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FEBRUARY/MARCH 2007



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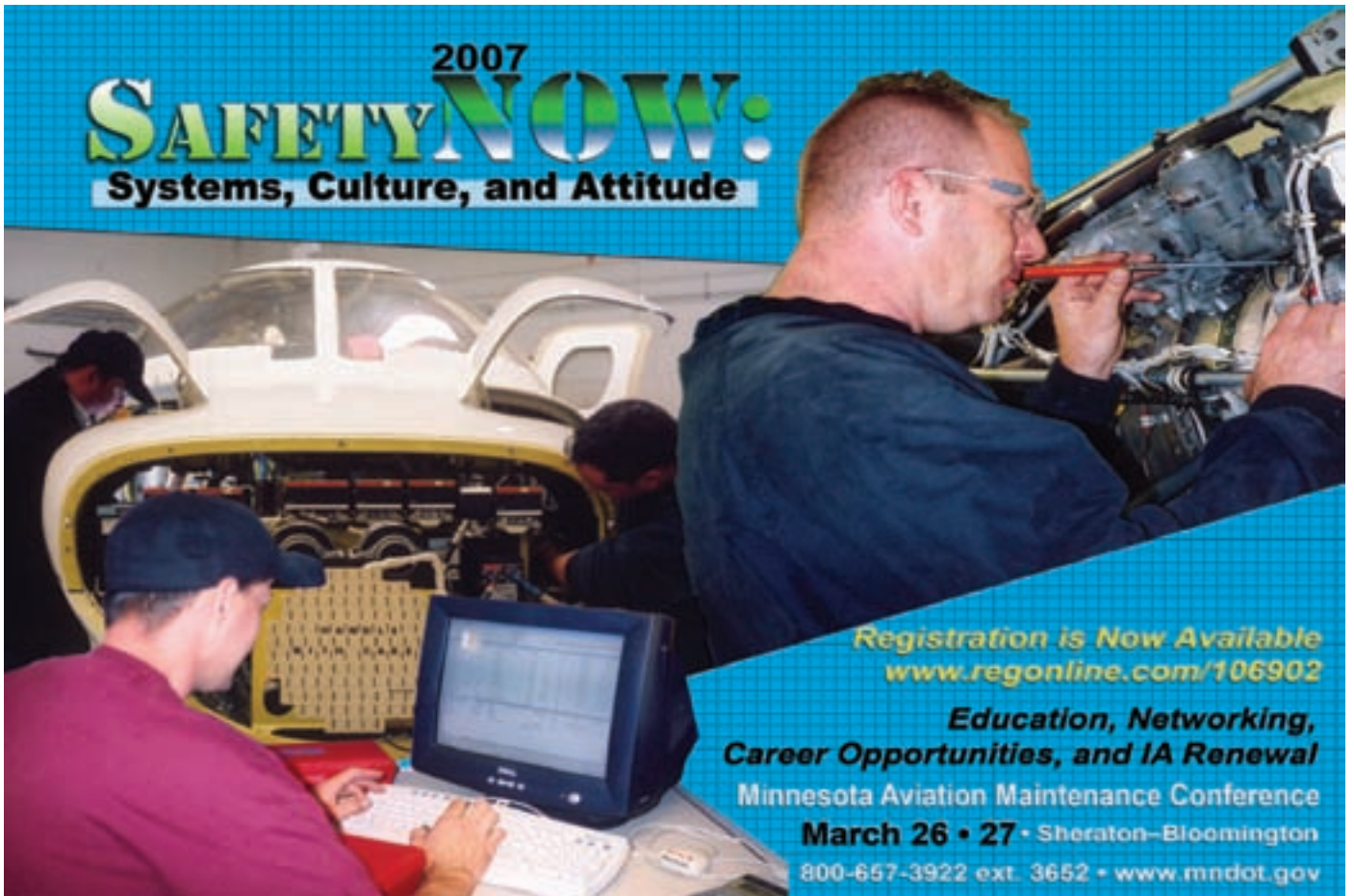
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MIDWEST FLYER



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MAGAZINE

Serving Midwest Aviation Since 1978

Fly-In & Air Show Season Readiness!

by Dave Weiman

We are pleased to see more airports and flying groups submitting their fly-in and air show dates earlier and earlier for *free listing* in the "Midwest Flyer Calendar of Events" for this coming season. That means they are not waiting until the last minute to begin planning, and they want readers to save those dates to attend. In fact, it is not uncommon for sponsoring groups to hold a debrief meeting immediately following their event, while the event is fresh on their minds, and set their dates for the following year.



dialogue

The sooner you get your dates to us, the sooner we can start publicizing them.

The planning process should include involving your local community as much as possible: EAA chapters, air-

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port tenants, civic organizations, chambers of commerce, Aviation Explorers, Scouts, the local YMCA, your schools, church groups, car and motorcycle clubs, arts and crafts groups, music groups, media... Get the picture? The more community involvement, the better, and be generous with any proceeds that are generated. The more you can get your total community involved and connected with the airport, the greater the support you will have during the rest of the year when issues come up. Build cooperation and understanding for the airport and aviation in general, *and they will come!*

Very important, too, is to make sure that there are "emergency services" on the airport property during the aviation event in case of a mishap. While most general aviation airports normally do not have any emergency services on the airport, extra precaution should be taken during an aviation event.

Whether you are hosting a fly-in breakfast or an air show, emergency personnel should know what to do in the event of an aircraft accident, and so should you as the event organizer.

What chemicals should be used to extinguish an aviation fuel fire?

How best to extricate people from a damaged aircraft?

Who should be allowed at the scene of an accident?

A few years ago, a performer lost his life at an air show because the sponsoring organization did not have a crane or a tow truck on the scene to

lift up the aircraft, which had flipped over. Emergency personnel refused to accept the assistance of knowledgeable performers and their crews, which may have contributed to the pilot's death. Be receptive to the needs and demands of the professional air show performer, and make sure emergency personnel are accompanied by knowledgeable aviation professionals.

What can we do as event organizers and pilots to promote safe flying by visiting pilots? Here are just a few things that come to mind:

Event organizers, recruit a knowledgeable FAA controller or flight instructor to man the unicom and provide traffic advisories.

Recruit volunteers to help park aircraft and to escort visitors along the flightline.

Rope off areas as necessary.

Set up a first aid station.

Make sure you have adequate insurance coverage.

Pilots, be sure to check NOTAMS about the event.

Properly enter the air traffic pattern and maintain good radio communications.

Be cautious of back-taxiing aircraft when preparing to land, and exercise caution while taxiing on rough terrain.

Be prepared to immediately shut down your engine(s) if you encounter any visitors roaming around the flightline, unaware of your operating aircraft.

CONTINUED ON PAGE 37

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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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All New Epic "Dynasty" VLJ Debuts At NBAA & AOPA Expo



CALGARY, ALBERTA – With more than a 1,000 hours of flight testing already logged toward certification, the single-engine, pressurized Epic "Dynasty" propjet flew to the 59th Annual National Business Aviation Association Convention in Orlando, Florida, October 17-19, and the Aircraft Owners & Pilots Association Expo in

Palm Springs, Calif., November 9-11.

The Dynasty is already pushing the performance envelope in the Very Light Jet (VLJ) category. The Dynasty can take off with full fuel and all six seats occupied, then climb into the flight levels and cruise at up to 340 knots.

CONTINUED ON PAGE 9

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Academy College of Aviation	6
Aero Insurance, Inc.	5 & 33
Aeronautical Adventures, LLC	22
Aircraft Owners & Pilots Association	17
Aircraft Propeller Service, Inc.	26
Aircraft Storage Solutions, LLC	50
AircraftInsurance.com	50
airpac.com	52
Air-Portage	50
ARMA Research, Inc.	50
ASI Jet Center	11
Avfuel Corporation	22 & 51
B2W/Win Air	45
Basler Turbo Conversions, LLC	33
Beaver Aviation, Inc.	15 & 33
Beechcraft	3
Bemidji Aviation	35
Bolduc Aviation Specialized Serv.	33, 45 & 55
Brackett Aircraft Co., Inc.	30 & 33
Brenco IA Training	50
Bresson Flying Service, Inc.	37
Central Aviation	26
Cessna Aircraft Company	2, 7, 33, 46 & 51
Chicago Piper	4 & 7
Cirrus Aircraft	51
Columbia Aircraft	50 & 51
D.W. Davies & Co., Inc.	22
Dawley Aviation Corp.	33
Dekalb Taylor Municipal Airport	15
Des Moines Flying Service, Inc.	4 & 7

INDEX TO ADVERTISERS

Diamond Aircraft	11 & 21
Dragon Leasing Corp	50
Duncan Avionics	12
E-Z Heat, Inc.	13 & 50
Eagle Air	34
Eagle Fuel Cells	36
Eagle River Union Airport	36
Elliott Aviation, Inc.	3
Exclusive Aviation	2
Facer Insurance Agency, Inc.	35
Field of Dreams	34
Fond du Lac Skyport	33
Future Aviation	2
Garmin	2, 10, 11 & 51
Gran-Aire, Inc.	33 & 46
Gulf Coast Avionics	26
Hartland Fuel Products	56
Iowa County Airport	36
Johnson Aviation Insurance	19 & 33
Lake Country Aviation, LLC	33 & 46
Lakeshore Aviation	22 & 47
Langer Aviation, Inc.	12
Larsen, Don	50
MN Aviation, Inc.	25
Maxwell Aircraft Service	29
Mead & Hunt, Inc.	4
Mid-Continent Aircraft (Cessna C-Star)	50
Mid-Continent Insurance	50
Midwest Aircraft Appraisal	50
Midwest Flyer Canadian Fishing Fly-Out	54
Midwest Flyer Magazine 8, 20, 33, 45, 50, 53 & 54	
Minnesota Aviation Trades Ass'n	44-45
Minnesota Aviation Maintenance Conf.	3
Minn. DOT Office of Aeronautics	3, 42-43

Minnesota Petroleum Services	52
Minnesota State University - Mankato	46
Mooney Aircraft	50
Morey Airplane Company	10
NationAir Insurance Agencies	33
National Air Transportation Ass'n	33
NewView Technologies, Inc.	21 & 33
OMNNI Associates	19
Orr, Minnesota (Hangar Sites)	50
Pat O'Malley's "Jet Room" Restaurant	21
Phillips 66	46
Piper Aircraft, Inc.	4, 7 & 51
R.C. Avionics	10
Racine Commercial Airport	33
Rapco Fleet Support Services, Inc.	23 & 33
Rare Aircraft	27
Red Wing Aeroplane	31
Regent Aviation, Inc.	45
Reigel & Associates, Ltd. (Aviation Law)	8 & 45
Schweiss Bi-Fold Doors	34
Short Elliott Hendrickson, Inc.	9
Skycom Avionics, Inc.	56
Socata (EADS)	51
Southern Wisconsin Regional Airport	50
Sylvania Aviation Services, Inc.	37
Tanis Aircraft Products, Inc.	55
Thunderbird Aviation	7
Trimcraft Aviation	33
Voilamediagroup	54
Wentworth Aircraft, Inc.	56
West Bend Air, Inc.	33
Willmar Air Service, Inc.	50
Winona State University	29
Wisconsin Aviation, Inc.	33 & 51
Wisconsin Aviation Trades Ass'n	32-33
Wisconsin DOT Bureau of Aeronautics	40-41
Wright Aero, Inc.	45

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EPIC DYNASTY CONTINUED

The certified ceiling on the Pratt & Whitney-powered Dynasty is expected to be 32,000 feet with an IFR range of 1,874 nm with optional long-range tanks.

“From the beginning, the Dynasty was designed to be the fastest, most comfortable and most economical VLJ,” said Epic’s Chief Executive Officer, Rick Schrameck. “The Dynasty delivers jet performance at a fraction of the cost of a twin turbo-prop or fanjet VLJ.”

The announcement of the Epic Dynasty Transport Canada certification program was made in September during an internationally televised press conference in Calgary, Alberta, where representatives from the Canadian Centre for Aircraft Certification (CCAC) announced plans to begin certifying high technology general aviation aircraft. Agreements between Transport Canada and the Federal Aviation Administration ensure that certification standards are reciprocal between the two countries.

The Epic Dynasty will be the first aircraft certified by the new Canadian Centre for Aircraft Certification, followed immediately by the Epic “Elite,” the company’s new twinjet turboprop.

Certification of the Dynasty VLJ is expected in the second half of 2008. Epic has already begun accepting deposits on the Dynasty, which is

ON THE COVER: The Epic “Dynasty” very light jet is as nice to fly, as it is to look at. Complete story beginning on page 6. *(Photo courtesy of Epic AIR, LLC.)*

COLUMNS

AOPA Great Lakes Regional Report - “State Legislation Officially Makes Airports Essential Public Services” - *by Bill Blake*.....16

Aeronautics Report - “Every Airport’s Best Friend” - *by John Dorcey*.....40

Aviation Law - “IRS Issues Revenue Ruling On Per-Diem Expense Reimbursements Paid By Employers” - *by Greg Reigel*.....44

Dialogue - “Fly-In & Air Show Readiness!” - *by Dave Weiman*.....4

Let’s Fly & Dine - “Picadilly Lilly Airport Diner,” Lone Rock, Wis. - *by Donna I. Bennett*.....31

Minnesota Aeronautics Bulletin - “In Session” - *by Ray Rought*.....42

WATA Difference - “More Pilots & Aircraft Mean Reduced Costs For Everyone!” - *by Jeff Baum*.....32

HEADLINES

Thunderbirds To Perform At Gathering of Mustangs & Legends11

U.S. Air Force 60th Anniversary Commemoration A Highlight of Oshkosh 200712

Girls To Discover Aviation Potential At AirVenture-Oshkosh12

Boeing Selects Minnesota Software Firm For New Flight Trainer19

FEATURES

All New Epic “Dynasty” VLJ Debuts At NBAA & AOPA Expo.....6

Deluxe Condominiums For Airplanes.....20

Looking After You Leap - *by Karen Workman*.....23

Aviation Heritage Center of Sheboygan County Helps To Share Passion For Aviation - *by Jason J. Kreidler*26

One Six Right - A Film Review - *by Geoff Sobering*30

Brother & Sister Carry On Family Tradition At Morey Airplane Company - *by Dave Weiman*.....34

50 Years & Still Lov’n It!.....35

Small Town Treasures - *by Bill Menne*.....47

SECTIONS

Airports.....13	Fly-Ins & Air Shows.....11
At The Movies.....29	Minnesota Aeronautics Bulletin42-43
Books & DVDs21	Minnesota Aviation Industry News44-45
Calendar.....38	New Products18
Classifieds.....50	People.....46
Destinations.....47	WATA Difference.....32
Flight Safety.....45	Wisconsin Aeronautics Report40-41

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priced at \$1.9 million.

Dave Weiman, editor and publisher of *Midwest Flyer Magazine*, was invited to fly the Epic Dynasty and did so during AOPA Expo in Palm Springs.

CONTINUED ON PAGE 48

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Thunderbirds To Perform At Gathering of Mustangs & Legends

COLUMBUS, OHIO – Just when you thought that The Gathering of Mustangs and Legends – “The Final Round Up” – could not get anymore exciting, the U.S. Air Force Thunderbirds jet demonstration team announced that they will be performing at the Gathering, September 27-30, in Columbus, Ohio.

The Gathering of Mustangs and Legends, to be held at Rickenbacker International Airport in Columbus, will bring together an estimated 100 beautifully restored P-51 Mustangs. The P-51 is commonly credited with

being a pivotal element in the Allied Forces’ effort to win World War II. Since the military retired the P-51 Mustang, the aircraft has been purchased by civilians and restored to their original glory. Of the over 15,000 Mustangs produced, approximately 150 remain in flying condition today. The Gathering of Mustangs & Legends will bring many of these aircraft together and honor 51 legends associated with the aircraft such as WWII aces, Tuskegee airmen, crew chiefs, and WASPs. For more information call (614) 239-4081. □



Vlado Lenoch of Countryside, Ill. with his P-51 Mustang, “Moonbeam McSwine.” Lenoch will be among the 100 pilots participating in this year’s “Gathering of Mustangs & Legends.”

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U.S. Air Force 60th Anniversary Commemoration A Highlight of Oshkosh 2007

OSHKOSH, WIS. – For more than a half-century, some of aviation's most amazing innovations and top developments have come from two places: the U.S. Air Force and the annual EAA AirVenture fly-in convention. In 2007, the USAF will make the 55th



annual edition of EAA AirVenture, a major stop during its 60th anniversary commemoration, as it brings its “Heritage to Horizons” showcase to Oshkosh, July 23-29 at Wittman Regional Airport. The “Heritage to Horizons” exhibit will include more

than 30 displays that will fill a 10,000 square-foot pavilion on the AirVenture grounds, recognizing the notable people and aircraft that have been part of the USAF's first 60 years. In addition, the Air Force Recruiting Command will return to Oshkosh in 2007 with its popular “Cross Into The Blue” exhibit.

As one of the officially designated events of the USAF's 60th anniversary commemoration, EAA AirVenture will also host a sizable contingent of current military aircraft during the week-long event (www.airventure.org). □

Girls To Discover Aviation's Potential At AirVenture-Oshkosh

OSHKOSH, WIS. – The innovation and achievement available through aviation and the sciences are available to everyone, but young women often underestimate the opportunities available to them. The Experimental Aircraft Association (EAA) believes that these areas hold great potential for any young person with the knowledge and motivation to succeed.

That's why EAA is continuing its “Women Soar” event on July 22-23, coinciding with the start of EAA AirVenture-Oshkosh (July 23-29), the 55th annual EAA fly-in convention.

“We're encouraging attendance by girls at an age when they are thinking about what they want to do with their lives and will introduce them to women in careers that many girls may never have considered,” said Elissa Lines, EAA's Vice President of Development. Women Soar will plant those seeds that may allow these girls

to explore their own potential.”

The two-day program includes breakout sessions devoted to particular aviation and science pursuits, as well as presentations from female mentors from the worlds of flight and industry. In addition, everyone attending will have the opportunity to explore the dynamic world of flight at EAA AirVenture as part of the organized activities.

As part of the opening welcome program on Sunday, July 22, astronaut Anousheh Ansari will participate as a special guest. In September 2006, Ansari became the first female private space explorer and the first astronaut of



Anousheh Ansari

Iranian descent, when she flew on the Soyuz TMA-9 mission and spent eight days on the International Space Station. Ansari and her family also sponsored the \$10 million Ansari X Prize, which recognized the pursuit of the first successful civilian space mission.

EAA's Women Soar 2007 encourages all women to participate, but particularly young women entering grades eight through 12, their parents and all teachers. See http://www.airventure.org/2007/events/women_soar.html. □

Sun 'n Fun To Open Up Flightline To Everyone!

LAKELAND, FLA. – The Board of Directors of Sun 'n Fun Fly-In, Inc., has overwhelmingly voted to make the flightline area of the 2007 Sun 'n Fun Fly-In accessible to all attendees.

In the past, the flightline area was accessible only to licensed pilots, airplane mechanics, air traffic controllers and other “certificated airmen (and women)” as defined by the Federal Aviation Administration (FAA). Additionally, members of the Florida Air Museum (FAM) at Sun 'n Fun and members of nationally recognized aviation organizations, such as the Experimental Aircraft Association (EAA) and the Aircraft Owners & Pilots Association (AOPA), were also provided flightline access, with FAM and EAA members receiving reduced admission rates.

CONTINUED ON PAGE 48

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Fargo Jet Center Introduces The Aero Spa™

FARGO, N.D. – Fargo Jet Center, Inc. (FJC) officially introduced the Aero Spa today as a department of the company dedicated to aircraft cleaning and detailing.

“We realize the demand and quality that our customers expect,” said James Sweeney, President, Fargo Jet Center. “The Aero Spa delivers on our commitment to provide value to our customers. Having a department dedicated to aircraft appearance ensures our customers’ satisfaction.”

Aero Spa services include ‘trip ready’ interior cleaning, wet or dry

Radars Services Expand At Fargo

FARGO, N.D. – Minneapolis Center now provides overnight radar services at Hector International, Fargo, North Dakota, from 11 p.m. to 6 a.m. daily. The change comes partially because only one controller works the night shift at the airport. A “VFR” controller is on duty at night, and the airport’s tower is still open 24 hours a day, even though Minneapolis Center is providing approach and departure services using radars that are not located on the airfield.

Pilots flying IFR could experience longer hold times in the air and on the ground, and they could be assigned higher initial approach altitudes because of limited radar coverage (the nearest enroute radar is at Finley, N.D.). A surveillance approach will no longer be an option during the periods of time that the Fargo tower is not allowed to use the local radar for air traffic control.

This change was implemented a couple of months ago with no formal notice or comment period. Similar changes are planned for at least six additional locations across the country which currently have local radar service.

For more info: http://www.faasafety.gov:80/SPANS/event_details.aspx?eid=13038 □



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DigiWx II AWOS Installed At Ingersoll Canton Airport, Illinois

BALTIMORE, MD – The Canton-Ingersoll Airport (CTK) in Canton, Illinois installed the Belfort Instrument Company DigiWx II AWOS in December 2006.

The Belfort DigiWx II is an automated weather system reporting FAA certified altimeter and FAA certified

visibility with advisory winds, temperature and humidity. The real time report is available on a computer graphic screen in the FBO office, on the Internet, and over the Unicom radio (122.8 MHz) as well as telephone dial-in (309-647-0699). The DigiWx II is approved for FAA Part 91 and FAA Part 135 IFR approaches and is specifically designed for General Aviation airports and heliports.

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“We are very pleased that the DigiWx II is installed, this according to Jon Johnson, Airport Manager at Canton-Ingersoll. He continues, “The DigiWx II adds one more level of safety to the pilots using our airport.” “Ingersoll Canton Airport is the fourth DigiWx II installation in the state of Illinois,” according to Ralph F.

Petragnani, Director of Sales & Marketing for DigiWx. “Illinois has really supported the concept of DigiWx II for some of its General Aviation airports.”

Belfort is a leading provider of weather instruments to the government, professional meteorology and aviation markets. From wind sensors for the Wright Brothers to state-of-the-art weather instruments for the

ASOS (Automated Surface Observation System) platform and all U.S. Navy aircraft carriers, Belfort continues to set the “Standard of Measurement” for the industry. The Belfort Instrument Company celebrated its 125th year in business in 2001! For more information about Belfort Instrument and DigiWx, see web sites at www.belfortinstrument.com and www.digiwx.com. □

Unveiling of Historic 1936 Mural of “Future” Dane County Airport Celebrates Restoration of Neglected Piece of Art

MADISON, WIS. – Painted by Wisconsin artist Cal N. Peters in 1936, a 6.5 X 12.5-foot mural of what is today Dane County Regional Airport in Madison, Wis., was commissioned as part of President Franklin Roosevelt’s Depression era “New Deal,” to stimulate all aspects of the economy, including the arts. It depicts the airport not as it was, but as it was projected to be, an aerial representation



Dane County Executive Kathleen Falk re-dedicated the mural at Dane County Regional Airport in March 2006.

showing old Hwy. 51 busy with traffic,

the Art Deco terminal, runways, passengers with luggage waiting to board a modern two-engine plane, all surrounded by farm fields, with the Madison area lakes in the background.

The mural languished in the attic of a state government hangar at the airport, even becoming the victim of dart and BB-gun target practice, before the Dane County Regional Airport Commission raised private funds to have the mural restored under the direction of Tony Rajer, art conservator, with help from University of Wisconsin-Madison students, local artists and community members. The mural is now a focal point in the new airport terminal “Meeters & Greeters Lounge.” □

Baraboo-Dells To Cut Hangar Application Fees

LAKE DELTON, WIS. – Baraboo-Wisconsin Dells Airport plans to cut hangar application fees by 90 percent

to try and drum up business.

Only one hangar was leased over the last four years, and aircraft owners are likely storing their aircraft at the nine other airports in the region.

Baraboo-Wisconsin Dells Airport Commission members voted to

decrease the fees from \$500 to \$50 per year in October.

Neighboring Reedsburg Municipal Airport charges \$100 for the first year, and \$50 for each additional year, and hangar construction has been strong there since 2002. □

Airport Development Zone Program Promotes Airport Expansion

MADISON, WIS. – The Wisconsin Department of Commerce has established an Airport Development Zone (AIRDZ) program to help attract, promote, retain and encourage the expansion of airports in the state. This program is designed to assist Wisconsin in increasing usage of its numerous regional airports. Businesses, which are allocated Airport Development Zone credits can claim the tax credits against their Wisconsin income tax. Unused tax credits can be carried for-

ward for 15 years. Tax credits first apply to tax years beginning on or after January 1, 2007.

Tax Credits will be available for new or expanding businesses that will positively affect an airport that has been designated an Airport Development Zone. Airports with at least two (2) runways with the primary runway longer than 5,000 feet, and secondary runway longer than 3,000 feet, may qualify to be designated as an Airport Development Zone. Areas designated as a development zone, development opportunity zone, or enterprise development zone

cannot be designated as an Airport Development Zone.

The AIRDZ application process involves three steps: Interested applicants must first talk with the local Area Development Manager (ADM). The ADM will visit the site and discuss the project with the applicant to gather preliminary project information. In addition, the ADM may identify other programs that could potentially assist the applicant.

As of January 1, 2007 the following Wisconsin airports are eligible to be designated as Airport Development Zones: Outagamie County, John F.

Kennedy Memorial, Chippewa Valley Regional, Fond du Lac County, Austin Straubel International, Southern Wisconsin Regional, Dodge County, Kenosha Regional, La Crosse Municipal, Dane County Regional-Truax Field, Manitowoc County,

Marshfield Municipal, Taylor County, Score Field, General Mitchell International, Iowa County, Lakeland, Monroe Municipal, Central Wisconsin, Wittman Regional, Price County, Prairie du Chien Municipal, John H. Batten, Rhinelander-Oneida County,

Rice Lake Regional-Carl's Field, Sheboygan County, Stevens Point Municipal, Waukesha County, Waupaca Municipal and Alexander Field.

For additional information contact John Stricker, bureau director, at 608-261-7710. □

Des Moines: The Year of the Airport

DES MOINES, IOWA – On December 18, 2006, Des Moines, Iowa Mayor Frank Cownie signed and delivered a proclamation making 2007 the Year of the Des Moines International Airport. The airport will be celebrating its 75th anniversary the entire year. The centerpiece of the celebration will be an open house scheduled for June 23, 2007 to include static displays of vintage, modern and military aircraft. In conjunction with the Iowa Aviation Promotion Group (IAPG), "Fly Iowa" will be a part of the event. This means educational opportunities for children and concessions of all kinds. □

Minimum Safety Standards For Public-Use Airports In Iowa

DES MOINES, IOWA – To be open for public use, airports in Iowa must meet a set of minimum safety standards, and be registered with the Iowa DOT Office of Aviation. The Iowa Office of Aviation is proposing changes to administrative rules that define registration requirements and minimum safety standards for air-

ports. Many of the changes are administrative in nature, but others will impact standards to which airports would be required to adhere. The office has already received input from the Iowa Aviation Advisory Council (http://www.iawings.com/legislative/advisory_council.htm), but would also like to get input from the broader aviation community before moving forward. If you would like to provide feedback, email Michelle.McEnany@dot.iowa.gov for a copy of the proposed changes to the administrative rules that define registration requirements and minimum safety standards for airports. □

Lawmaker Wants Small Planes Checked For Security

WASHINGTON, D.C. – If one lawmaker gets his way, general aviation aircraft will have to undergo nearly the same security checks as commercial airliners. Sen. Jay Rockefeller, D-W.Va., said at a Senate Commerce, Science and Transportation Committee hearing, that he doesn't feel that Congress is taking the lessons of 9/11 seriously.

"There is nothing written... that

small planes can't do catastrophic damage," he said, and noted that three-fourths of all flights within the United States fall into the general aviation category. Rockefeller used the example of former New York Yankees pitcher Cory Lidle, who in October 2006 was killed when his small plane drifted off-course and hit a Manhattan high-rise, to remind TSA chief Kip Hawley that even single-engine planes can cause significant damage. Rockefeller suggested that the agency bolster its staff so it can devote more resources to general aviation. Hawley responded that TSA is "looking at steps" to improve its general aviation tactics. He said "a more robust plan" is on the way. □

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GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative



Bill Blake

To learn more about these and other aviation issues see: www.aopa.org

State Legislation Officially Makes Airports Essential Public Services... Future FAA Funding Continues To Be Hot Issue In 2007

As I write this article during the last days of 2006, I have been thinking about a few of the numerous aviation issues that have arisen in the Great Lakes Region over the past year, some of which are still pending.

AOPA and others worked with the military to design military operations areas in southeastern Indiana, which would meet the needs of our armed forces with as little as possible impact on general aviation. There are ongoing efforts to assure any proposed replacement airport for Indianapolis Metropolitan Airport (UMP) does, in fact, meet the needs of the general aviation community.

In Illinois, there was legislation introduced banning landfills near airports. Although the legislation was not passed, it did result in some compromises by the landowner that will mitigate the possible harm to the impacted airport. There was also legislation introduced to make aircraft and aircraft parts exempt from the state sales and use tax that did not pass during a year of state financial crisis. I suspect that legislation will be reintroduced in the coming year.

After more than two years of effort by AOPA and local pilots, there was an important victory for Minnesota airports this year. Through

the leadership of Minnesota State Senators Mike Jungbauer and Ann Rest, and Representative Mike Beard, a state law was enacted that offers a host of protections for general aviation airports. The new law declares airports an essential public service, making it more difficult to close or put restrictions on them. It withholds funding from any municipality that adopts a comprehensive airport plan incompatible with the state aviation master plan. It requires sellers of real estate to disclose airport zoning regulations that affect the property. And it requires the Metropolitan Airports Commission (MAC) to report annually on the vital reliever airports they operate in the Twin Cities, establishing accountability for their management of the airport.

At the urging of AOPA and all the aviation interests in Michigan, the state reversed its 2002 decision to place the state aeronautics functions in the Bureau of Multi-Modal Transportation Services, and created the Bureau of Aeronautics and Freight Services.

There are several state and regional issues that will be carried over into 2007, and I am sure new issues will develop. AOPA is working to form legislative aviation caucuses in each state. If you know of any pilot legislators in your state or other legisla-

tors with an interest in aviation, please let us know.

However, the most important issue to face general aviation across the nation in 2007 will be the future method of funding the FAA. You should know by now that we are in the fight of our lives against the FAA-airlines' user fee proposal. But it's not just GA that will be hurt by this. AOPA believes that user fees would devastate the U.S. economy by impacting general aviation flying for agricultural purposes, medical evacuation, and other missions essential to the country's safety and well-being. While the airlines may want user fees, it isn't because fees would be good for their passengers. That's why AOPA went public with anti-user fee TV commercials during the holiday season. And you can do your part to make sure everyone sees those commercials. It is simple enough: Just e-mail this link (<http://video.google.com/video-play?docid=1750358911738140236&q=aopa>) to everyone you know. They'll be able to watch the commercials directly on their computers. Ask them to forward the video to everyone they know. And also suggest they visit our GA Serving America Web site to learn more about why the FAA funding debate is important to everyone. □



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Dear Fellow Pilot and AOPA Member:

AOPA's strength comes from the collective power that 410,000 members have in Washington and in supporting AOPA's many services. And when I say "members" I include you, the person reading *Midwest Flyer*. I make that distinction to prepare you for what is likely to become general aviation's version of The Perfect Storm in 2007.

FAA funding and increasing the U.S. pilot population are two watershed issues for which YOU must prepare to mobilize.

Historic political, economic and demographic changes are underway that – for better or worse – will determine GA's future. Talk of user fees and student pilot starts may not be in your daily thoughts. But you should follow these GA issues as you would the aviation weather forecast. Because they will affect your future flying just as much, if not more. But unlike the weather, you can affect the outcome.

Rest assured, AOPA — and I — will not rest until we prevail on both of these issues.

We will be using the grassroots power of our members as well as *Midwest Flyer* throughout the year to prepare you for action. Consider this the preflight stage and use the AOPA website and future editions of *Midwest Flyer* to brief yourself on the issues.

We don't often call on members to take individual action. But when we do you respond superbly. With the combined strength of you and your fellow AOPA members, we will ensure a vibrant future for GA.

Fly safely,

Phil Boyer

AIRCRAFT OWNERS AND PILOTS ASSOCIATION



www.aopa.org



Motion LS800 Tablet PC

Tablet PC Reduces Cockpit Clutter

MINNEAPOLIS, MINN. – David Maib, chief pilot at Target Corporation in the Twin Cities, first learned about the Motion LS800 Tablet PC through a friend who had received a 48-hour demo model, and he was immediately impressed. As chief pilot of a major corporation, he needed something to help with the massive amounts of paper he and his fellow pilots lugged onto each plane they piloted.

Maib's department flies company employees around all over the country. There are seven pilots for the two airplanes, with two duplicate tablets on each plane, for redundancy and maximum safety.

"Between navigation charts and manuals, we were carrying about 70-80 pounds of materials on each plane trip," says Maib. "We were looking for a digital solution that we could see in bright sunlight and that could hold as much information as possible, so we could access it during flights."

After trying to use laptops in the cockpit, Maib was seeking a better solution. "Space is tight in a cockpit... we didn't have room for all the cables and we were very concerned with reliability issues."

Target Corporation purchased five Motion LS800 tablet PCs with the View Anywhere (outdoor viewable) screen, creating electronic flight bags. "With the Motion Tablet PCs, we are able to update our charts electronically, saving us time and money," said

Maib. "What used to be a daily burden, has now become so much easier."

A future goal is to take advantage of the Tablet PC's Bluetooth and wireless capabilities so that the pilots can check live weather reports on screen.

For additional information on the Motion LS800 Tablet PC, contact John Hill of Allegiance Technology Partners at 877-772-5587 or 215-441-5580, www.alltp.com. □

Mid-Continent Mini Gyro Selected For Glass Panel Retrofit

WICHITA, KAN. – Mid-Continent Instruments' 4200 series electric attitude indicator will be featured in several glass panel retrofit projects. The 2-inch "Mini Gyro" will serve as backup to the primary avionics suite of the highly anticipated Garmin and Executive Beechcraft C-90 King Air G-1000 retrofit and Avidynes' Alliant King Air 200 program. Earlier this year, the Mini Gyro earned contracts with Cessna's Citation Mustang and Columbia's Garmin G1000 equipped 350 and 400 series aircraft.

The Mini Gyro is an electric, self-contained instrument that provides the pilot a horizon reference during instrument meteorological conditions (IMC). Capable of being used as a primary or standby artificial horizon in fixed-wing aircraft and helicopters, the 2-inch attitude gyro's size and average lifespan of 2,500 hours make it an ideal backup unit. The instrument is also certified and available for aftermarket installations as well. For cost and installation, contact R.C. Avionics, Skycom Avionics, Wisconsin Aviation, or Elliott Aviation. (See advertisements in this issue.) □

New Electronic Standby Instruments

WICHITA, KAN. – Since its debut in April 2006, Mid-Continent Instruments' 4200 series electric attitude indicator – the Mini Gyro – is quickly making a name for itself. First, the Mini Gyro landed in Cessna's Citation Mustang panel

along with an MD97-1 oxygen gauge. Second, Columbia Aircraft Manufacturing Corporation chose Mid-Continents' complete two-inch standby package for their new Garmin G1000 equipped 350 and 400 series aircraft.

Aerosonic Corporation has developed a new line of two-inch mechanical altimeter and airspeed indicators exclusively for Mid-Continent which when combined with the Mini Gyro, enables Mid-Continent to offer a complete, certified, economical, two-inch standby instrument suite. There is a major demand for aircraft to have such a package due to increasingly limited panel space. □



World's Only Two-Inch CDI

WICHITA, KAN. – After introducing a 2-inch attitude gyro to the market last May, Mid-Continent has added a 2-inch course deviation indicator (CDI) to its group of certified instruments. With a compact size of 2.25", the new CDI saves on panel space allowing it to be placed just about anywhere in an instrument panel. These units are available through any FAA approved avionics dealer. □

The Ultimate Turn Coordinator!

WICHITA, KAN. – Mid-Continent Instruments has developed the ultimate version of the popular modernized turn coordinator. No, it's not "glass," but it does take the proven gyro technology to the limit by offering more than double the service life of the older designs.

CONTINUED ON PAGE 48

Boeing Selects Minnesota Software Firm For New Flight Trainer

BURNSVILLE, MINN. – Alteon Training, a wholly owned subsidiary of the Boeing Company (NYSE BA), has selected an Aerosim-Mechtronix B737-800 Full Flight Trainer™ (FFT™) for use within their Multi-Crew Pilot License (MPL) training program. This FAA Level 6 Flight Training Device will be used for the first MPL training course offered by Alteon in Brisbane, Australia.

Marsha Bell, Vice-President of First Officer Program at Alteon Training, commented, “The increasing demand for pilots is one of the most critical issues facing our industry today and Alteon is working with regulators, airlines, vendors and other industry partners to address this with our MPL beta test. We are confident that our partnership with Aerosim-Mechtronix will provide innovative simulation based training solutions for the MPL test.”

Aerosim Technologies, based in Burnsville, Minnesota, designs, manufactures, and markets PC-based flight simulation software used around the world by aircraft manufacturers, commercial airlines, flight training centers and universities for training of flight management procedures, flight operations, and maintenance. The company actively provides training solutions to the air transport, business aviation and general aviation industries as well as the military. □

Gain GPS Proficiency With King's Garmin 430 / 530 New Course

Pilots now have a new way to learn to harness the power of the Garmin 430 / 530 with a new interactive video course from King Schools. “The course has hundreds of video lessons that demonstrate how to use the 430 / 530. These are followed with interactive questions, many using the King built-in procedures trainer that lets you practice what you just learned,” says John King.

Martha King adds, “Once pilots complete this course, they will be able to make the system do what they want without hesitation the first time they use it. Plus, we want



pilots to be able to avoid the ‘gotchas’ that can cause confusion.”

The course covers all aspects of the Garmin 430 / 530 including best-practices, moving maps, flight plans, “Direct-To” usage, page groups, nearest airport, navigation aids, what to do when there is an in-flight problem, activating approaches, departures and arrivals, course reversals, holding, missed approaches, terrain features, system customization, and, how to handle possible 430 / 530 malfunctions.

Flying the Garmin 430 / 530 contains 7 CD-ROMs and runs approximately 4 hours before interactive questions. The student can print out a course completion certificate for the checkout instructor, FBO, or insurance company. The price is \$249. To order, call 800-854-1001 or visit www.kingschools.com. □

Portable Power For Cell Phones

Compact Power Systems, LLC. (CPS) is distributing a portable cell battery which is plugged into the bottom of your cell phone as an emergency power backup system. The small device is available at all HMS Host airport retail outlets. For additional information, refer to the website www.Cellboost.com. □

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Aircraft Storage Solutions, LLC offers condominium hangars with many of the comforts of home or office. Each condo is equipped with a Schwiess bi-fold door.

How many bedrooms? That was the most frequently asked question from almost everyone who heard of the condominium hangars being constructed at Outagamie County Regional Airport (ATW) in Appleton, Wis. It took a little explaining that the “condos” were condominiums for airplanes.

Aircraft Storage Solutions, LLC as developer, planned, built and is now selling condominium hangars at ATW.

The development is spearheaded by Jim Uher, a retired Air Wisconsin captain. Uher had long thought that there was a need for hangar space at ATW which provided amenities not available in a municipal hangar, such as heat, water and bathroom facilities. In the spring of 2005 he organized a group of four like-minded pilots including himself. Besides Uher, the group consists of Patrick Spillane, a

retired technical college teacher, Wayne Schmidt, a builder, and Thomas Janssen, an attorney. The group formed Aircraft Storage Solutions, LLC to be the developer and commenced negotiations with Outagamie County.

The concept of condominium hangars at a public-use airport was novel for both the development group and ATW’s administrator, Donald Hoeft. After several months of discussion and negotiation, an agreement for the project was reached. A simplified explanation of the arrangement between the developer and ATW is:

1. ATW and the developer entered into a 30-year lease with two-five year options of a large parcel dedicated to the development of a building with 14 condominium T-hangars;
2. The leased parcel is subject to a Condominium Declaration for the

erection of 14 nested T-hangars; and,
3. When a total of 10 of the T-hangars are sold, the condominium building will be managed by the Condominium Association.

With the agreement in place, construction began in early November of 2005. The building was completed in July of 2006. As of September 1, 2006, 10 of the 14 T-hangar units have been sold.

All hangars have water, floor drains and separately metered gas and electric utilities. All units are separately insulated from one another. The building is long, 468 feet, so it was decided to place the toilet facilities and flight room in the center (lengthwise) of the building. These facilities are accessible at the center of the building from both sides. This was compatible with the building design, which required a masonry fire wall through the center of the building. The flight room and bathroom facilities are located adjacent to the fire wall.

There are eight similar sized hangars of 1,363 sq. ft. The firewall through the center of the building breaks up the continuity of “nesting” of the T-hangars and as a result, the four hangars near the center of the building are larger in size ranging from 1,472 ft. to 1,600 ft. The eight similar sized hangars and the four larger hangars near the center of the building all have 44 Schwiess bi-fold doors. On each end are two large hangars, with 58-foot doors built to accommodate large twins and small corporate jets. Each of these hangars is 3,120 sq. ft. and is configured for an office and a bathroom. Prices for the condos range from \$46,900.00 for the smallest to \$106,900.00 for the largest.

Estimated total cost of operating the building is \$3,000.00 annually. The largest single element of cost is building insurance. Units will be assessed a condominium fee which will be based on each units proportionate floor space compared to the floor space of the entire building. For the small units, this amounts to about 6-7% of the total operating costs.

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New Hangar Guide

AIRCRAFT HANGARS are more than a safe place to keep your aircraft. They attract business and can be the key to added financial viability for general aviation airports. In the post-9/11 environment, they also are important for securing aircraft. AOPA has released the "Aircraft Hangar Development Guide" (<http://www.aopa.org/asn/hangar.html>) to help pilots successfully plan and complete a hangar project at their airport. This guide walks you through everything from the planning phases of gaining support for the project to wading through FAA regulations and obtaining funding, to the execution stage of building the hangars and moving in new tenants. □

Books & DVDs

Blue Sky Moments

MIDDLETON, WIS. – *Blue Sky Moments – A Collection of Wisconsin Aviation Memories* is a new book published by the Wisconsin Aviation Hall of Fame, and is filled with aviation quotes and images, both historical and recent. The 100-page soft cover book also includes photos and a listing of the organization's 75 hall of fame inductees thru 2004.

The book celebrates the rich and colorful aviation history of Wisconsin and was produced in conjunction with the organization's 20th anniversary. Funding was provided in part by Eagle Fuel Cells, Eagle River, Wisconsin and Mead & Hunt, Madison, Wisconsin.

Copies of *Blue Sky Moments* are available for a minimum donation of \$7. The book is also available free of charge to those who purchase a membership in the Wisconsin Aviation Hall of Fame. Mail checks to the Wisconsin Aviation Hall of Fame, 8550 Greenway Blvd. #413, Middleton, WI 53562-424.

To join the Wisconsin Aviation Hall of Fame, see www.aviation-halloffamewisconsin.com. □

WGBH Boston Video Debuts War Planes DVD

BOSTON, MASS. – WGBH Boston Video is debuting its new DVD release, "War Planes!" This boxed set contains four captivating NOVA documentaries chronicling the history and legends of warfare aviation, as well as top secret plans for future aircraft.

Battle of the X-Planes: NOVA examines the high-stakes battle waged between Boeing and Lockheed Martin to build the most capable and versatile fighter ever created – the Joint Strike Fighter. NOVA takes viewers to the front line as the two aerospace giants fight for a contract. Viewers will climb into the cockpits of some of the most revolutionary planes in the world for this high-tech, winner-take-all competition.

Spies that Fly: From flying spies the size of a CD player, to fully armed pilotless jets that roam halfway around the world, get a close look at the revolutionary unmanned aerial vehicles (UAVs) from the past 50 years with this DVD.

Top Gun Over Moscow: For half a century, we feared them. Now, for the

first time, meet the rugged pilots of the Russian Air Force, and get a close-up look at the heart-stopping maneuvers that still fill Western flyers with awe.

B-29: Frozen in Time: Travel on a perilous mission to repair and refly Kee Bird, a rare B-29 bomber stranded on a Greenland icecap for almost 50 years.

To order any DVD or VHS release from WGBH Boston Video, including War Planes, call (800) 949-8670 or visit shop.wgbh.org. □

WGBH Boston Video Tells Story On Deadliest Plane Crash In History

BOSTON, MASS. – WGBH Boston Video has released a compelling NOVA production on DVD called *The Deadliest Plane Crash*.

On March 27, 1977, on the island of Tenerife in the Canary Islands, two fully loaded 747 jumbo jets collided

CONTINUED ON PAGE 49



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A Drive In The Clouds: The Story of the Aerocar

IMAGINE getting behind the wheel of your very own flying automobile. From *Chitty Chitty Bang Bang* to the space-age vehicles on “*The Jetsons*,” America’s fascination with flying cars has not only soared, but literally taken flight.

Author and technical analyst for Boeing, Jake Schultz, has expertly captured the “driving” vision behind one man’s quest for a vehicle that would both drive and fly – the Aerocar.

“The story of the Aerocar is a fantastic tale of fantasy made non-fiction. For decades, kids, engineers and countless armchair designers have dreamed of filling the sky with automobiles,” said Schultz. “The Aerocar’s designer, Molt Taylor, not only successfully created a flying car in 1949, but also came close to a production model we could all fly and drive to work.”



Schultz’s new book, *A Drive in the Clouds: The Story of the Aerocar* (Flying Books, 2006), is now available through HistoricAviation.com and Amazon.com.

Today, all five original Aerocars exist. Flying Aerocars are located at Golden Wings Museum on Anoka County-Blaine Airport, Blaine, Minnesota; and in Black Forest, Colorado, owned by Ed Sweeney.

Flight restored, but no longer flying Aerocars are located at EAA’s AirVenture Museum in Oshkosh, Wisconsin; and in Seattle, Washington, at the Museum of Flight - the only Aerocar Model III.

One Aerocar in fine original, but non-restored status, is located in Grand Junction, Colorado. □

Anne Morrow Lindbergh: First Lady of the Air

A fascinating look at one of the defining figures of American aviation, *Anne Morrow Lindbergh: First Lady of the Air* by Kathleen C. Winters, is a vivid account of Anne Morrow Lindbergh’s groundbreaking achievements as an aviator. This revealing biography offers a long overdue portrait of a bright and adventurous spirit who made history in the air and in the hearts of the American public. Set against the dazzling backdrop of aviation’s golden age, this book finally restores Anne Morrow Lindbergh to her rightful place in aviation history. A pilot herself, Winters is an aviation historian and former flight instructor. Check your local bookstore, or email:

Lauren.dwyer@smartins.com □

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Looking After You Leap

by Karen Workman



Karen Workman of Northfield, Minnesota, in her 1959 Piper Tri-Pacer.

Buying a plane is a lesson in searching. I thought the search had ended when I found the plane that I wanted to spend the rest of my life with. That search was exciting, full of anticipation. Nothing drove it except the desire to find an airplane that captured my imagination and would take care of me forever. There was an immediate bonding when I found the plane of my dreams. It turned out that finding my

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sweetheart was just the beginning. I spent the next several months searching for the right mechanic, for hidden problems with the plane, a place to keep it, insurance, and more.

The Plunge

Early this spring, my husband Eric and I found a plane through a friend's referral. We didn't know we were looking for a Piper Tri-Pacer, but the more we heard about this type of aircraft, the more interested we became. The short winged, single-engine, tube and fabric airplane was designed by the Piper Company in the 1950s and has survived the test of decades. When we heard of one for sale within driving distance, we decided to take a look.

This particular Tri-Pacer, a pretty red and white four-seater, has a Lycoming O-320 engine producing 160 horsepower. It cruises only 8 knots slower than a 180 horsepower Cessna 172, burns less fuel and easily climbs more than 2,000 feet per minute, even in the summer. Or so we were told. It has had many owners in its lifetime: individuals, partnerships, a flying club, a flight school. Did each and every operator since 1959 take meticulous care of this machine? Did they all protect it from abuse and neglect throughout the past 45 years? As the English would say, "Not bloody likely!"

There were some obvious issues. The seats were stained and the backs were supported with pieces of broken broom handle and duct tape. The trim position indicator didn't indicate anything. The braking system consisted of only a pull bar that did not lock. The fuel sumps were stained and drippy. The nose wheel strut was chronically flat. Safe to say, she wasn't the showgirl she was in her younger days, but honestly, neither am I. Born in the same year, I could relate to her. I might show some signs of age, but I am perfectly healthy and strong. So although we'd spent less than two hours in this plane, we made a gut



The instrument panel on Piper Tri-Pacer N9713D.

decision. We put down a deposit for purchase, subject to a successful pre-buy inspection.

Getting Dirty

We made arrangements for the seller to fly the plane to our airport of choice for the inspection. We had selected Faribault, Minnesota (FBL) due to the availability of the mechanic there, "Gerry." We'd worked with Gerry in the past and appreciated his attention to details. He was straightforward and easy to work with. In searching for the right mechanic for this old plane, his name came up often, increasing our confidence in him.

Gerry pulled the Tri-Pacer into his maintenance hangar and began the arduous job of inspecting it, tail to nose, inside and out. After an exterior examination, he opened panels and inspected where the sun don't shine. He looked at all of the skeletal framing closely, seeking any signs of corrosion. Corroded metal can result in dangerous weakening of the structure. This was a very real possibility in an older plane and was our biggest concern. Under the skin he found a crescent wrench, two flashlights and a pen that wouldn't write, but, thank goodness, no corrosion! Thoughts of an in-flight break up scare me, frankly. Replacing corroded framework would be time consuming and expensive. We were relieved it wasn't an issue here.

Inspection of the engine compartment yielded a couple of surprises. An engine mount bar was found to have a hole worn through it, apparently from rubbing against a hose clamp. If the mounting bar gave way, we could literally lose an engine. The center of gravity would shift aft outside the operating envelope, and controlled flight would become very difficult if not impossible. No question about whether or not to fix this problem. It must be done if we are to buy the plane.

Still inside the engine compartment, Gerry discovered a cracked cylinder. This was alarming. The forces in the cylinder will eventually cause the crack to split. As an integral part of the engine, a split cylinder could result in sudden engine failure. Who would take off knowing an engine failure was imminent? Not me, man.

Now What?

We needed to deal with these two big problems before we were willing to continue with the inspection. We called the seller and talked about what we found. He was agreeable to paying the \$200.00 for our mechanic to have welding done on the engine mount... no problem. To keep the costs down, though, he would bring the plane to his regular mechanic and have the cracked cylinder replaced with a "used" one.

We went back to Gerry for his thoughts. He voiced concern about putting used parts in an engine. A cylinder, in particular, is subject to great forces and the integrity of it should be as reliable as possible. Although a new cylinder would cost close to \$1,000, four times the price of a used one, it comes with no mysterious history – and it comes with a full warranty.

We wrestled with this. We had already spent hundreds of dollars inspecting the aircraft up to this point. The seller didn't want to pay for a new cylinder, and we didn't want a

used one. Were we willing to pay the difference between new and used? What if we paid to have a new cylinder installed, then find another critical item later in the inspection? Where does one draw the line and cut one's losses?

We finally decided that we could not settle for a used cylinder and were unwilling to pay for a new one at this point. Regretfully, Eric called the seller and explained our position. We had come to an impasse and would have to walk away from the deal. To our surprise, the seller proposed having a new cylinder installed and taking \$1,000 off the selling price. I would have blown kisses through the phone, but Eric, a master of control, just thanked him and called Gerry. We're moving forward.

Cleaning Up

We spent the next few days anxiously waiting for word of another major problem as Gerry continued the pre-buy inspection. Although we talked to him daily, the pre-buy inspection concluded with no more show stoppers, to our great relief. Since the annual was due in three months, we asked Gerry to follow on with one while the plane was opened up. He did. He went through every AD ever issued on the plane and verified compliance. He fixed the flat nose strut by replacing a gasket seal and refreshing the hydraulic fluid. He cured the leaky fuel sumps by draining all the mogas out and replacing it with 100LL. He explained that while our plane does have an STC to use auto gas and it is cheaper, it has its drawbacks as evidenced by the dark drippy mess it makes at the sump. He even fixed the trim indicator thingie, but don't ask me how. He buttoned up the plane and declared her fit. As a bonus, he provided us with a ring binder that has all of the recurring maintenance requirements organized so that we can more easily manage it all. I love this guy!

Congratulations and thanks all

around: We were now proud owners of N9713D, a sweet red and white Piper Tri-Pacer... that we can't fly... because, according to our insurance company, we don't know how.

Polishing Touches

Between Eric and I, we had almost 1,000 hours of flying single-engine aircraft, two instrument ratings, a complex endorsement and a commercial rating. But, according to our insurance company, we didn't know how to fly a simple Tri-Pacer. They required a check out before they would insure us. The checkout must be completed by (a) a certified flight instructor with (b) at least 300 hours total time and (c) at least 25 hours in a Tri-Pacer. This person was amazingly hard to find.

We asked everyone we knew where such an instructor could be found. We asked them to ask everyone they knew. After several weeks, we finally came up with two names. Nobody we knew had flown with either of them, but both were said to be "nice." We arbitrarily chose "Susan," who turned out to be an excellent choice. She has been flying since she was a child and is especially fond of Tri-Pacers. She flew her Tri-Pacer to our airport one fine morning and we got our checkout in ideal conditions: a hot, humid day with quartering crosswinds gusting in the high teens and increasing.

The Tri-Pacer has a unique feature

to ensure constant coordinated flight. Its ailerons are connected to the rudder with cables and springs. Extra effort is required to override that connection and cross-control the plane. This feature is quite nice on long trips, I'm sure, but it creates a challenge in crosswind landings. Who could ask for a better day to experience that? While Eric was turning green in the back of the plane, I showed Susan climbs, steep turns and stalls in bumpy air, then abused our plane through several landings before I started to get the hang of it. And as soon as I did, I was rewarded with the backseat assignment while my husband treated me to the same thrills. After a few sporting landings that demonstrated that our crosswind limit was 22 knots, we tied down and went into the FBO. We talked and Susan signed our logbooks. We were checked out! We faced a Tri Pacer's toughest antagonist, high-gusting crosswinds, and worked with it. We can fly! We're free to take our new little plane anywhere in the country, and believe me, we will.

I've accepted that I'll spend the rest of my life searching for the best fly-in destinations. I look forward to continuing that search, but I found the right plane, it has its own stall in a T-hangar, I have an excellent mechanic, I'm insured and a "nice" qualified instructor is a phone call away. Life is good. Now if I could only find an FBO with avgas under \$2.

CONTINUED ON PAGE 49



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Luiz Cordeiro

Sheboygan County Aviation Heritage Center

**Aviation Heritage Center of Sheboygan County
Helps To Share Passion For Aviation**

by Jason J. Kreidler

Dreams are often the inspiration of our imagination, however, taking a dream from imagination to reality is the true test of perseverance.

A relatively small number of volunteers have just accomplished this amazing feat against all odds. At Sheboygan County Memorial Airport (SBM), Sheboygan, Wisconsin, stands the "Aviation Heritage Center of Sheboygan County" (AHC). The center is a demonstration of vision, generosity, community service, dreams, and unselfish missions.

It all began 16 years ago when a group of aviation enthusiasts of EAA Chapter 766, looked to the sky. This time they were not dreaming of ways to personally enjoy the incredible joy of flight; instead they searched for a way to share their passion for aviation with others. As the mission began to take definition, a single word was constantly on the tongues of each person involved; that word was simply, "welcome!"

Welcome has many different implications in this case: welcome to Sheboygan County aviation history, welcome to aviation, welcome to Sheboygan County Memorial Airport, and welcome to Sheboygan County. With this



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Ed Wegner of Plymouth, Wisconsin, makes a pass at Sheboygan County Memorial Airport (SBM) in his 1929 Spartan.



Luiz Cordeiro

A B-17 Flying Fortress, parked outside the Aviation Heritage Center.

common word and the goal of exploring and sharing each of these areas, AHC was born.

Sheboygan County individuals have very unique places in aviation history, and the families of these individuals long for this history to be preserved. These families became the source of much of the funding necessary to accomplish these goals.

The Frank G. & Frieda K. Brotz Foundation purchased the rights to name the facility the Aviation Heritage Center

of Sheboygan County. Stuart Brotz stated, "It is our belief that this name not only upholds the wonderful heritage of aviation in Sheboygan County, but also looks forward to continuing this same excellent tradition into the future."

Within the center is a library, education laboratory, museum, gallery, and observation deck.

Charlotte & Walter Kohler Charitable Trust purchased naming rights to both the Governor Kohler Aviation Library, and the Governor Kohler Aviation Education

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Laboratory.

The Joseph & Evelyn Richardson Aviation Museum was named by the Joseph & Evelyn Richardson Foundation.

The JL French Family Foundation named the JL French Family Exhibition Gallery.

Finally, the EAA 766 Observation Deck was named by Experimental Aircraft Association Chapter 766. This allows AHC to be completely supported by private funds, without relying on government funding.

“Welcome to aviation!” This incredibly simple phrase proves to be a very rewarding portion of the mission.

Something very unique to aviation, that is difficult to see from the inside looking out, is the perception that personal flight is something to be enjoyed only by the wealthy. This perception has unfortunately caused many to dismiss the possibilities aviation presents on a misled assumption. The fact is aviation has opportunities to participate in multitudes of ways; some of this participation costs absolutely nothing. Flight itself can be accomplished for little more than the cost of owning snowmobiles, boats, or motorcycles. Of course this miracle of flight can also use unlimited funds. However, not all interest is, nor should it be, in actual flight. It can be in the history of flight, mechanics, and aviation study – each which present their own unique opportunities. These aspects of flight can be explored in the library and laboratory portions of the facility. No matter where your interest lies, it is the mission of AHC to have frequent gatherings of like-minded individuals, and mentors available to walk with you on your discovery of aviation. The individuals responsible for the existence of this structure, from the donors to the volunteers, all shared one common denominator, a passion for aviation, with a strong desire to share that passion.

“Welcome to Sheboygan County Memorial Airport!” Airport manager,



(L/R) AHC board member Jason Kreidler with Sheboygan County Memorial Airport manager, Charles Mayer, inside the Aviation Heritage Center.



Photographs of former Wisconsin Governor Walter J. Kohler and others are displayed in the restroom of the Aviation Heritage Center because of the connection with Kohler water fixtures.

Charles Mayer, has for years been leading to develop this airport into one of the premier airports in Wisconsin. SBM consistently falls in the top 10 for both annual aircraft operations, and fixed base aircraft. This list includes airports like Mitchell International in Milwaukee, and Green Bay's Austin Straubel International Airport. Showcasing this airport to all who visit is actually a very simple task, as it truly speaks for itself. AHC adds to the excitement of the airport environment, and helps the airport to be a destination in itself. This includes visitors of every sort, gathering on the second story observation deck, witnessing up close and personal the daily operation of this bustling airport. This observation deck is open to the public 24 hours a day, seven days a week.

Finally, “welcome to Sheboygan County!” Sheboygan County is a premier travel destination and holds treasures for any taste. The area is known the world over as a golf destination, with courses like Whistling Straits, The Bull Golf Club at Pinehurst Farms, and Blackwolf Run. The most common luggage offloaded at the airport on a summer day is golf clubs. However, it's not all about golf. Each summer Road America, North America's longest natural road racing track, comes alive with world-class drivers competing in world-class events.

To indulge the artistic side of everyone, there is a wealth of locations to experience, from galleries to symphonies.

Sheboygan resides on the shores of Lake Michigan, and offers all of the opportunities life on the water has. From chartered fishing cruises, to resorts offering anything imaginable, travel to Sheboygan County guarantees to have something for everyone.

Recently Jennifer Jensen joined the Aviation Heritage Center as executive director. Among other responsibilities, Jensen is developing programming that engages the community in aviation education, working with

local schools and organizations to gain participation at all levels.

Ultimately, AHC will become a center of aviation information and aviation education. By cooperating with local educators, students will have the opportunity to enjoy aviation classes at the airport. No longer will schools determine the quality and quantity of aviation education available to a student.

Flight is a journey of not only distance and time, but also of knowledge. Training seldom completed, there is constant opportunity for even the most experienced pilot to expand his/her knowledge in some direction. This is the primary reason for developing hands-on workshops, which will teach everything from aircraft construction techniques to the science of flight itself.

This is an exciting journey fueled by the energy and excitement of visitors, limited only by imagination and dreams. This small group of people at AHC did not set out to “experience” personally the joys and wonder of flight, but instead to “share” the joys and wonder of flight.

Just as generosity has brought the Aviation Heritage Center of Sheboygan County to fruition, generosity will carry the project to its full potential. Whether you are a seasoned pilot who has for years gazed from the sky earthward, or you still look skyward with thoughts of what might be, consider making this magnificent display of vision, generosity, determination, and dreams a stop along your journey. It is the mission of the Aviation Heritage Center of Sheboygan County to be the premier

destination to personally experience the history and excitement of flight.



EDITOR'S NOTE: Jason J. Kreidler is an officer of the board of directors of the Aviation Heritage Center of Sheboygan County. He grew up on a farm next to Sheboygan County Memorial Airport, and was inspired to become a pilot from watching aircraft fly in the area. For additional information on AHC, call 920-980-3939 or see www.sheboyganaviation.com. □

NWA Boeing 747 Installed Now At National Air & Space Museum

WASHINGTON, D.C. – The forward fuselage section of a Northwest Airlines Boeing 747 was installed in the National Air & Space Museum Air Transportation Gallery, January 16. The fuselage will be a centerpiece of the new exhibition, “America by Air,” which opens in the fall. The interior of the fuselage will be accessible to visitors when the gallery is completed. □

Join Other Pilots On
The Canadian Fly-Out
See Info On Page 54

AT THE MOVIES

Filmmaker Brian Terwilliger Comes To Moorhead/Fargo For Screening

A screening of the groundbreaking documentary “One Six Right: The Romance of Flying,” will be held at 7:30 p.m., Feb. 15 at the Fargo (N.D.) Theatre. Tickets are \$7 and will be available at the door. Director/Producer Brian Terwilliger will attend the screening and will engage the audience in a question and answer session after the film.

Harrison Ford, a pilot himself, says “One Six Right captures the spirit, joy and beauty of flight. One of the finest aviation films ever made.” The

Hollywood Reporter called the film “a passionate expression of the filmmaker’s love for flying.” The 73-minute film is centered around the Van Nuys, Calif., airport, the busiest general aviation airport in the world, where scenes from Casablanca were filmed, Amelia Earhart broke a world speed record and Marilyn Monroe was discovered. The film takes viewers on a journey of spectacular aerial sequences and tells a romantic story through the accounts of passionate pilots, air traffic controllers, historians and flight enthusiasts, including well-known faces such as Sydney Pollack, Lorenzo Lamas, Paul Moyer, Hal Fishman and many others.

CONTINUED ON PAGE 39

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Geoff Sobering

Air show legend Bob Hoover spoke on the importance of the Van Nuys Airport, during a press conference at EAA AirVenture 2006, while "One Six Right" producer, Brian Terwilliger, stood by.

One Six Right

A Film Review by Geoff Sobering

Writing a rave review is supposed to be easy, but Brian Terwilliger's film "One Six Right" is so richly complex that it's almost impossible to describe why it's so enjoyable. On one level, it is a great documentary about the history of the Van Nuys, Calif. airport and General Aviation. From another perspective, it is some of the best aviation film-making I know of, including some of the most

beautiful shots of airplanes I've ever seen; as a photographer, I am jealous of the emotional impact that Brian, Kevin

LaRosa,

Carston Bell, Doug Holgate, and Kim Furst have accomplished with the images in this film. The score by Nathan Wang and Freddy Clarke complements the visuals perfectly!

But at its heart the sub-title, "The Romance of Flying," really tells it all. The first words we hear are: "Asking someone why they love to fly is almost like asking someone why they like Picasso." The entire film is told through first-person accounts from more than 80 interviews, and every single person is obviously in love with flying.

No matter what the nominal topic at any point in the film, there is always a personal story involved. Even the section on the early history of Van Nuys is peppered with people talking about their flying exploits there in the late 1920s and '30s.

The start of WWII is introduced by people who were flying when the airport was closed because of the Declaration of War. That pattern of personal connection is repeated as the film moves on to the present and is continued in the section on the trials and tribulations of General Aviation. The film closes just as

CONTINUED ON PAGE 39



Geoff Sobering

An "American Legend Cub" was suspended in air at EAA AirVenture-Oshkosh to promote the release of the film "One Six Right."

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"Picadilly Lilly Airport Diner" Lone Rock, Wisconsin

by Donna I. Bennett

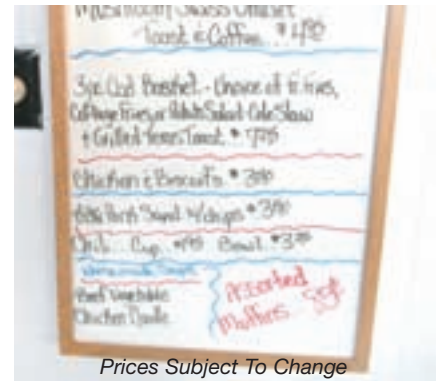


The "Picadilly Lilly Airport Diner" at Tri-County Regional Airport, Lone Rock, Wisconsin, is a favorite of ours for breakfast or lunch, partly because of its convenience. It is located halfway between our summer cottage and home, ideal for breakfast if we start early, and lunch if we are late getting underway. The restaurant occupies the

building that was the Lone Rock Flight Service Station before it, and many other rural Flight Service Stations, were closed decades ago.

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CONTINUED ON PAGE 49



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More Pilots & Aircraft Mean Reduced Costs For Everyone!

by Jeff Baum, President

Wisconsin Aviation Trades Association

Whether we as pilots and aviation professionals get behind and support EAA Young Eagles, or AOPA's Project Pilot Program, or both programs which are geared to two separate audiences – Young Eagles for youth, and Project Pilot for adults – we all need to do our part to see that we promote aviation to ensure its future, and to help keep the cost of flying to an absolute minimum.



Jeff Baum

First, it is obvious that we need pilots for commercial aviation, air ambulance, agriculture, law enforcement, wildlife management, forest protection, pipeline patrol, and general business and personal travel.

Second, basic economics tells us that the more pilots there are, the more "unit" costs go down, whether

that's the hourly operating cost of an aircraft, or the use of the air transportation system, including the cost of airports and flight operation facilities, and air traffic control.

Regarding aircraft operating costs, we all know that the cost of aircraft and replacement parts is relatively high because the cost of the FAA process of certifying aircraft and their parts is high, and so few aircraft and parts are manufactured, compared with other industries, such as cars, boats, ATVs, motorcycles, and snowmobiles. It stands to reason then that if we increase the number of active pilots, more aircraft and parts will be manufactured and costs will go down, and there will be greater competition in the market place, thereby reducing costs even more.

Fuel, too, is becoming a greater concern for general aviation. While we are encouraged to see diesel-powered aircraft being manufactured, knowing that diesel fuel is more readily available and costs less than avgas, there is presently a huge general aviation fleet which is totally dependent on low-lead, essentially alcohol-free avgas. Again, numbers will play a significant role in not only the price of avgas, but also its

availability.

Insurance costs work the same way. The more aircraft being flown, the greater the risk base to defray losses. There will also be greater competition to drive costs down.

As for services at airports, when there is more demand for services, quality and quantity of services goes up, and costs go down.

For instance, there may be thousands of general aviation airports across the country, compared with a few hundred air carrier airports, but I would guess to say that less than 50 percent of all general aviation airports have car rental available, and those that do, have limited availability, and daily rental is higher than at air carrier airports. And what pilot doesn't like to eat? But in order for an airport to have a restaurant, the numbers must be there.

The debate over user fees to support the air traffic control system is directly related to the number of aircraft operating in the system, and their need for services to defray system costs. The final outcome of this debate will depend largely on our industry's lobbying efforts, and yes, numbers! How many of us will pick up the phone, or send a letter or email, urging our Washington representatives to keep the user fee system as a "tax" on fuel, and not a "fee-based" system? Obviously, the more pilots there are, the louder and clearer our voice will be heard in Washington.

So whether you get out and support EAA Young Eagles and AOPA Project Pilot out of the goodness of your heart, or for selfish reasons so you can help reduce the cost of flying, we encourage you to make a commitment to the programs, and a small investment in time which will reap great benefits for all. □

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Janesville CFI Renews Master CFI For 4th Time

JANESVILLE, WIS. – The National Association of Flight Instructors (NAFI) has announced that Christopher “Chris” Timothy Anderson, of Janesville, Wis., has renewed his Master CFI accreditation for the fourth time. Anderson flies with Midwest Express and is the president of Progressive Air at Janesville’s Southern Wisconsin Regional Airport (JVL). He also serves as a FAA Team rep and pilot examiner for the FAA’s Milwaukee FSDO.

To help put this achievement in its proper perspective, there are approximately 90,000 CFIs in the United States. Fewer than 500 of them have earned Master accreditation thus far. As a measure of the prestige conferred by this title, the last 11 FAA National Flight Instructors of the Year were Master CFIs. In addition, the FAA has approved the accreditation as an alternate means for CFIs to renew their flight instructor certificates. □

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Wisconsin Aviation Appointed Piper Service Center



(L/R): Grant Goetsch, Vice President/Manager, Wisconsin Aviation, Inc., Madison; Jack Peters, Aircraft Sales, and John Lowe, President, Des Moines Flying Service (DMFS); Jeff Baum, President/CEO, Wisconsin Aviation, Inc.; and Keith Mullens, Dealer Service Administrator, DMFS.

MADISON, WIS. – Des Moines Flying Service, Des Moines, Iowa, the Great Lakes Regional Sales and Service Center for Piper Aircraft for the past 70 years, has announced its appointment of Wisconsin Aviation, Inc., as an authorized Piper Service Center at its Madison and Watertown locations. The appointment was made December 7, 2006.

“This appointment will enhance the ownership of Piper aircraft in this area,” John Lowe, president of DMFS stated. “Jeff Baum and his organization have an excellent reputation and are well known for serving the general aviation

needs of its customers throughout Wisconsin. We are looking forward to working with them in the future.”

Wisconsin Aviation is the largest, full-service fixed base operation in Wisconsin. The company presently services Cessna, Cirrus, Columbia, and Socata aircraft. The addition of Piper Aircraft will enable Wisconsin Aviation to provide quality service to a larger segment of the aviation community.

For additional information or service appointment, contact Pete Schroeder, Director of Maintenance, Wisconsin Aviation at 1-800-657-0761. □

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	NationAir Insurance Agencies Eden Prairie, Minn.	Wisconsin Aviation, Inc. Juneau • Madison • Watertown, Wis.	

Brother & Sister Carry On Family Tradition At Morey Airplane Company



Dave Weiman

by Dave Weiman

Rich Morey and his sister, Debbie Maier.

A family tradition, providing full-service fixed base operation services, continues at Morey Airplane Company at the new

Middleton Municipal Airport-Morey Field, Middleton, Wis., under the leadership of Richard Morey, and support from his sister, Debbie Maier,

grandchildren of the late Howard Morey who founded the business and original airport in 1942.

Richard "Rich" Morey became president of the company and airport manager in March 2003, when his father, Field Morey, semi-retired and moved to Medford, Oregon. He started working in the family business at age 15 in 1973.

"I started on the line, worked in the office as an accounting clerk, and in the parts department," said Morey, who attended the University of Wisconsin in Madison for 3 years, then Blackhawk Technical College for 2 years, receiving his Airframe & Powerplant (A&P) Certificate in 1981. Upon graduation, Morey worked as an aircraft technician and in 1984, earned his Inspector Authorization Certification (IA). In 1986, he became director of maintenance for the company's Part 135 charter department. In 1990, Morey obtained his Certified Flight Instructor-Instrument (CFII) Pilot Certificate, and since 1997, Morey has been chief pilot. In addition to his Commercial Pilot Certificate and CFII, Morey holds a Glider Pilot Certificate and a Multi-Engine Rating.

Richard Morey has two sons from a previous marriage: James, 18, Michael, 11; a stepdaughter with his present wife Sharon: Jessica Regal, 29; and three step grandchildren: Zola, 6; Mack, 5; and Fischer, 3.

Morey says that his father, Field, had the most influence on him

CONTINUED ON PAGE 36

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Dave Weirman

Roland "Rollie" Mack

When a guy has had the good fortune to be in the aviation industry for 50 years, he may decide that's enough. But not so for Roland "Rollie" Mack, 71, of rural Dane, Wisconsin. Mack continues to fly a Cessna 340 on business for Vandewalle & Associates of Madison, Wis. When not flying, he spends his time as an aircraft technician for Morey Airplane Company in Middleton, Wis.

In March of 2006, Mack took his last charter flight for Morey Airplane Company, a job he did for 45 years. "I felt it was time to let some younger folks get a shot at what I had really enjoyed for a good many years," said Mack.

Mack was 21 when he completed two years of military service, and started to take flying lessons from Lloyd Bell at the Baraboo, Wis. airport in October 1956. His older brother, Donald, had bought a Champ 7AC several months before and was also taking lessons from Bell. Mack bought half interest in the Champ for \$300.00 and kept track of out of pocket expenses, which amounted to less than \$150.00 by the time he had his private ticket in March 1957.

"Instruction was \$5.00 per hour and I had the required 15 hours of dual which amounted to \$75.00 – a small fortune in those days or so it seemed to this farm boy," said Mack. "The remaining \$75.00 was for fuel for the airplane and hangar rent. How that's changed, where now it can run up to \$6,000.00 or more to earn a private ticket!"

In September of 1957, Mack entered the Airframe & Powerplant (A&P) course at Janesville's Blackhawk Tech School, which was a one-year course at the time. Graduating in July 1958 with an A&P, Mack started at Morey Airplane Company in August as line person and mechanic earning his Multi-Engine Land and Instrument Ratings, and Commercial and Instructor Pilot Certificates



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by the summer of 1960. Mack says he owes a debt of gratitude to company founder Howard Morey and his son, Field, for giving him his start in aviation. He continues to work for Field's son, Richard Morey, who is the third generation manager who took over the company business and airport management in 2003.

After 1960, Mack's duties included flight instruction after shop hours during the week and on weekends. The last instruction he gave was in 1967 when his time was taken up more by charter and pilot hire. In 1979, Mead & Hunt purchased a Cessna 310Q to use for business and Mack was their #1 pilot until 1999 when his son, Randal, became the company's official corporate pilot. Randal has a Civil Engineering Degree, which complements his duties as pilot. Mead & Hunt has now upgraded to a Cessna 340. The company flew its Cessna 310 for 25 years.

After more than 20,000 hours in the air, Mack has experienced some weather he would have rather not flown in, but always left an option open to have a way out, keeping him and his passengers safe!

Mack and his wife of 47 years, Joan, live on the family farm in Dane, Wisconsin, where they raised four children and farm 160 acres. Their children are Juanita Loether, 39; Randal 37; Ross, 35; and Julianne Brickl, 28.

If Mack were to give some advice to his fellow pilots, it would be that every pilot should learn as much about the maintenance of their aircraft as they can. "This will help when anomalies occur, so the pilot can quickly determine the appropriate action needed," says Mack. As for the future, Mack plans on continuing to fly and work on airplanes as long as he is healthy, but says that he takes one day at a time. □

BROTHER & SISTER FROM PAGE 34

throughout his aviation career, as well as his grandfather, Howard, and credits long-time Morey employee, Rollie Mack, for teaching him the ropes of the charter business, especially customer service (see article beginning on page 35).

Morey's most memorable experience with his father was when he soloed on March 24, 1974, on his 16th birthday.

"The temp was below zero, the winds very strong out of the north; a direct crosswind on our old 38 ft. wide runway," said Morey. "We had a house full of people waiting to help celebrate my solo. I went around the patch three times with dad, and made absolutely lousy landings. As we taxied in, I was heart broken. I was sure I would have to wait for a nicer day. Much to my surprise, dad got out, told me to do three full stop landings, and walked into the office. I made the best three crosswind landings I can remember. Guess he knew what I was capable of doing if properly motivated."

Obviously, watching the original buildings on the airport torn down in 2004 to make room for the new terminal building was a sad moment for the Morey family. But Rich Morey said that had his grandfather been alive, he would have supported the airport improvements 100 percent, as

he did the sale of the airport to the City of Middleton in 1998. "I just wished that my grandfather was here to see the improvements the city has implemented," said Morey.

Morey's most memorable aviation experience with his grandfather was in 1990 when he took him flying in a Cessna 172 for the last time. Howard Morey was 87 years old at the time, but lived to age 92 (1903-1995).

"Grampa had given up his medical a few years prior," said Morey. "Officially, I was PIC, but I never touched the controls. He did a marvelous job and was quite pleased to have flown with me that day."

Unlike her older brother, Debbie (Morey) Maier did not grow up at the airport, nor did she ever work there before September 2006 when her brother hired her as office manager. All of Maier's work experience came from business outside of aviation in the Madison, Wis. area: 1978-94 Verex Private Mortgage Insurance (various positions), 1995-2002 Neumayer (Accounts Payable & Receivable); and 2002-06 Future Foam (Account Payable & Receivable, Administrative Assistant).

A 1978 honors student in high school, Maier has been married for 20 years to Dale Maier, and they have three children: Dane, 16; Dylan, 14; and Dee Dee, 12.

Dane also works at the airport, so here comes generation #4.

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Maier took her first two flight lessons from her father in 1975; five lessons from local flight instructor, Tanya Robinson, in 1979; and in 1981, eight lessons from Rodger Thompson. She never soloed or got her private pilot certificate, and admits that she got hung up on the bookwork!

Maier feels that her father, Field Morey, has been her greatest influence in aviation. "Whenever I've flown in small planes, it was almost always with him," she said.

"I remember on one occasion we were coming back from Colorado in a blizzard. We had to stop at Minneapolis-St. Paul International Airport (MSP) and we were the last airplane to takeoff before they closed the airport. We came into Morey Airport with very little visibility. When we came out of the clouds, it seemed like we landed instantly. It was one of the only times I was worried about flying with my father as pilot in command. After we landed, I asked my dad if he would have landed had it not been his airport, and his answer was 'no.'"

Maier said she loves the airport work environment, and has told everyone they will need to take her out kicking and screaming!

Commenting on her family's rich history at the airport, Maier said that the photos on display in the terminal building keep that memory alive, but feels that what counts are the people that helped to make the airport what it is today, and not the old buildings that once stood there.

Her memories flying with her grand parents are memorable, like the times she and her brother would fly from Wisconsin with their grand parents to the Florida Keys. "I specifically remember our first flight because my grand-

mother would give a nickel to whoever spotted the first palm tree. I (would always) lose," said Maier.

Middleton Municipal Airport has a new 4,000 X 100 ft. paved runway (Rwy 10/28), 2,000 X 120 ft. turf runway (Rwy 1/19), new terminal building, and dozens of new hangars. For you "Fly & Dine" fans, there is a bakery and café located in the terminal building.

As for recent developments at the airport, the City of Middleton recently purchased new snow removal equipment, and the airport is in the process of getting a localizer approach, and a Ground Communications Outlet (GCO). Future goals include developing more land for more hangar construction, and installing a weather reporting system.

Morey Airplane Company employs 10 full-time and 6 part-time employees.

Morey's offers self-service and full-service fuel, aircraft maintenance, flight instruction, including Garmin 400/500 series GPS training, Frasca flight simulator, aircraft rental, and car rental.

Their fleet of aircraft include 1979 and 1980 Cessna 152s; 1981 Cessna Aerobat for basic aerobatics instruction; two 1979 Cessna 172s; 1977 Cessna 172 with a Garmin 530; 2001 Cessna 172SP; and 1978 Cessna 310R and 340A twins for charter.

As for his future goals for the business, Rich Morey plans to continue the work started by his grandfather and father: "To keep the standards high for flight instruction, maintenance, and charter," said Morey.

For additional information on Morey Airplane Company and Middleton Municipal Airport (C29) call 608-836-1711. □

IALOGUE FROM PAGE 5

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We encourage all fly-in and air show organizers to consult with our national aviation organizations and seek out

additional information on event planning, and recommend emergency requirements and recommendations.

Contact the International Council of Air Shows (www.icashq.org), Aircraft Owners & Pilots Association (www.aopa.org), Experimental Aircraft Association (www.eaa.org), state aeronautics offices, the Federal Aviation Administration (www.faa.gov), and aviation insurance providers.

Let's do what we can to ensure safe and successful aviation events in 2007. □

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LISTING INFORMATION

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

FEBRUARY 2007

10-11* **AITKIN (AIT), MINN.** - Annual Sweetheart Ski Plane Fly-In 11am-3pm. Hot Dogs & Chili. 218-927-4104.

11* **MONDOVI, WIS.** - Winter Fly-In of Chili & Hot Dogs at Noon at Log Cabin Airport. 715-287-4205

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

MARCH 2007

3* **SKY HARBOR AIRPORT (DYT), MINN.** - LSC Student's Wheel & Ski Plane Fly-In. Serving Buffalo burgers & beans starting at 9am. 1-800-432-2884 ext 4880.

4-7 **MINOT, N.D.** - Upper Midwest Aviation Symposium at the Holiday Inn. Contact ND Aeronautics @ 701-328-9650.

17* **CLOQUET (COQ), MINN.** - B-Day Fly-In 10am-Dark.

18* **DEER RIVER, MINN.** - Ski-Plane Fly-In at Lake Winnibigosh (east shore) 10am-3pm. 1-800-365-2560.

18-22 **ORLANDO, FLA.** - Professional Aviation Maintenance Association (PAMA)

20-22 **ORLANDO, FLA.** - National Air Transportation Association (NATA)

28-31* **BLOOMINGTON, MINN.** - Minnesota Aviation Maintenance Conference at Sheraton. 800-657-3922 ext. 3652. www.mndot.gov

28-31 **RENO, NEV.** - Aircraft Electronics Association (AEA).

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

28-5/6 **BAHAMAS.** - Bahamas Fly-Out. Flyout@Nistler.com or 847-823-6713

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

4-6* **EAST GULL LAKE, MINN.** - Minnesota Seaplane Pilot's Safety Seminar at Cragun's Resort.

5-6* **OFFUTT AFB, NEB.** - U.S. Navy Blue Angels Performing.

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. U.S. Navy Blue Angels performing plus other performers. www.airfest.com

19* **DECATUR, ILL.** - Pancake Breakfast 7-11am. 217-795-2393. www.decaturreaa.com

19-20 **ALEXANDRIA, MINN.** - Armed Forces/Airport Days Fly-In & Airshow. 320-762-1333.

JUNE 2007

2 **FREDERICK, MD.** - AOPA Fly-In 800-872-2672. (aopa.org)

2-3* **ROCKFORD, ILL.** - U.S. Navy Blue Angels performing.

2-3* **DAVENPORT, IOWA** - U.S. Air Force Thunderbirds performing.

2-3* **MANITOWOC, WIS.** - Thunder on the Lakeshore Air Show.

3* **AUDUBON, IOWA** - Breakfast 6:30-10:30am. 712-563-3780.

3* **REEDSBURG, WIS.** - Breakfast 7am-Noon. 608-524-6888.

16-17* **FARGO, N.D.** - U.S. Navy Blue Angels performing.

18-24 **LE BOURGET, PARIS.** - Paris Air Show

23* **ALEXANDRIA, MINN.** - Airshow featuring Greg Poe's Edge 540 plus others. 320-762-1333.

23* **PRAIRIE DU SAC, WIS.** - Sauk Prairie Airport Fly-In 10am-7pm. 608-577-3754.

30 **KALKASKA, MICH.** - Pancake & Eggs Breakfast 7-11am Coast Guard Helo; National Guard Display. 231-258-9191.

30-7/1* **BATTLE CREEK, MICH.** - U.S. Navy Blue Angels performing.

JULY 2007

1* **BATTLE CREEK, MICH.** - U.S. Navy Blue

Angels performing.

4* **EVANSVILLE, IND.** - Canadian Forces Snowbirds performing.

4* **MATTOON (MTO), ILL.** - Airshow 07 at Coles County Memorial Airport. 217-234-7120. www.colescountyairport.com

7* **PHILLIPS, WIS** - Price County Airport & Phillips Area Chamber Float or Fly-In on Long Lake. All-you-can-eat Breakfast at Harbor View 8-11am.; Aerobatic Performances, Plane Rides and Planes/Seaplanes on Display; Event is all day; Admission is Free. 715-339-3701 / 2626. www.pricecountywi.net

7-8* **YPSILANTI, MICH.** - U.S. Navy Blue Angels performing.

14-15* **McCONNELL AFB, KAN.** - U.S. Navy Blue Angels performing.

23-29 **OSHKOSH, WIS.** - EAA AirVenture. www.airventure.org

28-29* **DAYTON, OHIO** - U.S. Air Force Thunderbirds performing.

AUGUST 2007

5* **CHETEK (Y23), WIS.** - BBQ Fly-In, Antique Cars & Planes at Southworth Municipal Airport 10:30am-? 715-924-4501 / 456-8415.

11* **RICE LAKE, WIS.** - Pancake Breakfast 7-10am & Lunch 10am-1pm & Aerobatic Flying 11-11:30am. 715-458-4401. www.ricelakeairport.com

12* **LINO LAKE (8Y4), MINN.** - Annual MSPA Pig Roast & Fly-In at Surfside Seaplane Base Noon-4pm. www.mnseaplanes.org

19* **MONONA (7C3), IOWA** - Pancake Breakfast 7am-Noon.

18-19* **CHICAGO, ILL.** - U.S. Air Force Thunderbirds performing.

25-26* **INDIANAPOLIS, IND.** - U.S. Navy Blue Angels performing.

SEPTEMBER 2007

1* **SHELL LAKE, WIS.** - Pancake Breakfast 7-11:30am & Town & Country Days.

1-3* **St. LOUIS, Mo.** - U.S. Navy Blue Angels performing.

1-3* **CLEVELAND, OHIO** - U.S. Air Force Thunderbirds performing.

8* **DECATUR, ILL.** - Pancake Breakfast 7-11am. 217-795-2393. www.decaturreaa.com

8* **MINOT AFB, N.D.** - U.S. Air Force Thunderbirds performing.

8* **OSCEOLA (OEO, WIS.** - Wheels & Wings Pancake Breakfast 8am-4pm. Aircraft Display, Classic Car Show & Craft Show. meyerjk@centurytel.net

14-16* **EAGLE RIVER, WIS.** - Wisconsin Seaplane Fly-In. 920-682-0043. www.seaplaneflying.com

22-23* **MILLINGTON, TENN.** - U.S. Navy Blue Angels & the Canadian Forces Snowbirds performing.

27-30* **COLUMBUS, OHIO** - Gathering of Mustangs Air Show

29 **HANOVER, IND.** - 10th Annual Wood, Fabric & Tailwheel Fly-In, the largest of its type East of the Mississippi.

AT THE MOVIES FROM PAGE 29

Audiences have given the film rave reviews for the story it tells, as well as its aerial photography and sweeping soundtrack. *One Six Right* is also the first native high definition film to be released on HD-DVD. This will be first high definition film shown in that format at the Fargo Theatre. As Christian Lloyd says in *Pilot Journal*, the movie has “some of the most drippingly gorgeous flying sequences that have ever been projected on screen.”

The event is sponsored by Concordia College, Moorhead, Fargo Jet Center/Fargo Flight School, Hector International Airport and the Fargo Air Museum. For more information about the film, go to www.onesixright.com or www.fargopilot.com

Proceeds from the ticket sales and sales of the *One Six Right* DVD at this event will benefit the EAA Young Eagles Program, the Fargo Air Museum and the Fargo Film Festival. □

ONE SIX RIGHT FROM PAGE 30

it started with a series of gorgeous shots of airplanes, fabulous music and people talking about why they love flying: “You learn to fly, and you fly the way you feel. There’s nothing like single-engine, single-seat flying.”

“*One Six Right*” was independently produced by Brian Terwilliger over a number of years; in late 2005, it was ready for distribution. Initially, marketing was mostly word-of-mouth, much of it on the Internet. In summer 2005, Bose (headsets/speakers) showcased the film in a section of their booth at EAA AirVenture in Oshkosh, Wis. Theatrical release was hampered by the lack of high-definition projection facilities around the country, but DVD sales were brisk. By the summer of 2006, there was enough interest to allow a “*One Six Right*” display at AirVenture that featured a life-sized version of the film’s promotional poster created by hanging a bright yellow Legend Cub in mid-air over the threshold of 16R painted on the grass. Brian also com-

missioned legendary aviation artist Sam Lyons to create a painting based on the movie’s poster which was unveiled at AirVenture, along with the announcement that \$5.00 of every DVD sale at the convention would be donated to the Young Eagles program.

But until last summer, only a few people had seen the film in high-definition. Just before AirVenture, the Sony Corporation introduced a brand new HD projector, the “SXR4 4K,” and they were looking for an HD film to help promote it. Because of the extraordinary cinematic quality and appeal of “*One Six Right*,” Sony selected it. They are sponsoring a nationwide tour that started with two screenings at AirVenture, and included a stop in Chicago on November 11. Perhaps the most important showing is in Washington, D.C., where the film will be shown for members of Congress to increase awareness of General Aviation issues.

Complementing the tour is a sweepstakes. The grand prize is a three-day trip to Van Nuys, including a stay at the Airtel Plaza Hotel overlooking 16R, flying in many of the planes from the film, and other activities. First prize is a complete private-pilot training package, including 60 hours of Cessna 172 time (this can also be applied to advanced training for existing pilots). Other prizes include copies of Microsoft Flight Simulator, the DVD, and the soundtrack CD.

Watching the “*One Six Right*” DVD on your TV at home is very enjoyable, but if you have the chance to see it in full high-definition on a big screen, you should definitely do so. I bought my DVD when the movie was first released in the fall of 2005, but seeing it on a 40 foot wide screen in the Eagle Hangar at the EAA Museum last summer was a fantastic experience that I would recommend to everyone.

For more information about the film, the theatrical tour and the sweepstakes visit: www.onesixright.com. □

Cleveland Filmmaker Partners With PBS On Tuskegee Airmen Film

CLEVELAND, OHIO – Cleveland filmmaker, Adam White, won a regional Emmy in 2005 for his one-hour documentary, “*The Restorers*.” Now, paired with Cleveland’s PBS station, he has completed his second film, “*Red Tail Reborn*,” which will have its television premiere on February 11, during African American history month. Narrated by television star, Michael Dorn, the movie details both the heroic tale of the Tuskegee Airmen, and of a dedicated man who died trying to tell their story.

The Tuskegee Airmen were the first and only African American pilots of their time. The documentary chronicles the history of the group as they are segregated from white squadrons, and originally told that “black men are cowards,” and “not only lacked the mental capacity to command, but courage, as well.” Despite America’s racism of the era, these men then went on to fight in WWII, garnishing one of the most impressive combat records in American history (www.redtail.org). □

Public Input Sought On Fate of Loran-C

THE U.S. Department of Transportation, in coordination with the Department of Homeland Security, is seeking public input on the fate of the Long Range Navigation System, otherwise known as LORAN-C. The land-based navigation system, operated by the U.S. Coast Guard, could be slated for decommissioning later this year. The public is invited to submit comments as to whether the system should be decommissioned, maintained as is, or upgraded to an enhanced LORAN system to back up the GPS system. Comments are due no later than February 7. Visit www.navcen.uscg.gov/eLORAN/E6-22421.pdf, or call 800-368-5647 for more information. □

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Every Airport's Best Friend

by John Dorcey

Aviation Consultant – WisDOT Bureau of Aeronautics

There is more to being an airport manager than keeping the lights on, the runways plowed, and the grass mowed. A lot more.



John Dorcey

Airport managers, especially effective managers, are a vital part of the air transportation system. They have a dramatic effect on the facilities used by you and every other pilot landing in Wisconsin. Who airport managers are, what they do, and what they are responsible for are the points we will cover in this article.

There are 132 public-use airports in Wisconsin. One hundred-three of those are publicly owned. Managers of those publicly owned airports could be placed into one of three general categories.

First is the government official or employee who performs the additional duty of airport manager. These folks may be the village clerk or the town chair; they may be the public works director, or other employee of the airport owner. There are 28 Wisconsin airports with this category of manager.

Second is the FBO owner or employee who also serves as airport manager. Today, there are 23 airports

with managers in this category. This manager category was typical during aviation's formative years.

Finally is the dedicated airport manager. Forty-seven airports in Wisconsin have this category of airport manager. Overseeing the operation of a large airport today may require a management team reporting to an airport director.

Regardless of which category Wisconsin's airport managers are in, they all share one common trait.

Every airport manager that the WisDOT Bureau of Aeronautics has worked with shares a desire to do their best for their facility, their tenants and their users. Some may be more effective, others may be more efficient, but in the end, all share the same love of aviation that you do. Nearly three-fourths of our airport managers make their living in aviation.

Nearly half of our state's airport managers are active pilots. Examining Federal Aviation Administration (FAA) databases we find: one recreational pilot, 12 private pilots (three with the Instrument Rating), 23 commercial pilots (17 also hold the Certified Flight Instructor Certificate), two hold the Airline Transport Pilot Certificate, two are designated pilot examiners, and three are aircraft mechanics. In addition, at least three are graduates of the University of North Dakota's airport management

program.

Airport managers have many masters – the airport commission or committee, the city council or county board, the FAA, the Wisconsin DOT, airport tenants, airport users and airport neighbors. The number of rules, regulations, statutes and ordinances they must know, interpret and enforce is huge. The knowledge a pilot must acquire is based, to a large degree, on FAA information. The total – FARs, Aeronautical Information Manual (AIM), and advisory circulars would easily fill two three-inch binders. Adding the aircraft POH and other materials that you use, results in a slightly larger library. We would all agree that to be a safe and competent pilot there is a lot to know and much to master. Aircraft mechanics (A&Ps) must learn and master even more. Their library extends to over five three-inch binders and that does not include manufacturers' data. The airport manager's library is even larger.

The airport manager's library, like that of the pilot and mechanic, includes FAA orders, FARs, advisory circulars, state statutes, and local ordinances. It also typically includes fire codes, building codes and other associated rules. A recent job notice for an airport manager offers a telling glimpse: "Establishes, interprets and enforces rules governing airport facilities, use and service, including Federal Aviation Administration regulations and federal, state and local statutes..." The airport owner, through the airport manager, must operate the airport in compliance with a federal document, entitled "Terms

and Conditions of Accepting Airport Improvement Program Grants.” The document contains 39 conditions that each airport owner must meet in order to receive future funding. You can find a copy of the document at the FAA’s Web site (www.faa.gov). In addition to the assurances, is FAA Order 5190.6A, Airport Compliance Requirements. This order details how airport sponsors are to maintain compliance with the agency’s terms and conditions. The current version is 88 pages long but the revision, currently in the FAA’s legal office for review, is over 660 pages long. Imagine having the AIM increase in size by a factor of eight! Like pilots and mechanics, airport managers have opportunities for continuing education and support through associations.

The WisDOT Bureau of Aeronautics has published three editions of its popular “Wisconsin Guide to Airport Administration.” This little book is an excellent first step in learning airport management. It also makes an excellent reference for the seasoned or veteran manager. The BOA also conducts an annual Airport Management and Operations Seminar. The one-day event serves as both an introduction for new airport managers or commission/committee members and a review for those who have been in the business for a while. The seminar is open to other interested parties as well. Visit the BOA’s page on the WisDOT Web site for additional details (www.dot.wisconsin.gov).

Airport managers have membership opportunities in organizations similar to those for pilots and mechanics. The Wisconsin Airport Management Association (WAMA) exists to “promote professionalism in the airport management field...promoting legislation for the good of Wisconsin’s airports and aviation; encouraging the public’s understanding of the value of aviation and the airport to the community...” The organization’s members are airport managers from each of the three categories discussed earlier. WAMA spon-

sors the annual Wisconsin Aviation Conference. You can learn more about WAMA at its Web site www.wiama.org/index.htm

The American Association of Airport Executives (AAAE) is the national organization of airport management professionals. Beyond representing airport management in Washington, the organization has a two-tier accreditation program. It also provides invaluable training seminars on all facets of airport operation from security to firefighting, from budgets to land use. Several Wisconsin airport managers have served as president of AAAE; the latest was Pete Drahn, former director of the Dane County Regional Airport. You can learn more about AAAE at their Web site at www.aaae.org.

The required skill set for airport managers varies with the facility. Some managers pump the gas, plow the runways, and repair the lights. Other managers provide oversight to staff that complete those tasks. The following tasks are excerpted from a job description from a medium size, city-owned airport:

Management Functions

- formulates goals, objectives and priorities;
- oversees compliance with Federal Aviation Administration (FAA) regulation, state statutes and codes and city policies and procedures;
- interprets FAA regulations and reports legitimate community complaints and willful violations of regulations to FAA;
- forecasts trends in airport development and management and is involved in planning future airport development;

- prepares petitions and applications for federal and state grants;
- attends applicable conventions, seminars and association meetings.

Administrative Functions

- prepares annual airport budget, monitors expenses, and tracks revenues;
- prepares and administers lease

agreements for airport tenants;

- establishes and maintains good public relations with civic groups, airport users and the community at large;
- interacts with the media to promote current and proposed airport projects, provide information on airport operations, and to respond to questions related to aviation issues;
- prepares reports pertaining to leases, airport development proposals, the budget, and other aviation and airport-related subjects;
- maintains compliance with aviation approach/departure requirements, and airspace protection regulations;
- conducts inspections of the airport equipment, grounds and facilities.

While it is important to remember that the above points represent just part of the job description for one mid-sized airport, it is a valid indicator of the complexities of an airport manager’s job.

We should all be aware of the threats and challenges facing aviation today. Some come from within the industry; most come from outside. Aviation is a small community and is getting smaller every day. We must all start to work together for our common good.

The Aircraft Owners and Pilots Association’s (AOPA) Airport Support Network is a good example of working together. Armed with the knowledge of who airport managers are, what they do, and what they are responsible for, you are better equipped to help if and where needed. We encourage you to get to know the manager at your airport, become aware of the airport’s challenges and become part of the solution. □

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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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In Session

by Ray Rought, Director

MNDOT Office of Aeronautics

We are deeply into the new legislative session now and as with most sessions there will be challenges that we'll face. Some of these challenges deal with issues or information that we can and do handle easily and efficiently. There are some of the issues that we face that require many more voices than just our own.

Now, while your legislative leaders are actively involved in the current session, take the time to send them letters, e-mails, or make calls and let them know your needs, opinions and expectations about aviation. Inform them of what is needed in aviation to make it grow. Most importantly, educate them about the value of aviation in your, or any community in the state.

This is how YOU can make a very important and positive difference. You are a voter. You are a taxpayer. Your voice IS important to them and YES, and I repeat, it can and does make a difference!

Remember, if you want change to happen, you need to be an active player in the processes that make it happen. Your voice; your actions; your presence can make a significant difference. But if you do nothing.... well remember quite simply... "if you always do what you've always done, you'll always get what you've always gotten!"



Ray Rought

This isn't really different than flying. Before you takeoff, you do all your "grassroots" work, like proper and complete flight planning, a thorough pre-flight inspection, and run-up checks. Then you go flying. That's what I am reminding you to do here. Let your legislators know how valuable your airport is. Let them know how important your airport is to your community.

Educate and inform them about aviation.

The point is, for positive changes to be brought about through legislative actions, it takes the members of the community, all the members, to help send a clear and consistent message from the grassroots level. Please take advantage of this opportunity while your legislators are in session. □

HEY EVERYONE!!!!

Starting January 27, 2007, www.mnaero.com will no longer be in service. Now, you should go to www.mndot.gov, then click on the airplane icon! It's just that easy! □

Minnesota Aviation Education Employees Earn Federal Recognition

ST. PAUL, MINN. – Four Minnesota Department of Transportation employees were recognized recently by the Federal Aviation Administration for outstanding and consistent promotion of K-12 aviation education throughout Minnesota.

Joyce Scott, of the FAA Regional Administrator's Office, presented award certificates to Mn/DOT Office of Aeronautics Aviation Education section employees Janese Thatcher, Darlene Dahlseide, Shalette Cauley-Wandrick and Marilyn Gaiovnik at a special awards ceremony in Minneapolis, recently.

"It is quite an honor to have the FAA recognize our Aviation Education Team," said Raymond Rought, Director, Mn/DOT Office of Aeronautics. "It clearly demonstrates



(L/R) Shalette Cauley-Wandrick, Janese Thatcher-Buzzell, and Darlene Dahlseide.

the quality and excellence Mn/DOT employees bring to the people of Minnesota."

The Mn/DOT Office of Aeronautics Aviation Education Section also won recognition for its Aviation Career Curriculum and Education Program from the National Association of State Aviation Officials at its annual conference in September in New Orleans.

More information about Mn/DOT's Aviation Education section is available at <http://www.dot.state.mn.us/aero/aved/index.html>. □

This Is YOUR Office of Aeronautics

2007 is going to be a great year for aviation! Can you feel the excitement in the air (no pun intended)? With our warmer than normal winter thus far, many warm-weather pilots are still flying! This is good for them and for all facets of aviation in Minnesota.

Just think for a moment about how many businesses and people are impacted every time you fly. Your airplane requires an owner, a maintainer, a fueler, a hangar, insurance, upkeep, nav aids, FBOs, great airports, parts and equipment manufacturers and distributors, and of course, a well trained pilot. This is certainly not a complete list, but think for a moment about just the few “requirements” mentioned.

Now picture the number of people whose jobs benefit directly from your flight. Imagine trying to complete a flight or simply to get your aircraft in the air without their services, products, and support. Aviators in Minnesota have so many outstanding things available to them that can make each flight a true pleasure.

Ask yourself, how is it possible to have nearly 150 airports and seaplane bases where many offer standards of service, support, and products that are of the highest quality no matter where in the State you land? Well, much of the “credit” goes to the outstanding men and women who are the airport managers and maintainers, the aviation educators and flight instructors, the FBO’s and all they do. And a part of the credit goes to your Office of Aeronautics.

Take a very brief look at the history of aviation from the point of view of the State.

- In 1933 a bill was introduced to the State Senate for “regulating aeronautics and making appropriations therefore.” The Bill unanimously passed both the House, and the Senate. Soon thereafter, a five-member Aeronautics Commission was appointed by Governor Floyd B. Olson.

- The first appointees to this new aeronautics commission included Lewis H. Brittin, head of Northwest Airlines. Brittin also became the Chairman of the Aeronautics Commission.

- During its first year of operation, the Commission licensed 7 airports, 210 of 248 licensed pilots, and a flying school. (Now skip ahead to 1945.)

- There were approximately 75 airports around the state in 1945 and at least one flight school existed at nearly every airport. At the same time, there were only six navigation facilities available to pilots. Civil aviation was at its lowest point, but there were indications that as the country moved into a post-war economic era, aviation’s future would be bright.

- Between 1943 and 1947, the Department of Aeronautics and the League of Minnesota Cities worked closely together to prepare zoning ordinances to be used by municipalities to assure the safety of the pilot, aircraft, and people on the ground. The Commissioner of Aeronautics prepared and recommended an airport approach plan for each Minnesota airport. (*This is an issue that today, takes on an even greater importance!*)

- In 1977, the Department of Aeronautics was merged into the Minnesota Department of Transportation, and became the Office of Aeronautics. But that did not change the direction for growth and improvement under Larry McCabe’s superb leadership. At a formal ceremony Saturday, April 12th, 2003, in Bloomington, Minnesota, Larry McCabe was officially inducted into the Minnesota Aviation Hall of Fame!

- Now, under the nearly 21 years of outstanding guidance and direction by Raymond J. Rought, (Director of Aeronautics), Minnesota has consistently proven to be a national leader in aviation in quality, safety, aviation education, and more. This was possible because of the solid foundation built by forward thinking and dedicated men and women in the industry and in the State office of aeronautics.

- Every citizen of Minnesota benefits from the services provided by aviation, as well as the economic impact of aviation in Minnesota.

There are more than 500 businesses providing products and services directly to the aviation/aerospace industry. Minnesota is the home to the cutting-edge planes of Cirrus Aircraft company in Duluth, Minnesota, and also to a world-renowned airline, Northwest Airlines. By the way you should know that Minnesota is actually the home base of four important and successful air carriers. They are, Champion, Mesaba, Northwest, and Sun Country Airlines.

Minnesota is home to 146 publicly owned airports, 19 publicly owned seaplane bases, and 6 privately owned (but open to the public), airports. Sixty airports have one or more runways at or over 3,800 feet in length. Two airports have runways of 10,000 foot lengths! Ten Minnesota airports have commercial air service.

There are more than a hundred navigational aids and a similar number of high-speed computer weather systems for pilots, around the state. Many airports also have new or updated arrival / departure facilities to meet the quality expected by Minnesota’s aviators.

These are just a few reasons why Minnesota continues to be one of the most respected, innovative, and recognized leaders in aviation, not just in the United States, but also around the world.

You should know that we, in the Office of Aeronautics, are active members of the aviation community, participating as individual members of aviation organizations and groups around the state. A number of our team include active pilots.

We bring this involvement, dedication, and understanding to the table in nearly every project, product, seminar, or event we produce or support.

This we do with great pride, because we care about aviation and you, and we are *YOUR* Office of Aeronautics!!

MINNESOTA AVIATION TRADES ASSOCIATION

AVIATION LAW

IRS Issues Revenue Ruling On Per-Diem Expense Reimbursements Paid By Employers

by Greg Reigel
Attorney At Law

The IRS recently issued Revenue Ruling 2006-56 providing guidance regarding an employer's obligation to track the amount of per-diem expense reimbursements paid to their employees. Although this



Greg Reigel

Revenue Ruling is not directly aviation related, it is applicable to flight crews, or any other employee engaged in business travel, and their employers.

Usually when an employer reimburses an employee for substantiated business expenses (meals and other incidentals associated with business travel) that amount is not subject to income or employment tax. An employee does not have to substantiate these expenses (e.g. provide receipts/documentation) as long as the reimbursement is equal to or less than the federal per diem rate.

However, according to the IRS, "Revenue Ruling 2006-56 tells employers that if they routinely pay per diem allowances in excess of the federal per diem rates, but do not track the allowances and do not require the employees either to actually substantiate all the expenses or pay back the excess amounts, and do not include the excess amounts in the employees income and wages, then the entire amount of the expense allowances is subject to income tax

and employment tax." In other words, if per-diem reimbursements are going to exceed the federal rate, receipts and other documentation for all of the expenses will be required in order to avoid income and employment tax on the amounts reimbursed by the employer.

Although Revenue Ruling 2006-56 is effective immediately, since employers may need some time to implement systems to accurately track and account for excess allowances, the results under Revenue Ruling 2006-56 will not be applied for taxable periods ending on or before Dec. 31, 2006 unless evidence of intentional noncompliance is found. If employees are receiving reimbursement rates in excess of the federal rate, they should start saving their receipts now.

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



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A Letter From A Midwest Flyer In Baghdad

by Doug Rozendaal
Colonel, Southern Minnesota Wing, CAF
P-51 Red Tail Project Coordinator

I got a letter from friend, John Blasko of Springfield, Illinois. I met John when he was a high school student volunteering to sweep floors at a museum in Springfield. He is now a college student and volunteered to serve in the Illinois Air National Guard, and is currently serving in Baghdad as an F-16 Falcon plane captain attached to the 332nd Aircraft Maintenance Squadron. (Yes, that is the same 332nd that flew with Red Tails in WWII and he is mighty proud of that legacy.)

John's dream is to fly F-16s, but

like many of us, he has "bad peepers," so he volunteered for a Lasik trial, but that fell apart. Undeterred, he is studying for his MCAT test while he is in Baghdad so he can volunteer to become a flight surgeon and go to medical school as a back door entry to flight school so that he can live his dream and fly F-16s.

Clearly John is an exceptional young man. He owns a Cessna 170 that he is restoring in his "spare" time. That's when he is stateside and not eating, sleeping, going to college, studying for his MCAT or fighting for

Free Online Training On Ground & In-flight Icing

WASHINGTON, DC – FAA’s Safety Team encourages crews to take advantage of an updated, free online training program for pilots on ground and in-flight icing. This extensive training allows users to train on information that was developed by a public-private partnership including the U.S and foreign government aviation agencies, companies and educational institutions. Available courses include, “A Pilot’s Guide To Ground Icing” and “A Pilot’s Guide To In-Flight Icing.” The latter training is intended primarily for general aviation pilots flying aircraft that are certified for flight in icing and to provide specifics on how best to deal with in-flight icing. To access both online courses, go to <http://aircrafticing.grc.nasa.gov/courses.html>. □

freedom in IRAQ. In Baghdad, in his spare time (after his 12 to 13-hour shifts), John volunteers to work in the hospital carrying litters. He sent this to me this morning.

If you have any concern about the younger generation, or who will lead our country when we get old, fear not, there are some mighty fine young people out there who are up to the task.

If you appreciate what this fine young man is doing, send him your thanks:

john.blasko@blab.centaf.af.mil

Thank you John. I am humbled to call you my friend, and I can’t wait until you are flying F-16s!!!!

“The Pad”

The other night I was over at the hospital working “the pad,” and for the first time we had two Marine CH-47s (the big helicopters with two rotors each) and two Army Blackhawks on the pad at the same time. Six big spinning rotors... it was unreal.

I was moving patients from the first Blackhawk and looked up through the second Blackhawk’s rotor to see the two CH-47s coming down just in time to brace myself and cover the patient. They put off a lot of wind blast and are very loud. The adrenaline helps keep you focused if you know what I mean.

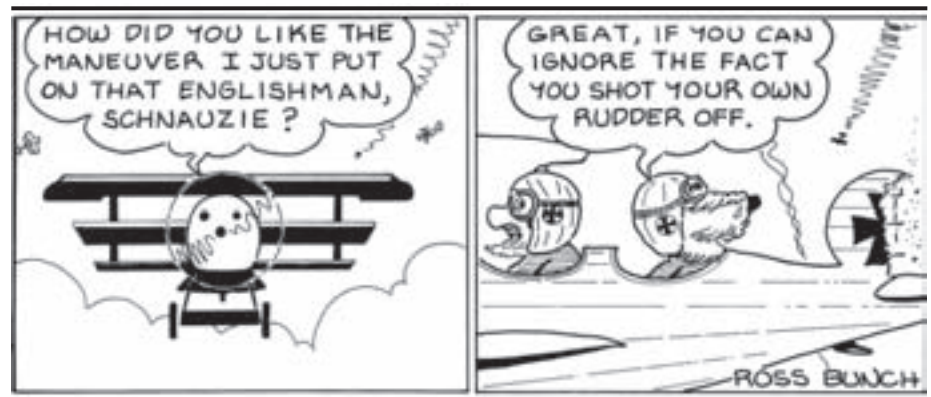
It was crazy, there were people running all over the place. It was like running under a ceiling of spinning rotors – loud, hot (the engines) and disorientating. Most of the time they come in and land with no lights so you make sure you don’t get in their way!

Then after all of that was done and we got to the operating room, I had to take a break. I went into the ICU (Intensive Care Unit) II ward (that is where the children are kept) and found a little Iraqi boy looking rather sad. So I took a latex glove and blew it up and tied it off. I could tell he wasn’t sure what I was doing, but he

seemed quite intrigued. I found a marker and showed him how to draw a face on it and he got a kick out of that. Then, for the next 30 minutes, I would toss it to him and he would hit it back to me. He had an IV in his left arm so he could only use his right hand to hit it back. Sometimes it would come back to me, but most of the time I would have to chase after it. For some reason that is when he seemed to laugh the most! After that, I put on Toy Story II for him and then slid out and went back to the pad. It was nice to get him to smile without speaking anything he understood. We have interpreters, but they were busy elsewhere. It would be nice if I knew some of the language.

All is well!

John J. Blasko, SSgt,
IL ANG
332nd Aircraft Maintenance
Squadron Tiger AMU
Balad Air Base
Iraq □



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**Minneapolis Pilot/Entrepreneur
James Elliott Stewart (1922-2006)**

MINNEAPOLIS, MINN. – Born with one foot up, James Elliott Stewart took more than two feet forward in taking a family-owned lumberyard and building an empire.



James Elliott Stewart

A quintessential entrepreneur who assembled a lumberyard in his native Minneapolis, Minnesota, G.M. Stewart Lumber Company, into National Building Centers, a nationwide chain of

lumber and building material businesses, Stewart died at his Surfside, Florida home on December 27, 2006 after an extended illness.

Stewart exchanged his businesses in 1972 for a controlling interest in Lone Star Industries, Inc., an international cement company and the largest producer of cement in North America. He served as Chairman and Chief Executive Officer of Lone Star until 1989. Through Lone Star, Stewart became affiliated with Bangor Punta Corporation, a publicly held conglomerate with interests in Smith & Wesson weapons, Star Craft boats, Piper Aircraft, and various real estate holdings.

Stewart was a graduate of Shattuck Military Academy in

Minnesota and attended Pomona College in California. He served a two-year tour of duty in the Army, attaining the rank of Captain, and was given several awards including a citation for the Army Commendation Ribbon for his work in the re-education program for German POWs.

Stewart was a man of many interests. In addition to his keen sense of business, he was a pilot, fisherman, musician, golfer, swimmer, world traveler, an avid reader and an adventurous chef. He even had his own televised cooking show, and held membership in numerous clubs and professional associations throughout the world.

Among the aircraft Stewart owned were a WWII PBY Catalina, in which the pilot (not Stewart) crashed while trying to land in 7 ft. swells in Monaco Bay in the Mediterranean, when Stewart was visiting Prince Rainier III and Princess Grace (Kelly) in 1978. All on board survived without serious injury, but the PBY sunk. Over his career, Stewart also owned a Sabreliner, two BAC 1-11s, and two Bell Jet Ranger helicopters.

Stewart is survived by his wife, Marijo, his children, Susan Stewart (Anthony) Mauk of Escondido, California, and George Robert (Mary) Stewart of Rancho Palos Verdes, California, five grandchildren, and seven great-grandchildren. Stewart was preceded in death by his father, George Miller Stewart, and his mother, Laura Elliott Stewart. □

Jackson Named CEO of King Schools

SAN DIEGO, CALIF. – David E. Jackson, President of King Schools, has been named CEO and President by Co-Chairmen John and Martha King. The Kings will remain in the development of King



David E. Jackson

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courses and in managing the way they relate to their customers, rather than in running daily operations. Jackson has been a pilot for 25 years, and holds a Commercial Pilot Certificate with an instrument, multi-engine, and Cessna Citation type-ratings. He owns a Beechcraft Debonair.

Jackson joined King Schools in 1997, coming from a background in television and film production including Disney productions, and ABC's Wide World of Flying for Capital Cities/ABC in New York, working with Phil Boyer before his days as President of AOPA. □

Garrett/Piedmont Hawthorne/Associated Names Springfield Avionics Manager

SPRINGFIELD, ILL. – Garrett/Piedmont Hawthorne/Associated of Tempe, Arizona named David Daniels to the position of avionics manager for the company's Springfield, Ill., facility. Daniels' expertise includes serving in the U.S. Navy as an avionics technician. He has also worked for Kal-Aero Inc. based in Battle Creek, Mich., and most recently, as a senior project manager at Duncan Aviation.



David Daniels

Daniels holds an associate's degree in applied science, avionics electronics, from Southern Illinois University, a bachelor's degree in management and organizational development from Spring Arbor University, and a master of arts degree in organizational management from Spring Arbor University.

Garrett/Piedmont Hawthorne/Associated is one of North America's largest providers of comprehensive services for the business aviation industry with 40 locations nationwide. □

Forrester Promoted At GA Services

LAKE ZURICH, ILL. – General Aviation Services (GAS), LLC, an aircraft sales and acquisitions company, has announced the promotion of Brett Forrester to sales manager. Forrester joined GAS in 1994 doing market research. Forrester was born in South Africa.



Brett Forrester

General Aviation offers over 38 years of worldwide corporate aviation experience and expertise to assist clients in maintaining their mobility, efficiency, and security of corporate air travel. The company is one of the founding members of the National Aircraft Resale Association. The company averages 40 business jet transactions per year. □



Small Town Treasures

by Bill Menne

I grew up in a small Minnesota town on the banks of the Mississippi River. Like Huckleberry Finn, my childhood friends and I spent our days in the outdoors doing things that today's parents would consider too dangerous for teenagers. I live in Minneapolis now and do not see as much of small-town Minnesota as I would like. Minneapolis is a wonderful city, but it does not have the charm of the hundreds of small towns in the upper Midwest.

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I have been flying with the same group of friends for the past several years. We try to get together three to four times a year for brunch and to catch up on the important news of life. For our fall get-together, we decided to do more than just head to a town with a restaurant on the field. Not that we don't enjoy brunch at a good restaurant, but this time we wanted to experience something we had not done before. After looking through the airport directory, we stumbled on Tower, Minnesota. Located 60 nm north of Duluth, Tower is situated on the shores of Lake Vermillion, population 504. The town is surrounded by hills covered in trees that glisten with color in the fall. A locomotive from the town's iron mining days is the main attraction of the city park. Tower also has a jewel that not many people know about: Soudan Underground Mine State Park, only a mile east of town.

For this trip, four planes met at the Superior, Wis. airport for breakfast at the "Upper Deck" restaurant. Breakfast is always good at the Upper Deck and the staff is appreciative of the business. The restaurant's aircraft parking area has been expanded and there's plenty of room for eight aircraft.

The field is home to St. Luke's Hospital's Bell 222 air ambulance. Hangared near the restaurant, the helicopter provides the restaurant's patrons with entertainment while they eat.

After finishing breakfast, our group headed for Tower. The brief flight showed the beauty of Minnesota's fall as the colors changed from green near Duluth to crimson and gold at Tower. Upon arriving at Tower, we picked up the courtesy van and headed for the park. A short drive of under two miles and we were at the park.

The Soudan Mine ceased operating in 1965 and was given to the State of Minnesota, which today operates the mine for tours. Tours of the 27th

level, some 2,500 feet below sea level, allow people to see the inside of a working iron mine the way it was left in 1965. Deep under ground, tourists ride a train on rails that were once used to haul iron ore from the mining site to the elevator system. The mine is also the site of a physics experiment that is attempting to detect neutrinos. The neutrinos are fired from the Fermi Lab in Chicago at a detector built deep within the mine. For those with an interest in science, you can tour the physics experiment and learn more about neutrinos.

Before leaving, we hiked around the mine site. The park includes an open pit that was used for mining iron ore in the 1800s before the first shaft for the underground mine was dug. A wood-planked boardwalk provides an excellent view of the old mining site. The park also offers hiking paths so pilots that eat too much for breakfast can work off a few calories!

Tower, Minn. was a great day trip. The tour of the mine was interesting and the staff was friendly, knowledgeable and appreciative. If you are looking for an unusual destination, consider the charm Tower has to offer.

For information on the Tower area, visit the Tower Chamber of Commerce website at www.LakeVermillion.com. Call the airport to make a reservation for the courtesy van: 218-753-4070.

For information on the Soudan Underground Mine State Park, visit the Minnesota state parks website at www.dnr.state.mn.us/state_parks/soudan_underground_mine/index.html. Contact the state park office at 218-753-2245 for information on current tour times. The park appreciates advanced notice for large groups. Remember, the mine is 50 degrees Fahrenheit year round, so a jacket is suggested on your visit.

EDITOR'S NOTE: Bill Menne is a commercial pilot living in Brooklyn Park, Minn. He owns and flies a Cessna 172P based at Minneapolis-Crystal Airport (MIC). □

EPIC DYNASTY FROM PAGE 10

"Pilots will like the sleek design of the Dynasty's fuselage before ever stepping on board," said Weiman. "Once on board, there's plenty of elbow room in the cockpit, and the cabin could not be more luxurious.

"I was impressed with the Dynasty's power, speed and flight handling characteristics," said Weiman, who felt comfortable flying the aircraft around the mountainous terrain surrounding Palm Springs. "Traffic was heavy throughout Expo week, so flying a precise pattern was mandatory. But the controls responded beautifully, and our landing could not have been smoother."

Epic chief pilot, Michael Hooper, demonstrated the features of the Chelton avionics suite.

Las Vegas-based Aircraft Investor Resources found Epic AIR, LLC in 2003 to design and manufacture four to seven-seat luxury turbine aircraft with pressurization, space, comfort, speed and useful load, and they think they have it all in the Dynasty, and the upcoming pure jet model, Elite.

For more information visit the company's website, www.epicaircraft.com, or email avolution@epicaircraft.com. □

SUN 'N FUN FROM PAGE 12

The past reasoning for limiting access to the flightline focused on safety. A similar decision was made several years ago at EAA "AirVenture" in Oshkosh, Wis. But the initial concerns of increased risk and injury to both people and airplanes proved to be unfounded.

Sun 'n Fun will be held April 17-23 at Lakeland Linder Regional Airport in Lakeland, Fla. As information regarding the safety program becomes available, it will be posted on the Sun 'n Fun website: www.sun-n-fun.org. □

MID-CONTINENT FROM PAGE 18

The 1394T100-10RB is a direct replacement for over 6,000 Cessna autopilots in field, while the

1394T100-7B replaces the popular – 7Z and most standard 3-pin turn coordinators.

The new B-model equivalents are: Multi-voltage capable (11-32VDC range), rated at 4,800 hours MTBF, one of the highest in the industry; utilize a brushless rotor design; engineered for long service life; Cessna-approved designs; and feature a proven AC rotor powered by a solid-state inverter, which creates less heat behind the instrument panel. □

NOVA DVD FROM PAGE 21

on a fogbound runway, killing 583 people in what is still the deadliest plane crash in aviation history.

At the time, the facts of the accident were shocking and inexplicable. In the fog, a KLM 747 began an unauthorized takeoff, slamming into a Pan Am 747 that was taxiing on the same runway. The best and the brightest pilots, including KLM's senior captain and head of safety, were at the helm. What could have triggered the accident? NOVA looks back at the crucial final hours before the disaster, when an improbable chain of coincidences, bad luck, and misjudgments snowballed into tragedy.

The Deadliest Plane Crash features realistic recreations, interviews with accident investigators, and moving testimony from the few survivors of the disaster. NOVA's gripping examination also points to the crash's continuing relevance for today. Despite new technology to improve runway safety, near-misses on the ground are still the leading cause of deadly aviation accidents.

To order the DVD or VHS from WGBH Boston Video, call (800) 949-8670 or visit www.shop.wgbh.org. □

WORKMAN FROM PAGE 25

SIDEBAR: What Did We Learn?

We walked away from this experience with some valuable knowledge. Buying a plane is not like buying a car. Finding the right aircraft is only the beginning of the search. Like a scavenger hunt, you have an abstract

list of things to acquire before the game is finished.

- It's important to find a good mechanic that has verifiable experience with the type of aircraft you're buying. Each type of plane has potential problems unique to its design, components and age.

- Keep in mind that all the planes that sat out the winter are going in for their annuals as soon as the weather turns warmer. Finding a maintenance shop with availability in early spring can be challenging. Be prepared to stand in line if you need a mechanic at this time of year.

- Establish a clear agreement between the buyer and seller to avoid at least confusion or worst, an attorney. Spell out what repairs are acceptable, how they are to be done, and what could terminate the purchase agreement. It could be specific to parts or dollars or both. We were fortunate in our verbal pre-buy agreement ("as long as we don't find any major problems") because the seller was honest, had integrity, and was flexible working with us. It could have gotten ugly and/or expensive.

- Find out in advance what insurance requirements need to be met, and be prepared to meet them. Will you need to be checked out in this plane before you can fly it? You'll need to budget for that. How are maintenance ferries covered? Ask a lot of questions, even stupid ones.

- There are some excellent resources for pilots out there. Two tremendous sources of information are the Aircraft Owners & Pilots Association (www.aopa.org) and the Federal Aviation Administration (www.faa.gov). Both can provide more data than your brain can handle, but make it easy for you to take just what you need. Every pilot should have these websites bookmarked. Networking groups such as the Short Wing Piper Club (www.shortwing.org) and Experimental Aircraft Association (www.eaa.org) can give you access to many experienced individuals' knowl-

edge as well.

EDITOR'S NOTE: Karen L. Workman lives in Northfield, Minnesota, with her husband, Eric, who is also a private pilot, and a defense systems engineer with Lockheed Martin. Karen works for Cargill Corporation in Minneapolis as the Office Administrator of the flight department. Her duties include dispatching/scheduling, accounting, and aircraft and crew records management. She has her Private Pilot Certificate, Instrument Rating, and 300 hours of flight-time, and has been an AOPA Airport Support Network volunteer for Minneapolis Airlake Airport, Lakeville, Minn. (LVN) for the past five years. □

PICADILLY LILLY FROM PAGE 31

and French toast, and what they claim are the best biscuits 'n gravy around! In addition to the regular sandwiches for lunch, there is usually a choice of two homemade soups, as well as a daily special. The last time we stopped, I was tempted by the special which consisted of a cod basket, with a choice of fries or potato salad, coleslaw and Texas toast for \$7.25. Two of my favorites are their vegetable beef soup and barbecue pork sandwich. *YUM!*

The diner's name was changed by the present owner to honor her father's airplane which he flew in World War II. "Picadilly Lilly" was the nose art on the B-17, and also graced the back of his flight jacket. The last time we visited, the jacket was out being fitted for a glass display case. *It will return!*

The Picadilly's interior is small, but in seasonable weather you may elect to take your lunch to one of the outside picnic tables. This also gives a much better view of the runway, and isn't that what airport dining is all about?

Tri-County Regional Airport (LNR) is located just north of the Wisconsin River at an elevation of 718 feet MSL; unicom is 123.0; two runways, 9-27 is 5,001 feet, and

CONTINUED ON PAGE 52

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PICADILLY LILLY FROM PAGE 49
18-36 is 1,988 feet. Self-service 100LL and Jet A are available at prices usually lower than nearby fields.

Enjoy!

EDITOR'S NOTE: Donna Bennett of DeKalb, Illinois, holds a Private Pilot Certificate and is a member of the Ninety Nines, and the Young Eagles Coordinator for DeKalb EAA Chapter 241. For 30 years, Bennett worked in the Women's Activity Tent at EAA AirVenture in Oshkosh, Wis., and is a former member of the Civil Air Patrol.

Bennett and her husband and fellow pilot, Jack fly a 1962 Cherokee 160, which they have flown to Alaska and back. □



Donna Bennett

Illinois University Assists With National Safety Data Program

CARBONDALE, ILL. – Southern Illinois University at Carbondale, Illinois (SIU-C) is helping improve airport safety by assisting with the gathering and updating of airport information from over 5,000 non-commercial airports in all 50 states.

As a subcontractor to GCR &

Associates of New Orleans, Louisiana, SIU-C is assisting with the coordination and administration of the Federal Aviation Administration's Airport Safety Data Program. Known to the airport community as the "5010" program, it involves the inspection and data collection of information from non-commercial airports. The data is then "up-linked" by GCR to the FAA's National Flight Data Center (NFDC). Besides being used to identify potentially unsafe conditions at or near airports, it also provides the information found in FAA's Airport Facility Directory and other FAA and privately produced documents.

Since late September, several state aeronautics agencies have received contracts from SIU-C that will reimburse them for performing the inspections. Because of the rather large number of airports, it is anticipated that only one-third of them will be inspected annually. Between inspections, safety related data can be updated by contacting a state aeronautics agency or the FAA to get the information into the system.

Aviation Management & Flight Department Chair, Dr. David A. NewMyer, states that SIU-C plans to administer the program through lecturer Richard Lanman and two graduate assistants. Dr. NewMyer further remarked: "We are looking forward to working with the outstanding professional staff at GCR & Associates and hope that we can grow the relation-

ship with them into other public-private cooperative agreements that ultimately provide for a safer national aerospace system."

As the recipient of the first ever grant to a private corporation from the Airport Improvement Program, Executive Vice President of GCR, Mike Flores stated: "We look forward to the challenge of the project and the opportunity it affords us to begin a new working relationship with SIU-C. This project is crucially important to the safe operation of aircraft in North America and Hawaii." GCR & Associates began the development of the web based data link for the FAA's 5010 program in 2001. The web based system was so successful that a similar system is used by FAA personnel for the inspection of commercial service airports. Using the web, field inspectors no longer have to return to their office to update critical information.

Dr. NewMyer also sees the agreement benefiting students in SIU-C Public Administration in the aviation's graduate program. Access to the data collected will provide a valuable resource for new research topics and relates well to the academic programs already being taught. For more information on the SIU-C aviation programs, go to www.aviation.siu

You can view the latest airport information collected via the web. Simply go to www.gcr1.com and click on the "5010 Web" icon for the public viewing site. □

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