figure). That figure includes 852 homebuilt aircraft, 798 vintage airplanes, 387 warbirds, 130 ultralights,

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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.

Voilà! Media Group received four different awards for marketing materials they produced for promoting the 2005 Wings of Freedom Air Show held at the Red Wing Regional Airport in Bay City, Wisconsin.

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121 seaplanes and 22 rotorcraft.

Commercial exhibitors: 812.

International visitors registered: 1,704 from 65 nations (top three: Canada 407, Australia 218, South Africa 176).

NOTE: This total includes only non-U.S. visitors who register at the International Visitors Tent, so the actual international contingent is undoubtedly larger.

Media: 868 media representatives on-site, from six continents.

Total attendance: 625,000, including everyone from the 100-hour Sport Pilot, to ATPs, and RV8 owners to the owners of multi-million-dollar warbirds. Regardless of ratings and aircraft owned and flown, EAA AirVenture is the melting pot of General Aviation, and the place to be each summer. □

AOPA REPORT FROM PAGE 20

Some good news, some bad news, but I cannot close without urging each of you to support your local airport and to share your passion for flying with others. For your benefit, as well as the student's, find a friend to mentor through AOPA's Project Pilot.

For more information on these issues and everything a pilot needs to know, see www.aopa.org. □

WIND FARM FROM PAGE 41

to 2,500 feet apart in order to let turbulence subside before getting to the next turbine downwind. Wind engineers have found they can extract more energy from non-turbulent wind, and they have also discovered that the turbulence

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from one turbine can cause vibration resulting in fatigue cracks and material failures. Pending additional information, it's recommended that pilots avoid flying downwind of large wind turbines by at least 2,500 feet or one-half mile.

Large wind farms can also create another aviation challenge by interfering with long-range FAA and Department of Defense surveillance radars. Because of this, Congress has imposed a moratorium on the construction of wind farms within line-of-sight of the FAA's air traffic control radars, and the DoD's air defense radars until the DoD and FAA complete a study evaluating exactly how much of a problem it will be, and whether there are any possible hardware or software fixes. The turbines don't interfere with radar's ability to see and track transponders, but they do cause expanses of clutter that con-

ceal primary radar returns.

Despite creating many challenges to aviation, there is one aspect of wind farms that can actually benefit pilots. Since wind turbines are very prominent, they make excellent visual navigation points when flying VFR. The existing wind farm near Montfort, Wisconsin in Iowa County has turbines only 320' high, but I have spotted those turbines from as far away as 30 nautical miles in clear conditions. Once all the wind farms are up and running, on a clear day, it may be possible to navigate across the state solely by reference to wind turbines. □

Chicago To Pay \$1.6 Million For Illegally Destroying Meigs Field

Chicago will pay a \$33,000 fine for illegally tearing up Meigs Field airport without proper notification. And the city will have to repay \$1 million of airport funds that Mayor Richard M. Daley illegally diverted from O'Hare and Midway airports to give to the destruction contractors, according to AOPA.

And with the more than \$550,000 the city has already spent attempting to fight the fine and repayment, Chicago taxpayers are out close to \$1.6 million, and they have lost an airport that generated \$57 million a year in economic activity for the city.

The FAA announced the final settlement with the city September 18. The city admitted no wrongdoing.

"But this \$1 million payment and \$33,000 fine sends a clear signal to other cities that the FAA is serious

about upholding its regulations and that AOPA is serious about holding everyone's feet to the fire when it comes to protecting airports," said AOPA President Phil Boyer. AOPA filed the original complaints that resulted in the fine and fund repayment.

Since the Meigs closure, AOPA successfully lobbied Congress to increase the fine from \$1,100 to \$10,000 per day, to make it much more painful for another city to attempt a midnight airport raid. Notice of the proposed closure must also be published in the Federal Register, so it can't be done in the dark of night again.

The City of Chicago was fined because it didn't provide the FAA with proper notice that it was closing the airport. The regulations required 30 days' notice, unless it is an emergency.

Daley claimed it was an emergency, because the little lakeside airport was an immediate 'security threat' to Chicago.

The \$1 million repayment must be made from the city's general revenue, not airport funds. The city had illegally diverted airport revenue dedicated to airport improvements for airport destruction.

Mayor Daley had tried to close Meigs Field for years to turn it into city park No. 552. AOPA had successfully lobbied the Illinois legislature and brokered a number of deals that held off Daley for at least five years.

Then, under the cover of darkness on March 30, 2003, Daley ordered heavy equipment through the airport fence to carve huge trenches in the runway. □

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