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ON THE COVER: Flying a Super Cub, Kyle Franklin of Neosho, Mo., attempts a motorcycle-to-plane transfer of stuntman Andy Roso of Iowa City, Iowa, while Brandon Spain of Neosho, Mo., steadies the motorcycle. The act was performed at the "Thunder On The Lakeshore" airshow, June 5-7, 2009, in Manitowoc, Wis. Franklin's father, Jim Franklin, airshow performer extraordinaire, created the motorcycle-to-plane transfer in 1972. Other members of the Franklin Airshow troupe include Matt Younkin of Siloam Springs, Ark. (motorcycle driver), and Ryan Leach of Neosho, Mo. (stuntman). Younkin also has a Twin Beech 18 routine, which was created by his father, legendary performer, Bobby Younkin. Matt Younkin happens to be Kyle Franklin's brother-in-law. For additional information on the Franklin Airshow, contact Kyle and Amanda Franklin at 479-879-1532 (www.franklinairshow.com). Complete story on "Thunder On The Lakeshore," beginning on page 50.

Photo by Geoff Sobering



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Streamlining Customs & Flight Service Would Enhance Security...Cut Costs!

by Dave Weiman

In my preflight planning for the “Midwest Flyer Canadian Fishing Fly-Out” to Miminiska Lodge, located 196 nm north of Thunder Bay, Ontario, I have registered for Homeland Security’s new electronic “Advance Passenger Information System (eAPIS), as well as my U.S. Customs & Border Protection (CBP) Decal, and my brand spanking new U.S. Pilot Certificate that confirms once again that I am “English proficient.” If you plan to fly outside the United States, you are now required to have your pilot certificate state that you are English proficient.




Yes, it would be nice if Homeland Security took the time to look at our current Federal Aviation Regulations. In fact, it would be nice if the Federal Aviation Administration (FAA) took the time to look at their own regulations because of the nine (9) basic requirements to qualifying for a U.S. Private Pilot Certificate, the first requirement is that you must read, speak, write and understand the English language. No bilingual option there! To replace your existing pilot certificate costs you only \$2.00, but how much

does it really cost the federal government in processing? I don’t know, but you can bet it is more than \$2.00.

Prior to departure from the United States, you need to contact Canadian Customs (1-800-CAN-PASS) before landing in Canada. You also need to call Lockheed Martin Flight Service to file a flight plan, and either Flight Service or Air Traffic Control to obtain a discrete transponder squawk code, whether you are flying VFR or IFR.

Popular fuel stops en route to Thunder Bay are Ely and Grand Marais, Minnesota, because of their close proximity to the U.S./Canada border. Around Ely, Minnesota, you have to be at 5,000 feet MSL or higher to reach Minneapolis Center. Around Grand Marais, Minnesota, you have to be at least 7,000 feet MSL or higher. Remember, the squawk code you receive from Flight Service is only good for 1 hour from the time the FSS specialist gets it from ATC via telephone, so by the time you get it, the clock has already been ticking. If you are airborne, getting the code from Flight Service usually does not present a problem, timewise. But if you are on the ground, you have no time to waste. While crossing the border into Canada,


CONTINUED ON PAGE 8



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DIALOGUE FROM PAGE 5

you are required to be talking to either Flight Service or Air Traffic Control. Once in Canadian airspace, you are required to squawk 1200 VFR.

When you land at an airport of entry in Canada, either a Canadian Customs agent will meet you at your aircraft at the designated customs area, or as pilot-in-command, you can leave the aircraft, walk inside the airport terminal building or fixed base operation, call 1-800-CAN-PASS, answer a few questions, and get a visitor number for the duration of your stay.

On your return flight you need to file a flight plan with NavCanada Flight Service (i.e. Winnipeg), and call U.S. Customs & Border Protection to give them your estimated time of arrival (ETA) to a U.S. airport of entry, even though you filed your ETA using eAPIS. Redundant? Yes. Read on.

I suppose you could get a discrete transponder code from NavCanada Flight Service when you are filing your flight plan, but if your flight will be longer than 1 hour, you will need to contact either Lockheed Martin Flight Service or Air Traffic Control in the air to obtain a VFR squawk code before crossing the border to re-enter U.S. airspace. This too can be challenging. Canada Air Traffic Control (i.e. Thunder Bay Approach) or NavCanada Flight Service will call the nearest U.S. Air Traffic Control Center (i.e. Minneapolis) and relay a code to you, but it is best if you

are high enough to contact either a U.S. Air Traffic Control Center or Flight Service Station yourself. If weather delays your ETA before crossing the border, you will need to contact NavCanada Flight Service and request that they contact Lockheed Martin Flight Service and notify U.S. Customs & Border Protection at your airport of entry that you will be delayed, or land at the closest airport in Canada and make the call to Customs yourself. Having gone through this experience, I would highly recommend landing and calling Customs, if you can, as communications between NavCanada FSS, Lockheed Martin FSS and U.S. Customs and Border Protection is not good, and Lockheed Martin – and its predecessor – does not like to call U.S. Customs & Border Protection on behalf of pilots.

We feel that the process of re-entering the United States, and contacting multiple agencies and departments, is way too complex to work efficiently, and increases the possibility for either pilot error or a communication breakdown. The whole process must be streamlined, while enhancing security and cutting costs. Here's how:

When you go online with U.S. Customs & Border Protection (CBP) and file your traveler manifest information through eAPIS before you leave the United States, you give them your aircraft tail number, departure information including the identifier of the CBP airport, estimated departure time, a description of your actual departure location, the foreign arrival information including the country you are flying to, the name of the airport and city, the date, your ETA, a list of all of the airports you will be landing at within 24 hours of your departure from the U.S., your estimated time and location of crossing the U.S. border or coastline, 24-hour emergency contact information, and the number of passengers and crew members on board. Sound familiar? The eAPIS travel manifest is very similar to the information on a flight plan, so we need to ask the various federal agencies why we cannot have one form that is circulated to every agency.

Thanks to the efforts of our national aviation organizations, you can also file through eAPIS both your outbound and inbound legs, and include your ETAs, before you depart your home base, and if you need to change your ETA, you simply call U.S. Customs & Border Protection at your airport of entry. So since filing the traveler manifest is with U.S. Customs & Border Protection, and they know your inbound and outbound ETAs, there should be no reason why you are required to call U.S. Customs & Border Protection to give them your ETA “verbally” as well, which can be difficult when in the Canadian back country.

According to U.S. Customs & Border Protection, the purpose of eAPIS is to vet names against a watch list, and filing through eAPIS does not take the place of a pilot's reporting requirements to the specific airport of entry. That may be the current policy, but policy could change to make the system more efficient and cost-effective.



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There was a time not long ago when you could file a flight plan with NavCanada FSS and note in the "Remarks" section to have Flight Service in the United States call U.S. Customs & Border Protection with your ETA to eliminate one phone call. But that was dropped apparently because neither agency could depend on the other agency to do their job.

Imagine a flight plan that included everything the Federal Aviation Administration and U.S. Customs & Border Protection wants to know about you and your flight. Once we file with Lockheed Martin Flight Service, they would forward your flight plan to the Customs office in the country of entry as they do now between Flight Service Stations, and then everyone would be notified as to where your airplane was going and when it was expected to arrive. Once you land at your airport of entry, you would clear Customs as you do now.

What are we accomplishing with all of these security measures,

anyhow? We doubt if many terrorists go to the bother of entering the United States, or any other country, legally, as you can tell by the influx of illegals along our southern border.

Back to transponder codes: Rather than risk the chance of not reaching either ATC or FSS in the air, it would be better if you were assigned a code when you filed your flight plan on the ground, and have the code expire once you have exceeded your ETA, not 1 hour from the time you are assigned the code, as it is now. The excuse given by ATC why pilots are only given a 1-hour expiration period is that there are a limited number of codes available. Yet, if you get your code from ATC and are talking to them along your route of flight, there is apparently no expiration time.

Rest assured that all of our major aviation organizations are likewise concerned with the complexity of the system and are doing their best to communicate our concerns to the various agencies. But in speaking with

each of the big four pilot organizations (AOPA, EAA, NBAA, NATA), we have been reminded that things move very slowly in Washington.

Inviting U.S. Customs & Border Protection officials to EAA AirVenture, to AOPA's Aviation Summit, or to the conventions of the National Business Aviation Association (NBAA) and National Air Transportation Association (NATA), can be helpful in building understanding and in implementing new initiatives. When you attend these events, take the time to visit their booths and explain that we need a better, more streamline and cost-effective system. Tell them of the potential savings to taxpayers during these challenging economic times, and foremost, tell them that a more efficient system would enhance national security.

As for the annual "Midwest Flyer Canadian Fishing Fly-Out," we have a great time, regardless, and working together as a team, does have its advantages! □

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Making Sense of Security

by Craig Fuller, President
Aircraft Owners & Pilots Association

Security is an important part of life in the United States today, especially when it comes to transportation. So it's no wonder that the Transportation Security Administration (TSA) is continuously seeking ways to enhance security at our nation's airports.

Unfortunately, over the past year TSA has generated some proposals that could have crippled general aviation by subjecting it to the same types of security requirements as the airlines, including third-party audits and matching passenger names against TSA watch lists. Such measures are not only impractical and prohibitively expensive for general aviation operators, they are also ineffective and unnecessary.

While TSA officials have worked with the general aviation industry to find alternatives that would address their concerns without crippling GA, it seems we have a new advocate as well—the Department of Homeland Security's Office of the Inspector General.

In a report released last month, the DHS found that “general aviation



Craig Fuller

presents only limited and mostly hypothetical threats to security.” The agency reached that conclusion after negative news reports about security at GA airports led one member of Congress to ask for an examination of the nature of security threats posed by general aviation aircraft.

The report also concluded that “the steps general aviation airport owners

and managers have taken to enhance security are positive and effective.”

Those steps include the nationwide use of the “Airport Watch” program, developed by AOPA and TSA. The program teaches pilots and airport personnel how to secure their aircraft and airports, identify suspicious activity, and report it to local and federal officials.

So, once again, security officials have examined general aviation and found that it does not represent a significant terrorist threat. But don't expect this to be the final word on the subject. We can't rest on our laurels. The security landscape will continue to evolve, and we will continue to be vigilant in our efforts, both to secure general aviation aircraft and airports, and to ensure that GA's needs are taken into account by those responsible for setting security policy.

We will also continue to spread the word about the importance and value of general aviation to all Americans through the General Aviation Serves America campaign. Growing awareness and understanding of general aviation will help ensure that we have a seat at the table whenever issues affecting our future are under consideration.

You can do your part to demonstrate how significant general aviation is to the nation's economic and social fabric by continuing to fly. Keep making use of general aviation for your business needs and continue to enjoy its wonderful recreational value, as well. I hope this summer you'll take the added step of inviting a non-pilot up for a flight. The experience is sure to change their perspective on general aviation, and it might even be the spark that ignites a smoldering passion for flight. □

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GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

Percentage Tax Proposed To Replace Flat Fee Tax In Michigan

I am disappointed to have to report that, as of this writing, there is still an effort being made to change and increase the state aviation excise tax on fuel in Michigan from a flat rate of three cents (\$.03) a gallon to a percentage of the wholesale price of a gallon of fuel – a move that would spike taxes with every fluctuation of oil and fuel prices. Although no bill has been introduced, feeling the economic pinch of the recession, the Michigan legislature is considering a proposal to increase the excise tax on fuels across the board, including aviation fuel.



Bill Blake

The excise fuel tax is added to the state's 6-percent sales tax on aviation fuel that goes into the general fund for non-aviation uses. No other state has a percentage-based excise tax on avgas – and few others impose any sales tax.

“With the combination of the sales and excise taxes, Michigan pilots are already facing a particularly high tax rate on fuel, with very little of the money being reinvested into aviation,” said AOPA Vice President of Airports and State Advocacy Greg Pecoraro. “Increasing the rates even more, and moving toward a percentage-based excise tax, would be damaging to the aviation industry in a state already reeling from a weak economy.”

AOPA worked to quash a rushed

effort to push through the tax at the end of last year's legislative session and will continue to work with state leaders to keep the proposal from transferring a disproportionate tax burden onto pilots. At a recent hearing of the House Transportation Committee, I testified in opposition to an aviation fuel tax increase, and instead urged dedicating some of the sales tax on aviation fuel and aviation products to meet any increased state aviation needs.

Minnesota's MAC Promotes Relievers On YouTube!

Here is some good news out of Minnesota. For more than a decade, AOPA has worked with the Metropolitan Airports Commission (MAC) to keep its reliever airport system intact. Numerous times, the association has stepped in to save Minneapolis Crystal Airport, one of the six relievers, and helped resolve lease-rate and land-use planning issues at each of the facilities. Now, MAC has started a new initiative to promote the value of its GA reliever airports through YouTube videos.

“We're pleased that MAC has started this important initiative to promote GA airports,” said Bill Dunn, AOPA vice president of local airport advocacy. “MAC officials clearly understand the value these GA airports bring to their regional airport system and the traffic they divert from Minneapolis-St. Paul International to manage congestion.”

The reliever airports encircle the Twin Cities, giving GA pilots flying from any direction easy access to the area. According to a MAC press release, the “reliever system is one of the largest in the nation with more than 400,000 takeoffs and landings annually, and a local economic impact of \$255 million.”

Each short YouTube video highlights specific features at Airlake, Anoka County-Blaine, Crystal, Flying Cloud, Lake Elmo, and St. Paul Downtown Holman Field.

Flight Training Up For Non-Airline Bound Students

This past spring, I attended state annual airport conferences in Illinois and Wisconsin. The common comments I heard from airport managers and FBOs at the conferences and in my travels around the region were that fuel sales, aircraft sales, and charter flights were all down substantially.

The good news was that flight training offered by those that did not rely on students seeking careers with the airlines, was up. AOPA President Craig Fuller spoke at the Illinois conference. As he makes speeches around the country, I urge you to attend one near you. Craig is always willing to take questions during these sessions. It's a great opportunity to get your questions answered firsthand.

State & Federal Officials Meet To Solve Problems

AOPA was pleased to be invited to the FAA Tri-Region State Aviation Directors Workshop last June in Indianapolis, Indiana. The event was jointly sponsored by the FAA Great Lakes, Central, and Southwest Regions. Attendees included state aviation officials from the 17 states within these regions and FAA regional personnel. Greg Pecoraro, Heidi Williams, and I attended for AOPA. A wide range of topics were discussed including FAA reauthorization, common state aviation problems and solutions, TSA issues, and NextGen. It was very encouraging to see these aviation professionals working to solve problems for the benefit of their constituents...you and I as pilots and aircraft owners.

See You At The Summit!

If you haven't already, it is time to book your room for the AOPA Aviation Summit in Tampa, Florida, November 5-7, 2009. As always, to learn more about these and other issues, please go to: www.aopa.org. I hope to see some of you at various fly-ins and pancake breakfasts around the region. □

Flying Non-Precision Approaches Precisely ©

by Dr. Nihad E. Daidzic, ATP, CFII, MEI

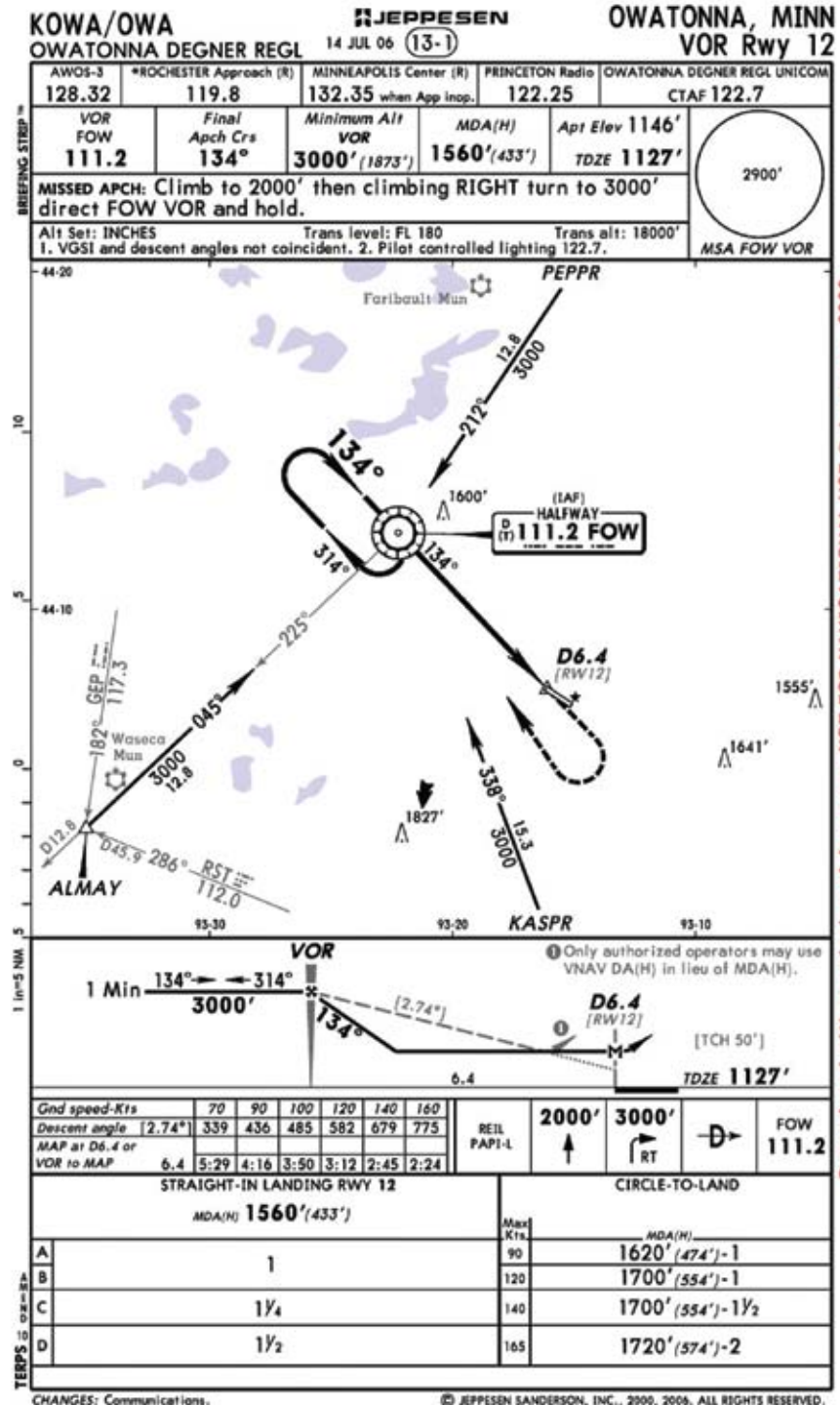
The FAA definition of a non-precision approach (NPA) is an instrument approach in which electronic glide path deviation information for vertical guidance is not provided. The majority of today's instrument approaches (IAPs) are still non-precision (NP). The list includes: VOR (VOR/DME), NDB (NDB/DME), LOC/LDA/SDF (LOC/DME), LNAV, GPS, RNAV, ASR, etc. There is also a new category of approaches with vertical guidance (APV) to an appropriate decision altitude (DA), such as LPV, LNAV/VNAV, and Baro-VNAV, but they still do not meet International Civil Aviation Organization (ICAO) Annex 10 standards, and so are not officially regarded as precision approaches (PA).



Nihad E. Daidzic

Existing, GPS-based, Wide Area Augmentation System (WAAS), a particular type of differential Global Position Satellite (DGPS) navigation system utilizing geostationary communication satellites (SBAS) to broadcast the GPS correction-signal, will enable precision-type approaches down to Category I minimums. The future Global Navigation Satellite System (GNSS), using the Local Area Augmentation System (LAAS), will meet international standards for Category II and perhaps Category III precision approach standards. So the future is very exciting by bringing rapid development of new landing guidance systems. But it is unlikely that NPAs will completely disappear.

The main difference between a precision approach and a non-precision approach is that PAs have a minimum altitude published as the decision altitude, and upon reaching



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it, the decision has to be made to continue with the visual landing descent, or to execute the missed approach (MA). The NPA philosophy is that an airplane can fly level at an appropriate minimum descent altitude (MDA) for some time, and the missed approach can be executed prior to,

or when the missed approach point (MAP) is reached (often over the runway threshold).

Despite the fact that the continuous vertical glide path information is not provided, the NPA can, and should, be flown with every bit of precision. The "secret" in flying a good NPA is

having aircraft properly configured for the approach, utilizing an energy management principle of flying, and being aware of the aircraft's position at every instant. The major problem with NPAs is that they are not all created equal.

While one can fly any precision approach in the exact same way, NPAs will have different designs, incorporate changes in courses, have multiple step-down fixes, require a circling maneuver, etc. If one ever gets in trouble with an NPA, it will mostly be due to this reason. Many accidents have occurred simply because the airplane descended below the appropriate MDA, often caused by an inappropriate approach briefing or cockpit distractions. Altitude awareness, a thorough approach briefing, and proper cockpit procedures should eliminate this problem.

When conducting NPAs, it is

crucially important to become stabilized in approach configuration, say 2 nautical miles out, before reaching the final approach fix (FAF). This implies that the landing gear is down and flaps are in the approach configuration.

For example, this would be the second notch (25°) of flaps at 100 KIAS in a PA-44-180 Piper Seminole, or the second notch (25°) of flaps at 95 KIAS in a PA-28-161 Piper Warrior, both popular trainers. Once the airspeed is stabilized and the airplane is in trim, the landing checklist should be completed (with "landing flaps to come" remaining). The manifold pressure (MP) will be roughly 20 inches in a Seminole (2400 RPM in a Warrior), and will ultimately depend on the aircraft's weight and current density altitude. When flying instrument approaches, one should strictly follow the aviate-navigate-communicate concept.

Over the final approach fix (FAF), the timepiece is started, the aircraft is turned to a new heading to intercept the final approach course (rarely the case), the throttle is reduced 5-6 inches in manifold pressure (or 500-600 RPM) to establish the appropriate descent rate and the pilot communicates.

NPAs that use step-down fixes and minimum descent altitudes are not reckless "dive and drive" maneuvers, as some say. It is, of course, easier to have a constant vertical-gradient guidance, but until DGPS matures, this will still not be possible for a majority of instrument approaches (IAPs). In addition, the vertical glide path information can fail in precision approach instrumentation in which case we have to revert to an NPA. Regardless, an NPA can still be flown gently and with great precision and safety.

When we throttle back, the energy



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is leaving the aircraft faster than it is being supplied by the engine(s). It is the pilot using pitch control (yoke or stick) who decides how this energy-deficiency rate will be managed.

One can decide to lose potential energy (altitude) only or kinetic energy (airspeed) only, or a little bit of both. Normally, after throttling back, we pitch down to maintain a constant angle-of-attack and airspeed and lose altitude as a consequence. The vertical speed should never exceed 1,000 fpm in the final approach segment of an NPA.

Normally, what we need is descent rates of 600-900 fpm (wind dependent) toward the MDA at a constant airspeed. Start leveling off 100 feet above the MDA by simply advancing the throttles back to where they were before descent started, say 20 inches of MP for a Seminole (2400 RPM for Warrior), and by pitching-up slightly. This will provide easy leveling at a desired altitude with little workload and the airplane is already

trimmed for that angle-of-attack (and airspeed).

The basic idea behind NPAs is to have steeper letdowns followed by leveling-off at the MDA. Usually, final approach segment descent gradients of 4-5° (400-500 ft/NM) will suffice, resulting in a relaxed 1 to 1 ½ nm (or about 40-60 seconds) level distance before the point from which a “normal” 3° visual descent toward a runway could commence.

But how do we obtain those descent gradients? Simply, for a 3° glide slope (GS), multiply approach groundspeed by five (5) to obtain the vertical speed in fpm. For a 4.5° GS, multiply groundspeed by eight (8). So an approach at groundspeed of 100 knots will result approximately in a 3° descent gradient (300 ft/NM) with a 500 fpm vertical speed, and an 800 fpm vertical speed will be required for a 4.5° descent gradient (450 ft/nm).

Once level at the MDA, fully configured, and flying at constant approach airspeed, we also need to

be looking for the runway/airport. If we see the runway – great! But do not rush to descend! It is far better to stay level at MDA until intercepting the visual GS (VASI, PAPI, etc.). Sometimes an NPA will have a published visual descent point (VDP). Its use is mandatory for some operators, but it should be used by everyone. No VDP? No problem! You can create your own (advisory only)! In Fig. 1, the VOR RWY 12 approach at KOWA (Owatonna, MN), which does not have a published official VDP is shown.

To calculate approximately a visual descent point in nautical miles, just divide height above touchdown (HAT), which is published at initial approach points by 300. To be more accurate, we can also subtract 50 feet from the HAT to account for the threshold crossing height (TCH). This simple rule-of-thumb utilizes the fact that a 3° glide slope is about 300 feet vertically for each 1 nm horizontally.

For example, the Owatonna VOR



The advertisement features a background image of a white propeller aircraft on a tarmac under a blue sky with light clouds. On the right side, there is a circular logo for the MetAir Commission (MAC) with a blue background and white text. Below the logo, a list of airports is provided: St. Paul Downtown, Flying Cloud, Anoka County-Blaine, Crystal, Lake Elmo, and Airlake. The main headline reads "Six Distinct Airports, just a click away." Below this, a paragraph states: "Besides being home to Minneapolis-St. Paul International Airport, the Twin Cities is home to six strategically located general-aviation facilities. So whether you're flying corporate, piloting your own plane or just have a passion for air travel, we have a convenient destination for you." At the bottom, it says "Go to YouTube and see for yourself:" followed by the YouTube logo and the URL "www.youtube.com/user/MetAirCommission".

12 approach will have a self-made VDP at $(450-50)/300=400/300$, or about 1.3 nm. Since the published MAP is 6.4 nm from the FOW VOR (Halfway VOR), it gives a visual descent point at about 5.1 nm from FOW. If we don't have DME (or GPS to substitute), as it is not required for this approach, we can use time-defined visual descent point which is $(HAT-TCH)/10$ in seconds. In our case that would be $(450-50)/10=400/10=40$ seconds. If the final approach segment average groundspeed is 90 knots, the FAF-to-MAP time is 4 minutes and 16 seconds from the FOW VOR. Our visual descent point can be then defined at 3 minutes and 36 seconds, which is 40 seconds less than the published FAF-to-MAP time. This simple rule is based on the fact that the visual letdown rate-of-descent is 600 fpm (10 fps), and is a well-known rule-of-thumb in the airline world. For light general aviation aircraft, perhaps the "8 second" rule would work better, resulting here in a 50 second

time difference, and subsequently 3 minutes and 26 seconds to the visual descent point. This is because a 3° glide slope at a typical 90 knots groundspeed would require exactly 480 fpm (or 8 fps) descent rate.

Lastly, how do we execute the final descent from a visual descent point to the runway?

Once over the published, or self-made visual descent point, and the runway is in sight, throttle back to 16 inches in manifold pressure in a Seminole (about 1600 RPM in a Warrior), extend final landing flaps (40°), and stay on the visual glide slope! Do not tuck under! We should be able to cross the runway threshold at 40-50 feet, already slowed to appropriate airspeed, and start the flare maneuver at 15-20 feet with the smooth and safe touchdown at, or close to, the fixed-distance marker.

Now, all these "formulas" and calculations might seem complicated and not appropriate for cockpit use. But, in reality, they are quite easy to

use. Since most NPAs will have HATs at around 400-500 feet and the runway threshold crossing height is usually 50 feet, the published or "self-made" visual descent point will be between 1.2 and 1.5 nm from the runway threshold. For a "slow" general aviation aircraft, this would result in a visual descent point of about 1 minute prior to timing to the MAP expires. Having the airplane configured and stabilized before the FAF is essential for consistent, accurate, and safe NPAs. And remember – "practice makes perfect"!

EDITOR'S NOTE: Dr. Nihad E. Daidzic, Ph.D, is an Associate Professor of Aviation at Minnesota State University-Mankato. He is also an Adjunct Associate Professor of Mechanical Engineering; Airline Transport Pilot certified, and a "Gold Seal" CFI-IA, ME-I, CFI-G, AGI, IGI. (Nihad.Daidzic@mnsu.edu). Website: <http://ed.mnsu.edu/aviation/faculty/daidzic.html>.

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Simulator Training

Staying Current

(and more important, competent)

Without Burning Gas!

by Richard Morey, CFII

The weather, the economic climate, and your schedule all seem to conspire to keep you grounded. This can be frustrating, especially if you need a few approaches to keep your instrument currency intact. The good news is there is an option available, which has the

advantage of being less expensive than the more traditional method of staying current.

The FAA in its infinite wisdom, allows the use of approved simulators and training devices both in instrument training and for maintaining currency. Since most people don't differentiate, I will refer to both simply as "simulators."

For the instrument rating, students can log up to 20 hours of the minimum 40 instrument hours in a simulator. This is a real advantage as it both reduces the cost of training (a simulator typically costs much less to rent than an aircraft), and can make the early learning process go quicker. For the rated pilot, all or part of the six approaches and one hold within six months can be "flown" in a



Rich Morey

simulator. Only true simulators, with full motion, visual display and which are approved for landings, can be used to give check rides or instrument competency checks. The required circle-to-landing approach cannot be accomplished to the FAA's satisfaction without both full visual and motion.

What this means to the rated pilot is that they can stay current in

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a simulator. For those of you not current, or just rusty, a simulator can make gaining currency and competency a much smoother process. Simply put, a flight simulator is a better training tool for some things, some times. Don't get me wrong, to be a competent instrument-rated pilot you need time in the clouds, but to build skills, scrape rust or maintain currency when flying is not an option, a simulator is a great resource.

In a simulator, you can hit one switch and freeze the action. This allows both instructor and student time to sort out what is happening; something, which is hard to do in the air. With another control input a simulator can add wind, turbulence, carburetor ice, vacuum failure, inoperative navigational stations, etc.

Let's use partial panel as an example. In an aircraft your flight instructor or safety pilot informs you of the vacuum failure, then covers the directional gyro and attitude indicator; all well and good, but not the way it would happen in the real world.

In a simulator, the instructor inputs the failure, and unless you are really good (or lucky) on your scan, your first indication of no vacuum will be when the attitude indicator and turn coordinator disagree. Now you have to cross-reference your instruments, check the vacuum gauge, and perhaps demonstrate unusual attitude recovery in the

process, just like the real thing!

Let's say you are having trouble really nailing the last 300 feet or so of an ILS approach. In a simulator, with your instructor using the pre-position function, you could easily fly six approaches in an hour. Even on a slow day, with the friendly and helpful controller doing his or her best, you would be lucky to get three approaches in the same time. There's nothing better than repetition to develop and maintain skill.

Simulators are available at many flight schools. They come in a variety of flavors... some dead simple and others, amazingly complex. The Frasca 141 at our school can be configured to match the aircraft you fly. It has real gauges, yoke, rudder pedals and controls. All this adds realism to the training. Students claim it is actually harder to fly than an aircraft, requiring them to fine tune their instrument scan and trimming skills to fly it well. Good preparation for the real thing!

So instead of letting your instrument skills fade away, log some simulator time. You will be glad you did.

EDITOR'S NOTE: Richard Morey is an 11,000-hour flight instructor and owner of Morey Airplane Company in Middleton, Wisconsin: 608-836-1711 (<http://www.moreyairport.com/>).

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Concentric distance rings of 500 and 1,000 miles around Mt. Vernon, Illinois, illustrate that the "Midwest LSA Expo," October 1-3, is a day's drive from anywhere within the eastern half of the country, and easily accessible to 50 percent of the U.S. population.

Midwest LSA EXPO Debut Approaches!

Exhibitors, Purchasers, SP-LSA Enthusiasts...

Plan Now To Be At

Mt. Vernon Outland Airport

Mt. Vernon, Illinois

October 1-3, 2009

by Ed Leineweber



Ed Leineweber

If you are interested in the Sport Pilot-Light Sport Aircraft movement, you know where to be and when: Sebring in January; Lakeland in April; Oshkosh in late July; Mt. Vernon in early October. Wait! Mt. Vernon in October? Yes. Note

October 1, 2009: the date another must-attend event gets added to the calendars of SP-LSA incurables.

If you are in a SP-LSA-related business, thinking of buying a Special Light Sport Aircraft (S-LSA), interested in pilot training for the Sport Pilot Certificate, or just "plane curious" and looking for a place to head on a beautiful Midwestern fall day, you shouldn't miss the first-ever Midwest LSA Expo. Years from now you can tell your grandkids you were there when it all started.

The reasons for attending this event are numerous and compelling, whatever your interest in SP-LSA. But first, the basics.

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Mt. Vernon Outland Airport, MVN, is the municipal airport for the city of Mt. Vernon, Illinois, and serves all of Jefferson County. Located at the intersection of Interstates 57 and 64 in South Central Illinois, the city is 75 miles east of St. Louis, 275 miles south of Chicago, 215 miles west of Indianapolis, and 230 miles north of Memphis. According to its promoters,

Mt. Vernon Outland Airport, Mt. Vernon, Illinois, has ample ramp, hangar and terminal space for exhibits and aircraft, and for visitors to mingle, at the first-ever "Midwest LSA Expo," October 1-3.

50% of the U.S. population is within an 8-hour drive, making this an ideal location for a regional show of this type.

The Mt. Vernon Outland Airport is also ideally suited to stage the Midwest LSA Expo. Named the 2007 Airport of the Year by the Illinois Department of Transportation

Division of Aeronautics, MVN is a General Aviation Category A airport with a 6,500 foot main runway and an ILS precision approach. The expansive area of paved ramps makes for plenty of exhibitor space, as does the large hangar and terminal facilities which are available for indoor exhibits, forums and seminars.

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Included among the many activities conducted at the airport are those of fixed base operator SRT Aviation, Inc., which offers full-service ground support, maintenance and flight training. Eric Evans Aviation, Ltd., also based at MVN, is an aircraft dealer handling jets to LSAs, and for you fly and diners, "Grandma's Landing" is the local airport restaurant, famous for home cooked specialties.

On the other hand, Mt. Vernon Outland Airport is a non-towered field without scheduled airline operations, making it an ideal site for demo flights over the open country of South Central Illinois.

It's hard to imagine a better time and place for a Light Sport Expo than Mt. Vernon in early October. Mt. Vernon's population is about 16,000; Jefferson County's totals about 40,000. There are over 1,200 motel rooms and over 60 restaurants to accommodate visitors, as well as



Mt. Vernon Outland Airport, Mt. Vernon, Illinois, was the "2007 Illinois Airport of the Year." The airport features a 6,500 ft. main runway, a crosswind runway, and an ILS approach.

campgrounds, parks and recreation areas. The city itself is well-kept and attractive, and has historical roots

dating back before a then little-known lawyer named Abraham Lincoln came to argue his cases at the old Appellate Courthouse downtown.

The area offers a temperate climate, with average summer temperatures of 78 degrees and average winter temperatures of 32 degrees. Early October in Southern Illinois can be expected to be almost ideal for flying, with warm days and cool nights influenced by the large Canadian high pressure centers that often descend upon the Midwest at that time of year.

So much for the setting; here are the details of the show itself.

First, the people who are putting this event together are serious professionals who know what they are doing. The board of directors of the Midwest LSA Expo non-profit corporation includes Chris Collins, the airport director, who serves as president; Mary Ellen Bechtel, the executive director of the Jefferson County Development Corporation; Bonnie Jerdon, the director of the Mt. Vernon Convention & Visitors Bureau; and Curt Mowrer, of the Jefferson County Chamber of Commerce and Rend Lake College,

An advertisement for Johnson Aviation Insurance. The background is a bright blue sky with scattered white clouds. A red and yellow biplane is flying from the bottom right towards the center. The text "WE SHARE YOUR PASSION." is written in large, bold, red capital letters on the left side. Below this, there is a small logo of a biplane and the text "JOHNSON AVIATION INSURANCE". At the bottom, there is a paragraph of text: "Started by the founder of the EAA's Young Eagles' program, Sam Johnson, we understand the aviation industry and its unique insurance needs. To find out how our passion for aviation equals your best protection call 1.800.477.IFLY or visit johnsonins.com/aviation."

who is vice president of the expo board. In researching this article and interviewing these folks, I am very impressed with their degree of organization and thoroughness in the preparation and planning of this event.

Others who have been equally impressed have commented that it's a "third-year effort for a first-year show." I agree. In addition to the board, several committees made up of other volunteers are taking care of operations, marketing, finance and legal matters, and programs. This broad base of interest and support among the right people in the Mt. Vernon business and professional community go a long way to ensuring a successful event for all concerned.

I've already mentioned the benefits of the Midwest LSA Expo from the perspective of the visitor: easy access; low-key, open surroundings; great time of year. These apply as well to potential exhibitors, but in spades. Now, when tough economic times make it even more challenging to make a go of it in an aviation-related business, the Mt. Vernon show offers a great selling opportunity at a very reasonable price. You cannot afford NOT to be on the field at Mt. Vernon when the first Midwest LSA Expo opens on October 1.

Many in the SP-LSA business have already made that decision. As of this writing, the Expo Site Plan shows reservations for 21 exhibitors, including S-LSA manufacturers Remos, Flight Design, Zenith, Cubcrafters, Jabiru, Evezor, Paradise, FPNA, Rans, Just Aircraft, Renegade, American Legend, Gobosh, Allegro, Czech Aircraft Works, Sting Sport, 3X Trim and Tecnam. Chris Collins reports that another 10 or so companies are considering signing up, and he is confident that many more will do so. Additional exhibitors include companies offering ancillary products and services to Sport Pilots and owners of Light Sport Aircraft. If you are in a SP-LSA-related business and you have not yet signed up to attend the Midwest LSA Expo,

it is not too late to do so, even as you read this article. **Call Chris Collins and book a spot:** (618) 242-7016 office, or (618) 315-5462 cell.

In addition to exhibits and demo flights, Midwest LSA Expo will offer a full slate of forums and seminars of interest to Sport Pilots, LSA owners and wanabees.

Roy Beisswenger, of UltraFlight Radio, and current president of the Illinois Ultralight Advisory Council, is in charge of forums and seminars and he promises that there will be plenty of information available for beginners and old salts alike on such topics as the various categories of S-LSAs (i.e., airplanes, powered parachutes, weight-shift control aircraft and gyroplanes), pilot training, S-LSA maintenance requirements, the Federal Aviation Regulations in general and the Sport Pilot-Light Sport Aircraft rule in particular. If you

have questions about anything related to SP-LSA, a knowledgeable person should be there with the answers.

Finally, and of admittedly limited interest to most readers, I think the Mt. Vernon/Jefferson County, Illinois, area would be an ideal place to set up a S-LSA manufacturing/assembly/distribution operation serving at least the Eastern U.S. In addition to the central location and mild climate (average 16 inches of snow annually!), the backbone of the local economy is manufacturing, with the associated service businesses, such as machine shops, etc., and technical educational programs that entails. A well-trained workforce and relatively low cost of living complete the picture of a hard-to-beat LSA manufacturing, assembly and distribution scenario.

So that's it! Whether you're a pilot thinking of taking the S-LSA plunge, an aviation enthusiast thinking of



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training as a Sport Pilot, someone trying to capitalize on the SP-LSA movement with a related business, or a S-LSA manufacturer or dealer, I'm sure you will agree that the place to be October 1-3 is the first annual Midwest Light Sport Expo at the Mt. Vernon Outland Airport, Mt. Vernon, Illinois. Hope to see you there!

Thinking of attending or exhibiting? Contact these folks for more information:

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DESTINATIONS

Door County's Pine Grove Resort, Ephraim, Wisconsin & The Friends of Ephraim-Gibraltar Airport

by Dave Weiman

We recently visited the much talked-about tourist and recreation area, Door County Peninsula, and flew to the Ephraim-Gibraltar Airport (3D2), Ephraim-Fish Creek, Wisconsin.

The Village of Ephraim, Wisconsin was founded in 1853 as a Moravian religious community. Their church, built in 1858, still stands, as do many other historic buildings including the Pioneer School House (1880), the Anderson Store (1858) and warehouse, and the Anderson Barn (1880). A number of historic homes in the village are still in use as well.

Recreation in the area includes jet skiing, kayaking (Ephraim Kayak Center), pontooning, sailing (Bella Sailing Cruises & Stiletto Sailing Cruises), parasailing in Eagle Harbor, charter fishing at Gil's Rock, and hiking and bicycling everywhere else.

As for more leisurely activities, there's both a drive-in theater (Skyway Drive-In Theatre), and a

theater for the performing arts; an art school, both 18-hole and miniature golf courses (Red Putter Mini Golf); a trolley, carriage and sleigh rides (Mayberry's Carriage & Sleigh Rides); and historical museums. There are evening concerts in the Harborside Park every Monday evening from late June thru August.

For all of you "fly and diners," there are plenty of fine, casual and unique restaurants.

Wilson's Restaurant and Ice Cream Parlor is one of several restaurants in downtown Ephraim, and a classic in itself. Wilson's has been located in the heart of Ephraim across from Eagle Harbor since 1906. Take a trip down memory lane and enjoy their old-fashioned soda fountain and ice cream specialties, home-brewed draft root beer, flame broiled burgers and juke boxes, playing the classics. Open May – October.

Alexander's Dining, located between Ephraim and Fish Creek on Highway 42, is the place to go for hand-cut steaks and fresh seafood.



(TOP LEFT) Ephraim-Gibraltar Airport (3D2), Ephraim-Fish Creek, Wisconsin with Eagle Harbor in the background.

(TOP RIGHT) Pine Grove Resort (brownish-red roof) is one of few resort properties in Ephraim, Wisconsin with its own private beach.

(BOTTOM LEFT) Pine Grove Resort looking out over Eagle Harbor.

(BOTTOM RIGHT) A boat pier next to the Pine Grove Resort beach.

Prepared by Chef Bruce Alexander, Alexander's is a true culinary experience with an extensive menu, ranging from the traditional comforts to more artistic, unique and fresh ideas to satisfy the most discerning palate.

The English Inn, located between Ephraim and Fish Creek, is open year-round, and serves a full menu of seafood, steak, fish and poultry.

Good Eggs is a fast-paced dine-in or take out breakfast restaurant featuring omelet wraps, fresh bakery and fruit smoothies. Water views and surfboard seating makes for a one-of-a-kind morning that's easy on the budget.



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Joe Jo's Pizza & Gelato is a great family restaurant for pizza and gelato.

Overlooking beautiful Eagle Harbor, you can enjoy a Door County Fish Boil in a historical setting at the Old Post Office Restaurant, featuring fresh whitefish, chicken and ribs, potatoes, onions, cole slaw, homemade breads and cherry pie. Homemade breakfasts served daily feature cherry and blueberry pancakes, fluffy omelets, Belgian waffles, homemade coffee cake and cherry muffins. Open May - October, Mon-Sat, reservations requested.

Paulson's Mill Road Café & Windflower Gifts features espresso and specialty drinks, bakery goods and desserts, lunch/snacks, and wireless internet.

The Second Story Restaurant at Ephraim Shores offers homemade soups, desserts, rolls, coffeecakes, a salad bar, a children's menu, and breakfast, lunch and dinner specialties.

The restaurant has a panoramic view of Eagle Harbor. Reservations are not necessary.

Door County's garden restaurant, the Summer Kitchen, is open April through November, serving breakfast (including early bird specials), and lunch and dinner during peak season. The Summer Kitchen is known for the famous soup bar featuring five homemade soups and bread, salads, sandwiches and homemade pies. If you are looking for authentic Mexican food, the Summer Kitchen has that as well.

Local shops carry some of the typical and non-typical souvenirs, including art and pottery by local artists.

The scenery is breathtaking driving up along the Green Bay shore on Highway 42 to the top of the peninsula, but of course, also from the air. Special sites include Peninsula State Park in nearby Fish Creek, and a

public sand beach.

Special events include the Door County Half Marathon and Nicolet Bay 5k run, and the Blossom Festival in nearby Sister Bay.

The fall season is upon us, and Door County has the colors to showcase it. Among the fall events is the "Pumpkin Patch Fest," October 10-11, 2009 in Egg Harbor.

Egg Harbor's Annual Pumpkin Patch Festival is the place for family fun, outdoor entertainment, sweet corn, pumpkin pie, cider, beer and brats. Music, art and crafts, shopping, pumpkin displays, storytelling for the kids, children's entertainment, and great food will highlight the weekend. For additional information refer to www.allthingsdoorcounty.com/festivals, or call 920-868-3717.

The Sister Bay Fall Festival, Oct. 17-19 in Sister Bay, Wis., features an antique boat show, music and food.

CONTINUED ON PAGE 26

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A mostly hypothetical threat

Over the past year, general aviation has been subject to a whole range of security proposals that have been at best impractical and ineffective, and at worst potentially devastating to our entire industry.

We have pushed hard for alternatives that would address security concerns without crippling general aviation. One of our biggest frustrations throughout the process has been that each new proposal has apparently ignored the work we've already done to enhance GA security.

Now, it seems, the Department of Homeland Security is helping us make our case.

At the request of a member of Congress, the Department of Homeland Security's Office of the Inspector General recently examined the nature of security threats posed by general aviation aircraft. And they found that "general aviation presents only limited and mostly hypothetical threats to security."

The general aviation community has always taken security very seriously. That's why we at AOPA worked with the Transportation Security Administration as far back as 2002 to design and implement the Airport Watch Program, which trains pilots and airport personnel to identify and report suspicious activity at GA airports.

And the DHS report acknowledges that Airport Watch and other voluntary security efforts are working, saying, "We also determined

that the steps general aviation airport owners and managers have taken to enhance security are positive and effective."



As much as I wish this was the final word on the subject, I won't kid myself. We can't rest on our laurels when it comes to this, or any, security issue. The security landscape will continue to evolve, and we will continue to be vigilant in our efforts to ensure that GA's needs are taken into account by those responsible for setting security policy.

We will also continue to spread the word about the importance and value of general aviation to all Americans through the General Aviation Serves America campaign. Growing awareness and understanding of general aviation will help ensure that we have a seat at the table whenever issues affecting our future are under consideration.

Craig L. Fuller
AOPA President and CEO



AIRCRAFT OWNERS AND PILOTS ASSOCIATION

For more information on the Aircraft Owners and Pilots Association and the issues that affect your flying go to www.aopa.org today.

DOOR COUNTY FROM PAGE 24

During our visit, we stayed at the Pine Grove Resort in Ephraim, Wisconsin. The 100-year-old facility is one of few remaining resorts that still offer waterfront access and a private beach exclusively for their guests.

The original motel consisted of small cottage-type units. Tony and Elaine Wilson purchased the resort in 1972. In 1978, all of the original structures were demolished and the current buildings were built.

The Pine Grove Resort is a lovely place for family get-togethers. In fact during our stay there were a number of families holding family reunions.

Each room has a balcony that overlooks Eagle Harbor. The resort has an indoor pool and exercise room and a nice lawn for outside activities. Pine Grove's private beach is across the street, and is a great place to watch wonderful sunrises and sunsets, or just spend the day.

Pine Grove Resort is on the edge of the downtown area and a short walk to many restaurants.

The current owners purchased the Pine Grove Resort from the Wilsons in 2005. In 2006, there were significant upgrades to the resort, and in 2007, the resort converted the room that was previously used as the owner's living quarters, into a three-bedroom family suite. In 2008, they also purchased the Nordic Lodge in Sister Bay, Wis. (www.thenordiclodge.com).



Martin "Marty" Franke

One of the owners of the Pine Grove Resort is Martin "Marty" Franke of Hartland, Wis. Marty has been a boat owner, and learned to fly in 2007. He owns a Cirrus SR22 and is working on his instrument rating. Marty bases his SR22 at Wisconsin Aviation, Inc. in Watertown, Wis. From Watertown, the flight to Door County takes less than 1 hour.

As pilots, we are most interested in the airport, and how to get from the airport to our lodging and main attractions. The Pine Grove Resort will come and pick you up from the airport, or you can check with the "Friends of Ephraim-Gibraltar Airport" about using the airport courtesy car. The airport also provides bicycles at the airport for pilots to use at no charge!

The "Friends of Ephraim-Gibraltar Airport" was started by three local pilots a few years ago: Tim Halbrook, president; John Neville, treasurer; and Dave Burke of Grizzly Scenic Air Tours. The organization started with 68 members, and has since grown to 91 members, and anyone can join.

The purpose of "Friends of Ephraim-Gibraltar Airport" is to promote the natural resources, family activities, and vacation opportunities that Door County has to offer by utilizing the airport.

The Ephraim-Gibraltar Airport has two runways: Rwy 14/32 (paved), which is 2,700 X 60 feet, and Rwy 01/19 (turf), which is 2,345 X 80 feet. A new self-service system was installed this past summer.

For additional information or assistance with ground transportation and recreational opportunities, see www.friendsofephraingibraltarairport.com, or call 920-854-9711.

For additional information on Ephraim-Fish Creek area, refer to www.ephraim-doorcounty.com, or call the visitor information center at 920-854-4989.

Make your reservations at the Pine Grove Resort online at www.pinegrovedoorcounty.com, or call 800-292-9494.

For additional information on Door County, refer to www.doorcounty.com, or call the Chamber of Commerce at (920) 847-2179, or tourist information at (920) 868-3521. □

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Protecting & Growing General Aviation: AOPA & EAA Collaborating On Mutual Issues



EAA and AOPA leaders gather at the EAA Aviation Center in Oshkosh, Wis., on June 3. Shown in front of the Cirrus VK-30 prototype are (from left): Andy Cebula, AOPA executive vice president of government affairs; Karen Gardinier, EAA vice president of human resources; Rick Larsen, EAA vice president of marketing and communications; Elissa Lines, EAA vice president of development; Craig Fuller, AOPA president; Tom Poberezny, EAA chairman/president; Karen Gebhart, AOPA executive vice president of communications; Bruce Landsberg, president of the AOPA Air Safety Foundation; Earl Lawrence, EAA vice president of industry and regulatory affairs; Adam Smith, EAA vice president, membership.

AOPA and EAA leaders identified a significant number of near-term opportunities for collaboration, which will be evaluated over the next few weeks. In addition, the organizations agreed to jointly host a general aviation roundtable in early 2010 that would include a wide spectrum of the GA community.

“What evolved during the meeting was the mutual respect for the strengths of each organization, which will be used in ways that are mutually beneficial and address aviation growth and preservation,” Poberezny said. “The majority of our nation’s pilots belong to one or both of these organizations, so our members expect us to utilize these strengths in a way that addresses the long-term vitality of general aviation.”

Future collaborative efforts will be announced as details are finalized (www.eaa.org, www.aopa.org). □

OSHKOSH, WIS. – Two of the nation’s largest aviation associations, the Aircraft Owners and Pilots Association (AOPA) and the Experimental Aircraft Association (EAA), will be collaborating on issues and programs that protect, support and grow general aviation as the result of a June 3 working session at the EAA Aviation Center in Oshkosh, Wis.

EAA Chairman/President Tom Poberezny and AOPA President Craig Fuller, along with senior staff from each organization, met to discuss how they can work more closely to support general aviation (GA). They agreed to a collaborative, three-pronged commitment to protect general aviation interests, promote GA safety, and grow the general aviation community in the United States.

“This is a logical collaboration that makes sense for the greater good of general aviation,” Fuller said. “Each of our associations has been an effective advocate for GA. But now I look forward to EAA and AOPA working more closely together at all levels to protect and grow general aviation, and to keep it safe.”



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Highly Motivated Pilot/Business Person Keynote Speaker At MATA Conference

From the ripe age of 12 when Jamail Larkins stepped inside an airplane and co-piloted his first flight as a participant in the Experimental Aircraft Association (EAA) Young Eagles Program, he was hooked on flying for life.

Falling in love at first flight, Jamail decided he would do whatever it took to continue flying, including petitioning the Federal Aviation Administration (FAA) to let him fly solo at the age of 13. He didn't get the answer he was looking for, so he headed to Canada where the age requirement was only 14. It was there he became one of the youngest American pilots to solo a powered aircraft in Canada.

A few years later at the age of 16, Jamail became the National Spokesman of the EAA Vision of Eagles Program, a youth education initiative of the EAA Aviation Foundation. In this role, Jamail was



Jamail Larkins

able to use his passion to promote the career possibilities available to aviation enthusiasts, young and old alike.

With this newfound status and exposure, Jamail was afforded many unique opportunities, including becoming the first and youngest student pilot to solo in a Cirrus SR20. Spreading his wings, Jamail branched out into aerobatic flying at the age of 18. Loving the creativity and freedom it allowed him, he became one of the youngest air show performers in the United States.

Jamail realized quickly in order to fund his passion for flight, he needed a plan to make more money than the average teenager mowing lawns or working at a fast food restaurant. So at the age of 15, Jamail founded his first company - Larkins Enterprises, Inc., an aviation sales and advertising company. Since its inception, Jamail has transformed Larkins Enterprises

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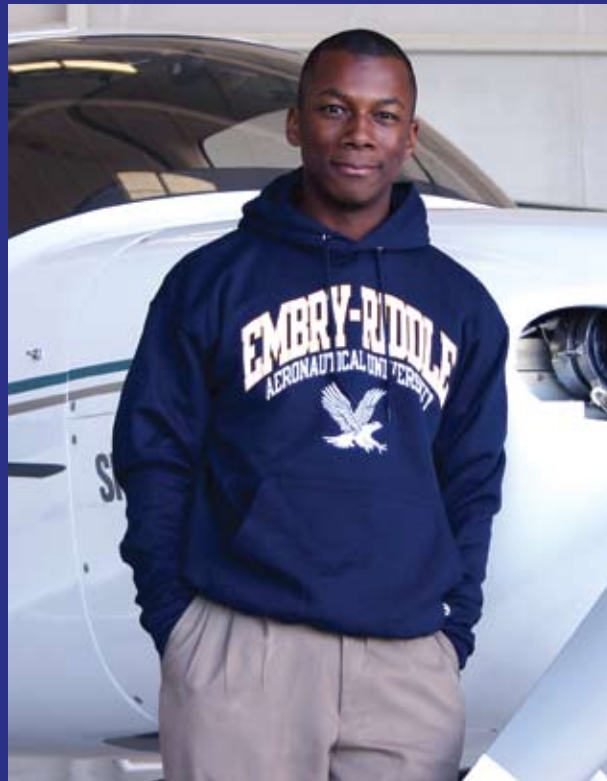
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In addition to operating several aviation businesses, Jamail Larkins is a spokesperson for the Federal Aviation Administration & Embry Riddle University & A Featured Speaker At EAA AirVenture-Oshkosh.

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- Kate Dougherty, President, Kate Dougherty PR & Former PR Manager For Cirrus Aircraft Design.
- Newly Appointed MNDOT Aeronautics Director Chris Roy (tentative)
- U.S. Customs & Border Protection Official (tentative)
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into two successful business units, an aircraft sales and leasing company, and an aviation consulting firm. Collectively, Jamail's companies have generated over \$7.5 million in annual sales.

In 2002, Jamail became the National Spokesman for Careers in Aviation, a non-profit organization that promotes and provides aviation opportunities to young people. Because of his passion for flying, ability to connect with youth and his role with Careers in Aviation, Embry-Riddle Aeronautical University (ERAU) recruited Jamail to bring attention to the exciting yet declining industry of aviation. Together they founded the Dream Launch Tour, a national tour designed to educate students about career opportunities in aviation and to motivate students to reach for their dreams.

Jamail's profile was building, and the Federal Aviation Administration (FAA) took notice. By Fall 2004, the FAA signed Jamail as the first official Ambassador for Aviation & Space Education.

Through his work with the FAA, ERAU and other organizations, Jamail has had the opportunity to give speeches beside notables like Chuck Yeager, Harrison Ford, and Cliff Robertson. He has flown with the Navy's prestigious Blue Angels, been featured in the Franklin Institute, and has received a Certificate of Special Recognition from the United States Congress.

Today, at 24 years old, Jamail serves on the board of two large aviation non-profit organizations and is the Chairman of the Board for Careers in Aviation. He continues to grow his primary company, Ascension Aircraft, Inc., and hopes to

double the number of planes the company currently owns, in the next year.

Jamail Larkins currently resides in Atlanta, Georgia, but can typically be found flying around the country, spreading his passion and expertise in the field of aeronautics.

As a featured speaker at the Minnesota Aviation Trades Association (MATA) Conference, September 24-25, 2009, at the Crowne Plaza Minneapolis North hotel in Minneapolis, Minnesota, Jamail Larkins will speak to high school and college students on careers in aviation in a morning session on Friday, September 25. Later in the day Larkins will be the featured keynote speaker at the annual awards luncheon.

Invitations are going out to every high school in the Twin Cities, and colleges throughout Minnesota. Students, their parents and faculty are welcome to attend. For additional information, contact Mike Higgins at 651-450-6200.



Earl Lawrence

Other speakers will include Earl Lawrence, Vice President of Governmental Affairs, Experimental Aircraft Association; Kate Dougherty, President of Kate Dougherty PR and former public relations manager for Cirrus Aircraft Design; and Chris Roy, newly appointed Director of Aeronautics, Minnesota Department of Transportation (tentative). Also tentatively scheduled are officials from U.S. Customs & Border Protection, and Lockheed Martin Flight Service.

The Minnesota Aviation Trades Association Conference is open to anyone involved in aviation business in the state of Minnesota, or serving the Minnesota aviation community.

To register, call Mike Higgins at 651-450-6200 or email mike@exclusiveaviation.com (www.mnataonline.net). For sponsorship opportunities, contact Mark Plummer at 612-750-8477, or email mplummer@aic-allianz.com.

MATA has a block of rooms reserved at the Crowne Plaza Minneapolis North hotel. The group rate is \$87.00 plus tax. For reservations call 763-566-8000.

Ground transportation from Minneapolis-Crystal Airport and the hotel will be provided courtesy of Thunderbird Aviation-Crystal. Advanced notice is appreciated by calling 763-533-4162. Car rental is also available beginning at \$39.00. □

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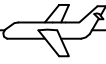
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Bendix Magnetos Now Being Made By TCM

In the June/July 2009 issue of Midwest Flyer Magazine (page 10), it was stated that Bendix magnetos were no longer available for aircraft. That is not exactly correct. Bendix was sold to Teledyne Continental Motors (TCM), and Bendix magnetos are still being manufactured by their new owner. We apologize for any misunderstanding. □

MNDOT Names New Aeronautics Director

ST. PAUL, MINN. – After an extensive national search by a diverse panel of airport, FAA, and Minnesota Department of Transportation (MNDOT) representatives, Christopher Roy was named to become the new director of the Minnesota Office of Aeronautics effective August 17. Roy replaced Gary E. Workman who retired July 7, 2009.

Roy has extensive experience managing projects and programs that have significant public interest, such as the Lafayette Bridge and the nearly \$250 million in improvements on Interstate 494, including accommodations for the new runway at Minneapolis-St. Paul International Airport (MSP).

“Throughout his career, Christopher Roy has demonstrated excellent transportation leadership and management skills and tremendous ability to collaborate with multiple stakeholders,” said Tim Henkel, Assistant Commissioner of the Division of Modal Planning & Program Management, which the Office of Aeronautics is part of. “His combined transportation experience and enthusiasm for aviation will serve the aviation interests well.”

Most recently, Roy has been the Metro District's North Metro Area Manager, and previously worked as an engineer/project manager for the West Metro Area. Roy also supervised the C.O. Office of Land Management's Project Coordination and Finance Unit. Prior to coming to MNDOT, Roy worked as a project manager for a private transportation consulting firm. He holds a B.S. in Civil Engineering and an M.S. in Infrastructure Systems Engineering from the University of Minnesota.

Peter Buchen, Airport Development Section Manager, will continue as interim director until Christopher Roy assumes his new responsibilities. □

Minnesota Aeronautics Office & Staff Receive National Recognition For Safety

ST. PAUL, MINN. – The National Business Aviation Association has awarded the “Corporate Business Flying Safety Award” to the Minnesota Department of Transportation Office of Aeronautics. The award cites the Office of Aeronautics for 33 years of safe flying and nearly 21,000 hours of flight time without an accident or damage to property or passengers.

NBAA also presented a “Pilot Safety Award” to recently retired MNDOT Office of Aeronautics staff member, Wayne Petersen.

The NBAA Aviation Support Services Safety Award was presented to Vivian “Vee” Dellwo for 18 consecutive years of dedicated support to flight safety and business aircraft operations. Dellwo is a MNDOT flight dispatcher.

“This remarkable safety record is attributable to the dedicated professional staff who fly, maintain and support the state’s aircraft and their commitment to flight proficiency and continuing education,” said Peter Buchen, acting Mn/DOT Aeronautics director. “We are proud of Vee, Wayne and the whole Aeronautics team for continuing to keep the agency on course as a recognized leader in aviation and aviation safety throughout the United States.”

Currently, 150 Minnesota companies and organizations are active members of NBAA, and 350 are participating members of the Minnesota Business Aviation Association. □



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It was a very short, but smooth flight

by Gary Workman
Outgoing Director

MnDOT Office of Aeronautics

It has been suggested that perhaps I would like to use this opportunity to reflect back on my very short, but enjoyable time as Mn/DOT's Director of Aeronautics.



Gary Workman

I have never been very good about looking back or saying goodbye when I moved on to a new challenge. For 40 years I have been blessed to work with many great public employees within Mn/DOT, in cities and counties, and with consultants, contractors and industry representatives dedicated to ensure Minnesota's citizens have a well-maintained, safe and reliable transportation system. I underlined system to underscore the importance that it is all modes of transportation that work together to make Minnesota the envy of the rest of the country.

It has been a career that has greatly exceeded my wildest expectations I had on July 7, 1969, as I reported for my first opportunity to apply my

engineering education to work at the state transportation agency.

Let me begin by thanking everyone in the Minnesota aviation community, the state system of airports, FAA's Minneapolis office, the FAA Great Lakes Regional staff in Chicago, and the various aviation industry and volunteer groups that are the people behind the scene that really make a difference. I would also be remiss if I did not acknowledge what a great staff the Office of Aeronautics has, all who were very accommodating in helping me learn a lot of what I needed to know these past two years. There is a lot I still don't know, but I can assure you that you have one of the best state aviation offices in the nation and they know their stuff! I know that my replacement will be treated the same.

While we have experienced some financial setbacks this decade, we need to acknowledge that 2007-2008 was our largest airport development program ever. It was made possible by the commitment and hard work of the community airports, their consultants, the local FAA staff and my staff, and the contractors who did the work at the airports.

The aviation segment of transportation has gone from initial

flight to the moon and back, farther and faster than any other mode of transportation. It is, however, still the best-kept secret of all the transportation modes. While I can name many system challenges that exist for the future, I am concerned that the aviation community does not recognize the need to get out there and educate the public on the importance and value of what aviation is doing and providing the citizens of Minnesota.

Our market research reinforces that community airports, and aviation in general, have an image problem. Your neighbors and community leaders see airports as recreational areas to provide a place for aviators to play with their planes. They don't realize the economic benefits of the local airport; that in some small communities a surgeon flies in weekly to perform critical, specialized medical treatment, or that a lot of the small package deliveries that show up at the local businesses or in residential mailboxes were flown in early the morning.

I leave you with an observation and a challenge for the future. If the aviation community wants to grow and succeed in the future, you need to educate, educate, and educate your community leadership and the local citizens. □

Near Midair Collisions & Special Use Airspace

by Dan McDowell

One of the greatest perks of flying is being able to see and enjoy the beauty of the earth below. But while casually

enjoying these sights, especially at lower altitudes, pilots must constantly maintain awareness, not only of other airborne traffic, but also their

proximity to military Special Use Airspace and low-level training routes along, or intersecting their route of flight.



U.S. AIR FORCE

Since approximately 1980, there have been 30 midair collisions per year and 75 fatalities (on average) in the U.S. There are more than 450 Near Midair Collisions (NMACs) actually reported each year. It is impossible to know how many NMACs occur that are never reported. It is interesting to note that in many cases, one or both of the pilots involved in an NMAC are completely unaware that the NMAC occurred. This is often the result of poor flight planning, too much head-down time in the cockpit, and failure to maintain good situational awareness and scanning. It is also interesting to note that of all the military NMACs, approximately 80% of those reported are those that occur with GA aircraft in Special Use Airspace (SUA).

The question then arises, what can GA pilots do to prevent or significantly reduce the possibility of a mid-air, or a near mid-air?

Four things immediately come to mind. They are, effective flight planning, knowing and following the FARs, maintaining good Situational Awareness (SA), and clear communications. With all the “rules and regs” of flight, it can sometimes feel like a daunting task, but there are tools available to pilots for little or no cost that are designed specifically to educate, inform, and alert pilots to safety issues, as well as safe flying practices.

One of the tools available is located at <http://www.seeandavoid.org>. This portal offers valuable centralized reciprocal information for civilian and military pilots. There pilots will find clear, but detailed education on airspace,

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mutual hazards to safe flight, aircraft performance and visual identification. The mission of this portal is to eliminate midair collisions and reduce close calls, and it targets the two main user groups: GA pilots, and military pilots and safety officers.

SeeAndAvoid.org provides links to all current military mid-air collision avoidance programs, along with access to government and military information on one site. Some of the information provided was not previously available because it did not have web-based content.

Another great tool available to pilots is provided by the FAA Safety Team...better known as the "FAAST team." At this link: https://faasteam.com/gslac/ALC/course_content.aspx?cID=42&sID=237&searchresults=true&preview=true, pilots can complete a safety course on Temporary Flight Restrictions (TFRs) and Special Use Airspace. It is free, easy, and certainly well worth the investment of any pilot's time. And speaking of the FAA, pilots can always check out the current Aeronautical Information Manual, chapter 3, section 4, on Special Use Airspace.

One additional great tool and information source is found at the Aircraft Owners and Pilots Association's (AOPA) Air Safety Foundation web site. Here, the AOPA Air Safety Foundation has partnered with the Department of Defense (DOD) and the U.S. Air Force to bring general aviation pilots a new online course, "Mission Possible: Navigating

Today's Special Use Airspace." The course is divided into three sections: a Special Use Airspace (SUA) tutorial and review; information on lights-out training; and a flight-planning scenario. Pilots will find this program at the following link: www.aopa.org/asf/onlinecourses/mission_possible/.

GA pilots can check their sectionals to quickly find the locations of Military Operations Areas (MOAs). Also marked on the sectionals in a thin gray line, are the Military Training Routes (MTRs). Bear in mind that the width of the gray line does not indicate the width of that route. The thin gray line indicates the approximate center of that route, even though aircraft can be anywhere within that particular corridor. Most MTRs run a width of approximately 3-5 miles on either side of the gray line! Also remember that not all MTRs are uniform in width. In fact some routes might be shown as 5 nm right and 3 nm left of the centerline and further along the same route one might find 2 nm right and 28 nm left (as shown by VR100 in New Mexico), for example.

It is highly recommended that GA pilots stay out of military airspace especially when that airspace is in use (hot). If you want to know what takes place in MOAs, read the article "The Speed of Heat in SUA," *Midwest Flyer Magazine*, Sept/Oct 2007. That will give you an idea what takes place from the military pilots point of view and what happens when a GA aircraft wanders into a HOT MOA.

Along an MTR, military aircraft can be operating at 250 knots, but in MOAs, they can operate at significantly greater speeds at or near 500 feet AGL, while frequently exceeding 65 degrees of bank and pulling 7-9 Gs as they turn, literally a heartbeat above the earth's surface. Think about this, when that small, gray F-16 (for instance) is moving at 450-480 knots, it is covering 1 mile approximately every 7 to 8 seconds! Though the military pilots maintain a heightened SA, they are operating in

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a very high speed, relatively task-saturated environment, and often close to the ground. They cannot afford to be distracted by anything, especially a slow moving GA aircraft in HOT airspace.

When the military pilots are training, you can be certain they are training in the most realistic, real-world environment possible. Their efforts and energies are focused as they would be if this training was actually real combat. Also military aircraft are painted in a low visibility gray and their flying tactics are designed to make them very difficult to see by the “bad guys.” That, combined with their closing speed, makes it very difficult for them to be seen, especially when a GA pilot is unaware they have flown into or near HOT airspace.

It basically boils down to this: chapter 3 section 4,

Special Use Airspace, in the AIM; “Pilots operating under VFR should exercise extreme caution while flying within a MOA when military activity is being conducted. The activity status (active/inactive) of MOAs may change frequently. Therefore, pilots should contact any FSS (Flight Service Station) within 100 miles of the area to obtain accurate real-time information concerning the MOA hours of operation. Prior to entering an active MOA, pilots should contact the controlling agency for traffic advisories.”

Your safety, the safety of your passengers, other pilots and their passengers, as well as people on the ground below your flight path, depend on your proficiency, currency, sound judgment, proper planning, and clear communication every time YOU fly. □

Do You Know What DGPS Does??

The Differential Global Positioning System (DGPS) achieves enhanced accuracy since the reference and user receivers both experience common errors that can be removed by the user. Position errors less than 10 meters are typically realized.

In the basic form of DGPS, the position of a reference receiver at a monitoring or reference station is surveyed; that is, its position is known accurately. The user receiver should be no more than about 300 miles away from the reference receiver, which makes pseudorange measurements, just as any user receiver would. However, because the reference receiver knows its position accurately, it can determine “biases” in its pseudorange measurements. For each satellite in view of the reference receiver, these biases are computed by differencing the pseudorange measurement and the satellite-to-reference receiver geometric range. These biases incurred in the pseudorange measurement process include errors arising from ionospheric delay, tropospheric delay, and satellite clock offset from GPS time. For real-time applications, the reference station transmits these biases, called differential corrections, to all users in the coverage area of the reference station. Users incorporate these corrections to improve the accuracy of their position solution.

For the basic local area DGPS (LADGPS) the position solutions of users further away from the reference station are less accurate than those closer to the monitoring station because pseudorange measurement errors tend to be spatially correlated. This loss of accuracy due to spatial decorrelation can be improved with more sophisticated techniques that fall under the heading of wide area DGPS (WADGPS), such as WAAS.

Check out the FAA website for additional information at: www.faa.gov. □

www.seeandavoid.org

www.faa.gov

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U.S. Air Force

Meet WisDOT/Aeronautics Aeronautical & Technical Services Section Chief, Scott R. Brummond

Over the past several issues we've profiled Bureau of Aeronautics, Aeronautical and Technical Service (ATS) Section staff and programs. You've read about pilot training and education, airport safety inspections, airport site certification, airport security, weather decision making, airport project bidding, web management, airport compliance assistance, airspace management (tall tower permits and

management of the FAA's obstruction database), environmental review, aviation education, and technical support/GIS services, to name a few.

Leading this exceptional group of professionals and their diverse programs is Scott Brummond. Scott affectionately calls his group "*the land of the misfit toys*" because of the diversity of those programs, their uniquely vital functions and the integral relationships each has

with the other two bureau sections: engineering and programming/finance. ATS functions don't directly fit into the other sections' programs, but they can't successfully function without that partnership.

Scott joined the bureau four years ago and has enjoyed every minute of the aeronautics adventure since. Prior to joining the bureau, he was chief of Title and Registration Processing for the Division of Motor Vehicles.

During that time, Scott got to know Aeronautics because his section administered the aircraft registration program.

Scott's flying background includes short runways surrounded by water, with steam catapults and arresting cables. Scott joined the U.S. Navy in 1987, via Aviation Officer Candidate School, earned his Naval Flight Officer wings in January 1989 and completed two western Pacific (WESTPAC) tours with Air-antisubmarine Squadron 29 (VS-29) flying the S-3B Viking. Scott noted that while it was a relatively brief period, it changed his life forever. That wasn't his first taste of flying, though. His first time came when he was 10 years old at the county fair. A local pilot was giving rides in his new Cessna 172. It was a penny a pound, so for about 75 cents Scott experienced the

joy of flying and started down a path that ultimately led to realizing his dream of flying in the Navy.

Today, don't be surprised if you run into Scott at your airport. He visits a large number of airports each year, usually to check on airport security needs and visit with the local airport manager to talk about everything from based aircraft to wildlife concerns.

When not working, Scott enjoys fly fishing, woodworking, gardening and restoring his 100-plus-year-old house. He and his wife, Nancy, live in Evansville, Wis.

For assistance on any of the Aeronautical and Technical Service (ATS) Section programs, call:

Scott Brummond at 608-266-1745,
or email scott.brummond@dot.wi.gov □

WisDOT's AWOS Program

by Jeff Taylor

WisDOT Aviation Consultant

The constantly changing weather of the upper Midwest is one of the greatest challenges Wisconsin pilots face. To help pilots stay informed on current conditions, the Bureau of Aeronautics has, since 1989, installed and maintained Automated Weather Observation Systems (AWOS) across the state. Currently, there are 34 systems installed under the Bureau's AWOS program, which, when combined with the Federal Aviation Administration's 20 Automated Surface Observations Systems (ASOS) and their follow-on Automated Weather Sensor System (AWSS), creates a comprehensive statewide weather reporting system, greatly improving aviation safety and weather forecasting.



Jeff Taylor

The Bureau actively participates in installing, maintaining, and modernizing existing AWOS systems; it recognizes their value in improving aviation safety and enhancing economic growth for communities across Wisconsin. In 2009, new AWOS systems will be installed at Middleton Municipal Airport-Morey Field and Viroqua Municipal Airport. Chetek Municipal-Southworth and Manitowish Waters are in the preliminary stages of securing systems that should go on line in 2010.

One might assume that all automated systems are the same, but in fact, there are differences that can be important.

The standard system the Bureau installs is the AWOS III. It reports all of the items in a METAR – time of observation, wind, visibility, sky coverage/ceiling, temperature, dew point and altimeter setting. The designator "A02" in the remarks portion of the observation

indicates the station has a precipitation discriminator that measures intensity and determines the difference between liquid and freezing/frozen precipitation. Some airports have opted to include thunderstorm reporting. Lightning strikes within 5 miles of the airport result in a report of a thunderstorm at the station (TS). Lightning strikes more than 5 miles, but less than 10 miles from the station, result



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in a report of a thunderstorm in the vicinity of the station (VCTS). Lightning strikes more than 10 miles, but less than 30 miles from the station, result in a remark of distant lightning (LTG DSNT).

If you look closely at a METAR, you will see that many include the prefix "AUTO" to indicate that the data is derived entirely from an automated system. If the "AUTO" is missing, it tells you a certified observer is augmenting the reports and will provide weather and obstruction to visibility information in the remarks section at the end of the METAR when the reported visibility is less than 7 miles. Also in the remarks of the broadcast report, you will hear density altitude reported when it exceeds field elevation by more than 1,000 feet.

So how do you know what systems can report thunderstorms, or when and where certified observers are augmenting reports, and where can you find the phone numbers and frequencies to listen to the reports? Much of this information is in the "Weather Data Sources" section of the Airport/Facility Directory, where the type of system and the radio frequency and phone number for each airport is listed. In addition, the Wisconsin Airport Directory and Pilot's Guide lists all of the systems in the Pilot Guide with their frequencies and phone numbers. Lastly, the FAA web site lists systems in all 50 states at http://www.faa.gov/airports_airtraffic/weather/asos/

The accuracy of current systems has improved over the first systems installed 20 years ago. The algorithms used to determine ceilings and visibilities have improved, and the ability to collect a constant stream of data at more locations than with human observers staffing locations has benefited the forecast and research communities resulting in improved forecasts.

It is interesting to look at how measurements are determined for each of the major weather features.



Wind – Wind speed and direction are measured every second, with a moving 2-minute average updated every 5 seconds. Gusts are reported if the difference between the highest 5-second average and 2-minute average exceeds 5 knots. Winds are reported as calm when they are less than 3 knots.

Visibility – AWOS systems determine visibility with a scatter meter that measures the amount of radiation scattered from a beam of light by particles in the air such as fog, rain, snow, or other airborne particulates. The system reports visibility in varying increments from less than one-half to one statute mile and never greater than 10 miles. The unit's algorithms are designed to respond quickly to rapid decreases in visibility. If a fogbank suddenly moves over the airport, dropping the visibility to near zero, the AWOS will drop to below VFR in one minute and to less than one-half mile within three minutes. However, under certain conditions erroneous readings can occur. For example, a localized patch of ground fog near the sensor can cause the AWOS to report a low visibility when in fact the prevailing visibility for the airport may be much better.

Clouds – To determine the base of clouds, a laser beam is pointed

directly overhead to reflect light off the base of any cloud overhead. The time for the beam to return to the ceilometer is measured and converted to an above-ground level height in increments of 100 feet for clouds below 5,000 feet, 500-foot increments for clouds between 5,000 feet and 10,000 feet, and in 1,000 increments for clouds above 10,000 feet. A new observation is created every minute based on the past 30 minutes of data, with the last 10 minutes weighted, enabling the system to report rapidly changing sky conditions. By weighting the data in this manner, the system will more accurately report rapidly changing sky conditions. While some pilots complain that an automated system "looks" at a narrow vertical slice of the sky, the time-averaged readings have proven to be useful, especially at night when human observers have a difficult time discerning clouds.

Remarks – Typical entries in the remarks section include density altitude, which is reported any time the density altitude is 1,000 feet or more above the airport's field elevation. In addition, at some airports the airport manager can record NOTAM information or local airport conditions at the end of each broadcast. For example, at Osceola, Wis., they comment on the glider activity at the airport as a reminder to be on the lookout for gliders in the vicinity of the airport and staging alongside the runways. Finally, automated stations with a precipitation discriminator are identified as AO2.

Weather decision-making is one of the most important skills a pilot can possess. Learning to read and understand METAR reports from automated systems located across the state enhances everyone's flight safety. In addition, the benefit of continuous weather reporting has helped improve weather forecasting, making the Bureau's AWOS program an outstanding success as we work to enhance aviation safety while fostering economic growth. □



J.A. Air Center Announces ZERO DOWNTIME

King Air Garmin G1000 Glass Cockpit Upgrade

CHICAGO/AURORA, ILL. – J.A. Air Center is proud to announce the new ZERO DOWNTIME King Air Garmin G1000 Upgrade. The option allows customers to continue flight operations while their aircraft are at J.A. Air Center’s facility. J.A. Air Center’s Garmin glass cockpit-equipped King Airs are available for customer use at direct operating cost per hour. J.A. Air Center also offers training in their aircraft during the installation period so that customers are proficient with the G1000 systems upon completion of the upgrade.

In January 2008, J.A. Air Center completed the installation of the first-production G1000 system in a King Air C90B. The G1000 integrated flight deck retrofit is now available for King Air 200/B200 series aircraft. The newest combination of added safety, value, technology, and reliability can now be installed as one completely integrated solution. While the aerodynamics and engine technology of the King Air have constantly evolved throughout the life span of the aircraft, perhaps the most dynamic advancement is the addition of the G1000 integrated flight deck.

The King Air G1000 Upgrade is fully backed by J.A. Air Center’s top-rated technical support team, minimizing downtime and unplanned costs. J.A. Air Center is committed to helping customers improve their aircraft’s safety, efficiency, and value. According to the Aircraft Bluebook, the G1000 adds approximately \$350,000 to the resale value of a King Air C90, and J.A. Air Center anticipates a comparable increase in value to the King Air 200/B200 series.

J.A. Air Center is now conveniently located at Chicagoland’s Aurora Airport (KARR). Ideally positioned to complete a King Air Garmin G1000 upgrade, J.A. Air Center’s new 150,000 sq. ft. facility is home to a full-service FBO capable of providing avionics, maintenance, parts, and charter services, as well as aircraft sales and corporate fleet hangaring.

Since 1965, J.A. Air Center has been serving the avionics needs of Chicagoland. Consistently ahead of the innovation power curve, J.A. Air Center has developed a unique partnership with Garmin in an effort to revolutionize business aviation. □



(TOP) J.A. Air Center, Chicago/Aurora, Illinois.

(MIDDLE) Garmin G1000 Glass Cockpit.

(BOTTOM) Beech King Air B200.

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Ryan and Britt Solverson with a Pilatus PC-12 they fly for a local business.



The Solverson brothers train Sport Pilots in antique Ercoupes, which qualify as "Light Sport Aircraft."

Customer Relations Is Everything To Wisconsin Flight School

by Dave Weiman

Britt and Ryan Solverson always wanted to have some sort of business, and not necessarily in aviation. But an opportunity arose in Reedsburg, Wisconsin to buy the flight center and fuel concessions, so they accepted the challenge.

"We figured two young guys in aviation had nothing to lose operating an FBO," says Britt Solverson.

"It also turned out to be a great opportunity to get experience, make contacts and network." They call their business **"Solverson Top Flight Aviation."**

They Had The Flying Credentials They Needed

Ryan Solverson, 33, holds a Commercial Pilot Certificate, and Flight Instructor-Instrument Certificate, and Multi-Engine Rating. In addition to owning Solverson

Top Flight Aviation, both brothers are corporate pilots and fly Pilatus PC-12s for a company out of Platteville, Wisconsin that cleans meat processing plants, nationwide. Ryan is also airport manager at Reedsburg Municipal Airport, and holds a Bachelor of Science Degree in Industrial Technology Management from the University of Wisconsin-Platteville. He worked as an engineer for 4 years while completing his pilot training at various flight schools throughout Wisconsin, and flew for a regional airline before getting into the FBO business. Ryan is married and the father of one child.

Britt Solverson, 30, holds an Airline Transport Pilot Certificate, and Flight Instructor-Instrument Certificate, and Multi-Engine Rating. He has a Gold Seal/Ground Instructor Certificate, and specializes in Sport Pilot and multi-engine flight training,

specializing in the Cessna 310. In addition to his type rating in the Pilatus PC-12, Britt is type rated in the Cessna Citation 500. He holds a Bachelor of Science Degree from the University of Wisconsin-Platteville in Industrial Engineering. Britt is married.

Britt received his flight training at different FBOs around Wisconsin. Much of his pilot/business experience was working for Duffy's Aircraft in Marshfield.

Solverson Top Flight Aviation has been in business for 4 years. The company provides flight instruction for all certificates and ratings, manages and flies corporate aircraft, and sells fuel and pilot supplies. The company employs three flight instructors and two line people, and operate a Cessna 172, and an Ercoupe 415C. For personal use, the Solverson brothers own a Luscombe 8A.

The Solverson brothers got their initial interest in aviation from their father, who is a retired Eastern Airlines pilot, and from just hanging out at the airport with him and his friends.

"It was no surprise that we became pilots," said Britt, *"and when we decided to buy an FBO, there was a lot of excitement from our family and friends."*

Britt feels that their business is special because of their customer interaction and loyalty.

"We feel we have learned as much from our customers as we have taught them," said Britt. *"We also specialize in sport pilot training and were pioneers in using an Ercoupe 415C for modern-day sport pilot training. We have trained over a dozen sport pilots and have helped purchase nearly as many Ercoupes for our customers."*

Typical Day At Solverson Top Flight Aviation

A typical day for the Solverson brothers starts at 7:00 am with students or corporate flying, or supervising employees on projects around the airport, including snow removal in the winter and mowing the grass in the summer.

"Every day brings experiences; luckily, way more good than bad," said Britt. *"You think you know a lot about business, but actually running one is more of a challenge than one could ever imagined. There's a lot to do, and there's a lot to know, beyond one's expertise in the flight department."*

Ryan believes that the single most important issue facing the aviation industry today is the proposal to establish "user fees."

"I think user fees would ruin small operators like ours," said Ryan.

Another concern of his is the "cost of insurance."

"I would like to see insurance become more affordable," said Ryan. *"I feel this would reduce the cost of*

flying. I would also like to see aviation careers become a better paying field."

Ryan feels that in order for the industry to become more profitable, it will have to make flying fun, and flight schools like Solverson Top Flight Aviation will need to continue to strive to provide quality training. He said: *"We need to inspire people to learn to fly!"*

Ryan Solverson encourages his fellow fixed base operators to work hard and be approachable to their customers.

"Have fun with them and joke around with them," said Ryan. *"This type of camaraderie has served us well, and it can serve you well, too."*

Other operators at Reedsburg Municipal Airport include T.C.'s Aircare (aircraft maintenance), Euroair Aviation (aircraft paint shop), and Aero Paradise (aircraft interiors). *"Each of the businesses on the field complement one another, and we work well together,"* says Britt.

Britt Solverson is the president of the Wisconsin Aviation Trades Association (WATA), an association of Wisconsin aviation businesses, including flight schools, full-service

fixed base operators, aircraft and aircraft parts manufacturers, insurance companies – essentially anyone who provides goods and services to the Wisconsin aviation community.

Britt feels strongly that WATA needs to be the vehicle for aviation business leaders to share ideas to promote flying.

"What's good for one FBO, is good for another," said Solverson. *"Together, we can have an impact on increasing the number of pilots, and this we must all do if aviation is to grow. Networking and making contacts means everything!"*

Britt Solverson says that he and his brother really try to get young people involved in aviation. *"We tell them there are many ways to pursue an aviation career. We encourage them to get a four-year college degree, but to do so responsibly by avoiding getting deep into debt."*

For additional information on Solverson Top Flight Aviation, LLC, contact Britt and Ryan Solverson at 608-524-2322, or email Britt at bsolverson@gmail.com, or Ryan at navigator_54665@yahoo.com (www.topflightaviationllc.com). □

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Field of Dreams Airshow Grows In Numbers, Fly-In Aircraft & Spectators

Geoff Sobering



Dave Weiman



Geoff Sobering

HINCKLEY, MINN. – The Field of Dreams Fly-In & Airshow enjoyed record attendance, July 12, in Hinckley, Minnesota, and for the first time, the show charged a gate admission. The pilot-in-command of aircraft that flew in, received free admission to the show and free breakfast.

To help cover expenses, and to instill a sense of “value” in the show, airport owner Brian Weidendorf decided that he would begin charging a nominal gate fee of \$5.00 per person.

Other air shows, which began as free events, including the EAA Fly-In Convention, now EAA AirVenture in Oshkosh, Wis., saw an increase in attendance when they started charging admission to help defray the cost of insurance beginning in the 1950s. Attendance increased as a result, because it is believed that the general public perceived greater value in an event that was not free. Still, Weidendorf is the main backer of the show, and feels that it is important in keeping the community connected to the airport, and to promote his aircraft maintenance and fuel sales. 100LL was selling competitively that day at \$3.65 per gallon.

The light rain that fell just prior to the show was enough to keep the dust down, but not enough to keep pilots from flying in. All cleared for a sunny air show!

Featured performers included award-winning Dave Dacy of Harvard, Illinois, with his 450 Super Stearman (Model 75) and wingwalker, Tony Kazian. Kazian is the second generation of wingwalkers, following in the footsteps of his father, Johnny Kazian, who dazzled crowds atop the wings of the late Jimmy Franklin’s Waco, then later on Dacy’s Stearman.

Dacy and his air show troupe consisting of his brother, Phil Dacy (announcer) and Phil’s wife, Julia (producer); Dave’s sister, Susan Dacy, also a 450 Stearman performer and a captain with United Airlines; and Tony Kazian, received the 2007 “Bill Barber Award For Showmanship.”

There’s no mistake of the roar of a Stearman biplane, and Dacy brought the masses to their feet more than once.

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Dave Weirman



Geoff Sobering

(OPPOSITE PAGE): Greg Koontz, performs an inverted ribbon cut.

(ABOVE): Pilot Dave Dacy flies his 450 Super Stearman with wingwalker Tony Kazian.

(RIGHT): Mike Niccum flying his Staudacher S-300D.

Geoff Sobering

Another first-time performer of the show was Mike Niccum of Webster, Minnesota, flying a Staudacher S-300D unlimited aerobatics monoplane. Niccum, an aircraft mechanic by trade, has competed in the World Aerobatic Contest representing the United States on the United States Advanced National Team.

Returning for his second year was Greg Koontz of Ashville, Alabama, in his Super Decathlon. In addition to flying a stunning aerobatic performance, Koontz executed an inverted ribbon cut 15 feet above the ground, which added variety to the show.

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Dave Weiman



Dave Weiman



Geoff Sobiering



Peggy Weiman



Dave Weiman

(CENTER LEFT): Field of Dreams airport manager, Matt Johnson, being interviewed by air show announcer Wayne Flury.

(TOP RIGHT): Dave Dacy & Tony Kazian visiting with air show fans.

(LOWER RIGHT): Spectators rode in, drove in and flew in.

Building the momentum and excitement of each performance was air show announcer, Wayne Flury of Buffalo, Minnesota. Every air show, no matter how small, needs a professional announcer to interpret the maneuvers, interview organizers and sponsors, and build the excitement, and Flury did exactly that at Hinckley!

Field of Dreams airport (04W) is open to the public, and the fixed base operation, Eagle Air, also owned by Weidendorf, has 100LL self-service fuel, flight instruction, aircraft rental, hangar storage and air charter. The runway is 2,754 X 75 feet and paved with pilot-controlled lighting on 122.9.

Field of Dreams is conveniently located 1 mile north of Grand Casino-Hinckley and its golf course (www.grandcasinomn.com).

For additional information about Field of Dreams and recreation in the area, contact the airport manager, Matt Johnson, at 320-384-6667 (www.fieldofdreamsairport.com).

As the name implies, Field of Dreams was the dream of recreational land developer, Brian Weidendorf (www.landcabins.com).

When the town of Hinckley closed its airport, Weidendorf felt that the community still needed a public-use airport, and built Field of Dreams in September 2004. □

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ABC Supply Southern Wisconsin Airfest

FLY-INS & AIR SHOWS

Story & Photos by Geoff Sobering



Mike Wiskus makes a pass in the Lucas Oil Pitts with Rich's Incredible Pyro in the background.

The 2009 ABC Supply Company Southern Wisconsin Airfest in Janesville, Wisconsin, May 29-31, pulled an estimated crowd of 50,000 fans. The Navy's Blue Angels were the headliner act. Rounding out the show was an outstanding collection of military and civilian performers with high-energy aerobatics covered particularly well.

For the traditionalists who think all aerobatic airplanes should have two wings (and be painted red), Mike Wiskus brought his bright red and white Lucas Oil Pitts S-1-11B with its Barrett Performance Lycoming IO-540 engine. This plane can roll and climb with the best of them and Wiskus really knows how to get the most out of it.

The newest aircraft design at the show was Greg Poe's MX-2. Poe is sponsored by Fagen, Inc., a builder and operator of ethanol plants, so not only is his all-carbon airplane state-of-the-art, but the ethanol fuel he uses

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(LEFT TOP/BOTTOM) Susan Dacy in her 450 Stearman 'Big Red.'
 (TOP RIGHT) Mike Wiskus in the Lucas Oil Pitts S-1-11B.
 (BOTTOM RIGHT) Thousands of cameras in action.

in his Lycon-built IO-540 is also on the cutting edge of technology.

Another high-performance plane (and pilot!) at the show was Patty Wagstaff, flying her Cirrus-sponsored Extra-300S.

For the folks who like traditional barnstorming aerobatics, Janesville local Susan Dacy rolled her Super Stearman, "Big Red," out of its hangar and put it through its paces for the crowd.

A real treat this year was Vlado Lenoč and his P-51 Mustang "Moonbeam McSwine." At most airshows, Lenoč only flies in the "Heritage Flight," alongside a modern U.S. jet fighter, like the F-15, F-16, or F-22. At Janesville this year, he also performed his solo aerobatic routine. For people who love the unique sound of the V-12 Merlin engine and the classic lines of the P-51, this was a very special experience. Vlado Lenoč is known for his precise piloting, and all of his performances were absolutely perfect!

Fans of a different sound, jet engines, weren't forgotten by Airfest organizers, either. Of course the six F-18s of the U.S. Navy Blue Angels were the main attraction, but the U.S. Air Force Viper East F-16 demo team was also present. And, of course, with an Air Force jet and Vlado Lenoč's P-51 at the same airshow, there had to be a Heritage Flight. Personally, I think the simple formation passes in the Heritage Flight are one of the most enjoyable parts of any airshow.

It's almost inconceivable that an airshow in southern Wisconsin wouldn't have dramatic pyrotechnics, courtesy of the 2003 Art Scholl Showmanship Award recipient, "Rich's Incredible Pyro." Owners/producers, Rich and Dee

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(L/R) U.S. Navy Blue Angels; U.S. Army Golden Knights in a twilight show; and Vlado Lench performs a "Heritage Flight" in his P-51 Mustang with a U.S. Air Force F-16 Falcon.

Gibson, were not out to set any world records at Janesville this year, but even their "run of the mill" effects are quite spectacular.

At Airfest, Rich's explosions set the backdrop for Les Shockley's Super Shockwave jet-truck. First, Jeremy Fields, Super Shockwave's driver, ran the truck around the show area, creating clouds of smoke and spitting fire out of the afterburners attached to the two Pratt & Whitney J-34 jet engines. While this was going on, Mike Wiskus buzzed around in his Pitts harassing him. Then Fields lined up at the end of the runway and waited for Wiskus to come by and they raced down the runway. I wasn't keeping score over the weekend, but I think they were pretty closely matched.

Parachute demonstrations are a necessity at any airshow. This year Airfest organizers weren't content to have just one team. Both the U.S. Army Golden Knights and the U.S. Navy Leap Frogs parachute demonstration teams were there. The two teams complement each other nicely, since the Golden Knights are known for their free-fall formations, while the Leap Frogs specialize more on "canopy work," formations with the parachutes open. The two teams also collaborated on a couple of

jumps, with formations made up of members of both teams together.

Airfest is a real three-day event, starting with a Friday afternoon practice show that's not nominally open to the public, although there seemed to be quite a few people

watching from the terminal building and around the airport. Later Friday evening, there is a public twilight performance; this year it was a "per car" admission price. Quite a few fans showed up; the entire flightline was

CONTINUED ON PAGE 62



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Price County Holds Largest Ever Fly-In & Airshow!

(L/R): Wesley Hakari (FAA), Mike Love (Performer), Pete Tallarita (Performer), Joe and Cheryl Dooley (Airboss), Chris Hallstrand (Airport Manager), Bonny and Duane Grube (Harbor View Pub & Eatery), and Darrel Massman (Performer).



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PHILLIPS, WIS. – Organizers of the Price County Fly-In & Airshow at Price County Airport (PBH), Phillips, Wisconsin, were pleased



Mike Love let kids get a close-up look at his Yak-52.

with the number of spectators that attended, and with the number of aircraft that flew into the event, July 3-4. The event, which was first held in 1990, added a twilight airshow Friday, July 3. The airshow featured airshow performers Darrel Massman of Waupaca, Wis., flying a Panzl unlimited aerobatic-class monoplane; Mike Love of Middleton, Wis., flying a Yak-52; and Pete Tallarita of New Richmond, Wis., flying a Pitts S-2B.

The fly-in breakfast was held at the *Harbor View Pub & Eatery* located next to the airport on Long Lake. In addition to aircraft landing at the airport, floatplanes docked at the Harbor View.

Airport manager, Chris Hallstrand, said that the airport had the largest turnout in the history of the fly-in. Plans are to expand the event to incorporate other community events on the Fourth of July weekend.

Hallstrand said that the fly-in and airshow is the one time of the year the airport can showcase to the public, and let people know how it impacts



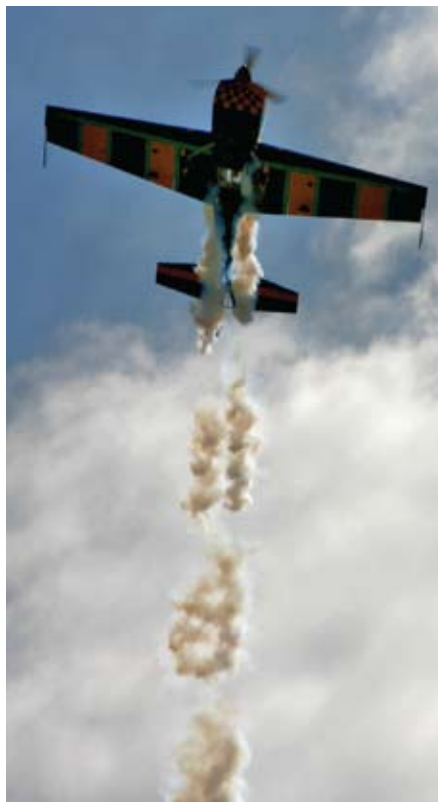
Fans look inside Darrel Massman's Panzl.



Pilots parked their floatplanes outside the Harbor View Pub & Eatery,

them. The airshow was free to the public, and sponsored by the airport, Phillips Area Chamber of Commerce, and local businesses, including Harbor View Pub & Eatery.

In addition to being the airport manager at Price County Airport, Hallstrand is a crew chief on a C-130 Hercules with the Minnesota Air National Guard based at Minneapolis-St. Paul International Airport. He is also a volunteer fireman, and served on the Ogema, Wis. Town Board from 2007-2008. Hallstrand has been the airport manager since 1994.



Rick and Rosie Zahasky of Decorah, Iowa, flew in and camped under the wing of their 1973 Piper Challenger. The week before, they were at Three Lakes, Wis. (40D) for their fly-in. Each weekend, the Zahaskys fly to a different destination in the Midwest.

Monitoring the show for the

Milwaukee FAA Flight Standards District Office was Wesley Hakari of Luxemburg, Wis. Hakari is the nephew of the late Charlie Hillard, who was the leader of the Eagles Aerobatic Flight Team.

The air boss for the show was Joe Dooley, the "Flying Irishman" of Hutchinson, Minn. □

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Kyle Franklin in his Super-Cub.



(TOP PHOTO) Michael Goulian and his Extra 300SC.

John Mohr in his 220 hp Stock Stearman.

Story & Photos by Geoff Sobering

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The 2009 “Thunder on the Lakeshore” air show in Manitowoc, Wisconsin, June 5-7, was large enough to attract some fantastic performers, yet small enough that almost everything was right in front of the crowd all weekend. This year, Curt Drumm of Lakeshore Aviation and the show organizers, brought in the 2006 “Art Scholl Memorial Showmanship Award” recipient, Michael Goulian, and his



Jim Maroney & his Super Chipmunk.



John Mohr & his Stock Stearman.



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brand new Extra 330SC for fans of high-energy aerobatics.

At the other end of the airplane performance spectrum was John Mohr with his 220 hp Stock Stearman biplane. John is a long-time regular at Thunder on the Lakeshore, and also the recipient of both the “Art Scholl Memorial Showmanship Award,” and “Bill Barber Award For Showmanship.” In addition, Smithsonian’s Air and Space Magazine named John Mohr one of the top-10 airshow performers in 2007.

Jet fans weren’t forgotten either. The Air Force’s Viper East F-16 demo team, and the Navy’s F-18 East demo team, both tore up the sky around the airport. Two classic jets also flew. Fowler “Big Dog” Cary brought his T-33 painted in the colors of the U.S. Air Force Thunderbirds, and Jerry “Jive” Kerby flew it in the shows. Bruce Anderson flew his Fuga Magister CM170. Both jets were also part of the static displays.

For “something completely different,” Kyle Franklin and his “Flying Circus” (Brandon Spain and Andy Roso) did their unique motorcycle-to-plane transfer using Kyle’s Super-Cub. Kyle and company also performed his fun wingtip-dragging comedy act.

Steve Fallon’s Pitts SIS and Jim “Fang” Maroney’s Super Chipmunk rounded out the aerobatic performers.

The Traverse City (Michigan) Coast Guard Station sent over one of their HH-65C “Dolphin” helicopters for static display and to do an airborne “Search and Rescue” (SAR) demonstration. Not all of the show was in the air: Neal Darnell ran his

350 mph jet-pickup around the airport producing very dramatic smoke and fire. He then raced Michael Goulian’s Extra down the runway.

Every airshow has to have a parachute demonstration, and the U.S. Army Golden Knights are one of the best. In addition to all the heavier-than-air craft, a number of hot-air balloons also attended.

In addition to the flying acts, there were a number of planes on static display throughout the weekend. Jeff Batzer from Oshkosh flew Rick Van Der Loop’s rare Nord 3203 trainer down from Green Bay. Mike Weinfurter and his wife Sam brought their unmistakable bright-orange L-19 Birddog. Paul Keppler and Jim Allen flew in with a pair of beautifully restored T-33 trainers, each painted as they were when flown by the Canadian Air Force (one in camouflage and one gray). The B-25 “Miss Mitchell” from the Southern Minnesota Wing of the Commemorative Air Force was on hand giving rides, as well as on static display. Flying Miss Mitchell was Kurt Koukkari. The FAA’s Oklahoma City office flew in their “retired” (but beautifully restored) DC-3, N-34, for the weekend, too.

Thunder on the Lakeshore always begins with a Friday evening practice show for sponsors and other VIPs. After the airshow, there is a party; this year the weather cooperated and allowed the hot-air balloons to setup for a “Balloon Glow” at the airport.

The balloons are firmly tethered to their support vehicles and dramatically illuminated by flames from the burners.

Unfortunately, the clouds rolling

in Friday evening were a harbinger of cooler temperatures, overcast, and drizzle on Saturday. Luckily the ceiling remained high enough for almost all the performers to fly. Sunday started out cold and windy with an 800-foot ceiling. Nevertheless, “the show must go on” and the organizers brought out a number of acts that were not limited by the low clouds.

The crowd was also pretty amazing. The flight-line was packed all morning, although at times it looked more like fans at a Green Bay Packers game; they never gave up. First up was model rockets; Eric Cayembert and his father Tom launched two large rockets (one well over 6 feet long that was built by students at Cabrini Middle School in Manitowoc). Next, the Coast Guard’s HH-65C helicopter took off for their SAR demo. Unfortunately, just as they got started, there was a minor mechanical malfunction with the Dolphin and they had to land. Thankfully, Neal Darnell and his crew chief (and wife), Marilyn, were able to fire-up the jet truck and entertain the crowd. As the afternoon progressed, the temperature and the ceiling increased, so by about 2:00 pm, it was clear enough that all of the performers were able to fly their complete routines.

Some of the jet aficionados were disappointed that changes in the FAA airshow regulations in the past few years made it necessary to shift the “jet box” at Manitowoc to the north, so the aerobatic portions of the F-16, F-18, and T-33 performances are a bit far away from show center. The high-speed and “banana” photo passes

CONTINUED ON PAGE 62

Wings Over Waukesha – A Salute To Veterans...

One Man's Tales of His Experiences During World War II

WAUKESHA, WIS. – Military veterans knew they were appreciated when “Wings Over Waukesha” was held June 19-21 in their honor at Waukesha County Airport, Waukesha, Wis.

Wings Over Waukesha was a non-profit event generously sponsored by local businesses, such as Skycom Avionics, Atlantic Aviation and Harley Davidson. Proceeds went to support the Experimental Aircraft Association, and the Wisconsin Wing of the Commemorative Air Force.



EAA's B-17 Bomber. “Aluminum Overcast.”

Lt. (ret) Doug Holt.

Photos by Michael Lotzer

The Experimental Aircraft Association’s B-17 Bomber, “Aluminum Overcast,” was the main attraction, and was supplemented by warbirds owned by local pilots. EAA’s chief pilot, George Daubner, and copilot, Tony Manzo, flew the B-17.

The U.S. Army hosted a deployment ceremony June 21 for their 452nd Combat Support Hospital unit, which deployed the following day. The Civil Air Patrol, local Boy Scouts, and Wisconsin National Guard were involved with displays, including Blackhawk helicopters. Orion Flight Services, Oshkosh, Wis., displayed their Citation XLS. The Lakeland RC Modelers showcased radio-controlled aircraft. But Wings Over Waukesha was all about recognizing our veterans like Lt. (ret.) Doug Holt of Milwaukee, Wisconsin, who flew B-17s at age 18 during World War II. Holt took a ride in Aluminum Overcast, and seemed to shed about 20 years as he climbed around inside the aircraft with the vigor of the 19-year-old recruit that he was in 1943. With only 100 hours of B-17 flight experience, Holt flew 35 missions in Europe.

Holt has written a book called “Lucky Dog,” which chronicles his experiences beginning on December 7, 1941, when the Japanese bombed Pearl Harbor. Holt was just 17 years old and a senior in high school. He recalls that a Navy pilot who had flown in the Pacific was the featured speaker at his graduation ceremonies in June of 1942, so that is what inspired him. But when Holt went to enlist,



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(L/R): EAA chief pilot, George Daubner, with John Lotzer, President, Gran-Aire, Inc., Milwaukee-Timmerman Airport.

the Navy rejected him because he was too short and didn't weigh enough at 110 lbs. Finally in 1943, Holt was accepted into the Army Air Corps and he was off to Fort Sheridan, Illinois for orientation, and then to the U.S. Army Air Corps Classification Center at Nashville, Tenn., and to Maxwell Field in Alabama to begin ground school, and later to Harrell Field in Camden, Arkansas to begin primary flight training in 220 hp Stearman biplanes.

Holt went on to the Walnut Ridge Army Air Field in Walnut Ridge, Arkansas for basic flight training, flying the 450 hp BT-13 Vultee "Vibrator," and concentrated on instrument flying, night cross-country, aerobatics, and formation flying. He received advanced flight training in Beechcraft AT-10 and Curtiss AT-9 twin-engine aircraft at Blytheville Army Air Field in Blytheville, Arkansas. From there, Holt received his orders for Great Bend Army Air Field, Great Bend, Kansas, and joined the Tow Target Squadron where he flew B-17s towing target socks for B-29 gunners to practice shooting at.

Holt completed combat crew training at Sioux City Army Air Field, Sioux City, Iowa, and found himself assigned as a replacement copilot on two crews already half way through their combat crew training in B-17s.

On June 7, 1944 (one day after the D-Day invasion in Europe), Holt

got his orders to proceed by train to the Kearney, Nebraska Army Air Field where there were brand new aluminum B-17Gs waiting for them, fresh from the factory. Holt and his fellow pilots flew the aircraft to Grenier Field, Manchester, New Hampshire, and then to England.

Holt flew 35 missions as a copilot with the 381st Bomb Group-534th Squadron based at Ridgewell, England, and his writings of each mission in his diary are covered in his book.

After leaving the European Theater, Holt was reassigned to the Army Air Force Proving Ground Command at Eglin Field, Florida, and he flew a B-25 Mitchell Bomber to Milwaukee, Wisconsin, landing at Curtiss-Wright Field, which is now Milwaukee-Timmerman Airport.

On September 8, 1945, Holt

reported to the Separation Center at Camp McCoy, Wisconsin. He had just turned 21 years old and wanted to go to college on the GI Bill. He went on to become an engineer and fly general aviation aircraft, including the Piper Comanche, Cessna 150 and 152, and a 1948 Piper PA-17 Vagabond, which he owned.

"In the over 60 years since World War II, I have had many occasions to reflect on the 'why?' of this terrible conflict," said Holt. He describes working with former German and Japanese soldiers and civilians, and meeting victims of the war, namely Hiroshima.

Holt states at the end of his book. "I continue to be concerned by the number of civilian casualties in wars and see war as a failure of the politicians to find an alternate solution." □




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Iowa Aviation Industry News



Howard Gregory



John Lowe

Des Moines Flying Service.... Serving The Midwest Since 1937

DES MOINES, IOWA – Des Moines Flying Service, Inc. was founded on Des Moines Municipal Airport in Des Moines, Iowa, in 1937 and acquired by Howard Gregory in 1939.

In 1987, Des Moines Flying Service was sold to Van Dusen Airport Services, which later became Signature Flight Support. The ongoing aircraft sales company was named Gregory Aviation Company, and was owned and operated by the Gregory family.

On January 1, 1994, the Gregory family acquired the aircraft service, avionics and parts departments back from Signature, more closely aligning them with their aircraft sales business. Since this acquisition, the company has once again been renamed Des Moines Flying Service (DMFS).

Des Moines Flying Service has been affiliated with Piper Aircraft for 70 years and has sold literally thousands of new and used Pipers and other makes all over the world. As a factory-direct Piper Cheyenne turboprop dealer, DMFS has sold more new and used Cheyennes than any other dealer in the world.

Also, since the beginning of the Malibu addition in 1984, DMFS has sold 100 aircraft to date. Additionally, the company has sold 40 turbine-powered Meridians since 2001.

Today, DMFS is an exclusive Piper dealer for Iowa, Minnesota, North and South Dakota, Nebraska, Wisconsin and Northern Illinois. Their Piper Service Center is considered one of the largest in North America. Additionally, ASI Jet Center is DMFS's Piper sales and service affiliate at Flying Cloud Airport in the Minneapolis, Minnesota suburb of Eden Prairie.

Des Moines Flying Service has a second Piper Aircraft dealership and service center at the Chicago/Aurora Municipal Airport by the name of "Chicago Piper."

In August 2006, Piper Aircraft, Inc. entered into a business alliance with Honda America to help sell and support the all-new HondaJet. Out of this association, DMFS was selected to be one of five dealers to sell the HondaJet exclusively in 12 Midwestern states including: Illinois, Wisconsin, Iowa, Minnesota, North/South Dakota, Nebraska, Kansas, Missouri, Indiana, Michigan and Ohio. The company operating under the trade name "HondaJet Midwest" has signed a 30-year lease at the Aurora, Illinois airport and will begin building a new facility in 2010.

DMFS's sales, maintenance, avionics and parts departments are focused on selling and supporting an array of general aviation aircraft including Piper, Beech, Cessna Citation and Learjet.

In addition to providing complete general aviation maintenance services, DMFS is contracted to take care of the airline maintenance needs in Des Moines on an "on-call" and scheduled basis – 24-hours a day, seven days a week. DMFS is currently contracted to provide this service to 18 air carriers in Des Moines.

Howard Gregory and his son-in-law, John Lowe, own and operate all three businesses: Des Moines Flying Service, Chicago Piper, and HondaJet Midwest. Lowe is president and CEO. Other sales associates include Dee Price, Jack Peter, John G. Lowe, Don Jay, and Chris Siberz. For additional information call 800-622-8311 (www.dmfs.com) or 877-686-0028 (www.hondajetmidwest.com). □



Mead & Hunt Named ACEC National Finalist

MADISON, WIS. – Mead & Hunt, with headquarters in Madison, Wisconsin, and offices nationwide, received an ACEC National Engineering Excellence Finalist Award in April. Mead & Hunt earlier received the ACEC California Engineering Excellence Honor Award, which led to the national award nomination.

The San Luis Obispo County Regional Airport hired Mead & Hunt to design an 800-foot runway extension and Runway Safety Areas (RSAs) that met Federal Aviation Administration (FAA) standards. Mead & Hunt planned for Engineered Material Arresting System (EMAS) beds at either end of the primary air carrier runway. The resulting reduced length of the RSA allowed the runway extension in severely limited space. Initial project alternatives were too costly, presented environmental concerns, and would have been too time-consuming. This creative planning has provided a viable alternative for developing airports facing similar challenges.

“This project for the San Luis Obispo County Regional Airport presented a unique set of challenges. We realized it would be a complex and demanding job, requiring the full resources and capabilities of our firm. The talented and dedicated professionals at Mead & Hunt delivered, exceeding our client’s expectations,” says Michael Shutt, Project Manager.

EMAS beds allow natural deceleration as aircraft landing gear crushes them and rolls through. In the rare case of an overrun, risks of passenger injury and plane damage decrease significantly. Mead & Hunt’s design and installation saved time and money, enhancing social and economic development. Jon Faucher, Vice President, comments, “It’s a great honor to receive the award and

recognition from a well-known and respected organization like the ACEC. Especially considering that it comes from a jury of our peers, and we were recognized both at the state and national levels for our innovative, high-quality work.”

Mead & Hunt is a consulting firm that provides professional services in architecture, historic preservation, transportation, municipal infrastructure, and water resources engineering to clients throughout the United States. This well-recognized firm employs about 400 professionals nationwide.

ACEC is a national organization devoted to government advocacy and education necessary to strengthen the business environment for more than 5,700 engineering companies. ACEC’s annual Engineering Excellence Award competition may only be entered by engineering consulting firms that have already won at a state chapter level. □

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Illinois Aviation Hall of Fame 2009



(L/R): Susan R. Shea, Ph.D, Thomas E. Lowe, Ken Jeep, Gene Eldon Hammond, E. Allan Englehardt, Howard Levinson, Verne Jobst, and Walt Kessler. *Ted Koston Photography*

PEORIA, ILL. – The highlight of the Illinois Aviation Conference each year is the Illinois Aviation Hall of Fame banquet held the evening of the last day of the conference.

Inductees accepted plaques presented by Walt Kessler, President of the Illinois Aviation Hall of Fame, and Verne Jobst, the master of ceremonies of the investiture ceremonies. The plaques were signed by Governor Pat Quinn; Susan R. Shea, Ph.D, Director of the Illinois

Division of Aeronautics; and Walt Kessler.

Inductees for 2009 included E. Allan Englehardt, Eldon “Gene” Hammond, Tom Lowe, and Howard Levinson.

E. Allan Englehardt retired from United Airlines as a Boeing 777 captain. He is an accomplished pilot, Gold Seal Flight Instructor, and an FAA Designated Pilot Examiner. He has conducted weekend ground schools, flight instructor refresher

clinics, and established an annual Flight Instructor Standardization Conference, which is in its 14th year.

Howard Levinson is a Medinah Shriner Aviator, and has volunteered many hours to fly young burn victims and their parents to medical facilities at no charge. He is an active member of the Palwaukee Airport Pilots Association at Chicago Executive Airport and has served as a safety counselor for the FAA.

Thomas E. Lowe co-founded the National Stearman Fly-In in Galesburg, Illinois with Jim Leahy. The event has grown from 19 aircraft at its first fly-in to 150 today. Lowe is a retired United Airlines Boeing 747 captain, and was a captain in the U.S. Air Force, where he flew combat missions in Viet Nam.

Eldon “Gene” Hammond is a lifetime member and an officer in the Soaring Society of America. He was the co-founder of the Soaring Safety Foundation and has authored several articles on soaring and glider safety. He also wrote Part 61 of the Federal Aviation Regulations for glider pilot certification and has worked on the protection of airspace for glider pilots. He retired from United Airlines as a captain. □

Pioneer Minnesota Pilot Passes On



Loren Schiebe with his Cessna 180 N5273E on floats at Lake Sarah, Minn.

BUFFALO, MINN. – Loren Schiebe, an active pilot for over 55 years, passed away on June 7, 2009. Loren served as President of the Minnesota Seaplane Pilots Association twice and remained active with the MSPA until his death. He also belonged to AOPA, EAA Chapter 878, and numerous community organizations. He was a U.S. Army veteran of the Korean war-era and charter member.

He soloed in an Aeronca Champ at Crystal Airport in the early '50s,

received his Private Pilot Certificate and earned his seaplane rating five years later. Schiebe was an expert on floats and skis as well as classic aircraft. He freely offered his advice to fellow aviators.

In May 2007, the FAA awarded Schiebe the FAA “Wright Brothers Master Pilot Award” for over 50 years of safe flying.

Schiebe is survived by his wife, Arlaine, son Alan, two grandsons, and daughter, Mary. □

Margaret “Peggy” LoPresti

VERO BEACH, FLA. – Margaret LoPresti, 79, died July 17, 2009. She was born in Jersey City, N.J., and lived in Vero Beach, Fla. for 21 years.

Peggy was the chairman of the

board of LoPresti Speed Merchants and LoPresti Aviation of Vero Beach and Sebastian. Survivors include her daughter, Amy Walsh of Allen, Texas; sons, Curt, Jim, Roy and David, all of Vero Beach; and 11 grandchildren. She was preceded in

death by her husband, Roy LoPresti, former president of Mooney and Piper Aircraft Companies, and cofounder of the LoPresti aviation companies.

A guest book may be signed at www.lowtherfuneralhome.com. □

Randy Babbitt – Our New FAA Administrator

WASHINGTON, D.C. – Randy Babbitt was sworn in as the FAA's sixteenth administrator on June 1. Babbitt comes to the FAA from Oliver Wyman, an international management consulting firm where he served as partner.

A veteran pilot and internationally recognized expert in aviation and labor relations, Babbitt is no stranger to the FAA. He has been a member of the agency's Management Advisory Council since 2001. In that capacity, he provided guidance to the FAA Administrator on a variety of topics, ranging from air traffic modernization to regulatory policy. He was chairman of the council from 2004-06.



Randy Babbitt

He also was appointed by DOT Secretary Mary Peters to be a member of a special Internal Review Team to assess safety oversight within the airline industry and the FAA.

Babbitt had been the founding partner of the aviation consulting firm Eclat Consulting in 2001, and was the President and CEO until Eclat was acquired by Oliver Wyman in 2007.

Babbitt began his aviation career as a pilot, flying 25 years for Eastern Airlines. A skilled negotiator, he served as President and CEO for the Air Line Pilots Association (ALPA). While at ALPA, he championed the "One Level of Safety" initiative implemented in 1995 to improve safety standards across the industry. He also promoted the international expansion of ALPA through a merger with the Canadian Air Line Pilots Association in 1997. He was recognized by Aviation Week & Space Technology magazine with the Laurels Award for outstanding achievement in the commercial air transport industry. □

Wisconsin Flying Farmers Man & Woman Of The Year

OREGON, WIS. – Phil and Carol Peterson of Oregon, Wisconsin, have been named the "Wisconsin Flying Farmers Man & Woman of the Year" for 2009.

The Petersons have a private airstrip on their farm, and own and fly a Piper Archer. Anyone interested in aviation and agriculture is eligible for membership in the Flying Farmers. For additional information on a chapter in your state, call 608-835-3768. □

Piper Aircraft Acquired by Imprimis To Secure New Growth Opportunities

VERO BEACH, FLA. – Piper Aircraft, Inc. has announced that its owner, American Capital Ltd. (Nasdaq: ACAS), has sold its 100 percent stake in the company to Imprimis in a private transaction that aims to secure the long-term success of Florida's 72-year-old general aviation aircraft manufacturing company. Imprimis is a corporate finance and investment management firm that operates from its offices in Bangkok, Singapore and Brunei Darussalam.

Imprimis intends to invest significant capital in Piper's current operations to strengthen its position in its traditional markets and support the development of key new products such as the "PiperJet." Imprimis was drawn to Piper because of the significant potential that it sees for Piper to expand its activities into new markets in the Asia Pacific,

which is expected to experience steady growth for two- to six-seat aircraft over the next five years, in part due to shifting demographics and increasing demand for pilot training from training schools and flying clubs (commercial and private). Outside of long-term plans for growing market share in Asia, the new shareholders are committed to keeping Piper's headquarters, production and product development facilities in Vero Beach, Fla.

One of three major U.S. manufacturers of general aviation aircraft, Piper currently manufactures seven models: the Warrior III, Arrow, Seminole, Seneca V, Matrix, Mirage and Meridian. The company is also developing the PiperJet (www.piper.com). □

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AUGUST 2009

- 1 SHAWANO (3WO), Wis. - Breakfast & Car Show 8am-2pm. 715-524-2139.
- 1* CENTERVILLE, IOWA - Supper 5-8pm. 641-437-4580. *Rain Date 9th.*
- 1-2 OSHKOSH, Wis. - EAA AirVenture at Wittman Regional Airport. 920-426-4800. www.airventure.org
- 2 RED WING, MINN. - Breakfast 7am-Noon.
- 2* LONGVILE (XVG), MINN. - Pancake Breakfast & Classic Car Display. 8am-Noon. 218-363-3247.
- 2* CRESCO, IOWA - Breakfast 7:30am-Noon. 563-547-3434.
- 7-9* WEBSTER (1D7), S.D. - Light Sport & Ultra Light Fly-In. wjwms@abe.midco.net
- 8 RICE LAKE, Wis. - Pancake Breakfast 7am-1pm. Lunch 10am-1pm. Aerobatic Flying 11:00pm. Static Displays, Fire, Police, EMS & Medical Helicopters. 715-458-4400. (Fuel Special)
- 8 BOULDER JUNCTION (BDJ), Wis. - Musky Day Land & Sea Fly-In 9am-4pm. 715-385-2979. www.payzersplace.com
- 8 WEST BEND (ETB), Wis. - NJP (not just pancakes) Fly-In 7-9:30am. 262-338-8411.
- 8 ELBOW LAKE (Y63), MINN. - Pride of The

- Prairie Ribeye Steak Sandwich 9am-1pm. In conjunction with Flekkesfest. 218-685-6594. *Rain Date 9th.*
- 8-9 PLYMOUTH (C65), IND. - Michiana Fly-In. Camp at the airport. Breakfast, Lunch & Supper. www.lightssportrepair.com 574-948-0065.
- 8-9 MILACA, MINN. - Fly-In/Drive-In 8th - Food & Entertainment Starting at Noon, Pig Roast 5pm & Live Band 6pm followed by Movies. 9th Pancake Breakfast. Camping Available 320-492-8246 / 982-1808.
- 9 WALKER (Y49), MINN. - Tri-County CAP Pancake Breakfast 7:30am-12:30pm. 218-652-2700.
- 9 GLADWIN (OM11), MICH. - Sugar Springs Airport Fly-In 7:30-11:30am. (989) 426-4391.
- 9 CHETEK (Y23), Wis. - Annual BBQ Charity Fly-In at the Chetek-Southworth Municipal Airport 10:30am-3:00pm. 715-456-8415.
- 9 HUMBOLDT, IOWA - Breakfast 7am-Noon. 515-332-4012.
- 9 LA CROSSE, Wis. - Belgian Waffle Breakfast 7-11am.
- 9* RED CLOUD (7V7), NEBR. - Breakfast 7-10am.
- 9* VERMILLION (VMR), S.D. - Breakfast 8am-1pm & Airshow 10-11am.
- 9* MENDOTA (OC7), ILL. - Breakfast 7am-Noon. 815-453-2336.
- 15 ST. LOUIS (ALN), ILL. - Breakfast & Lunch at St. Louis Regional Airport (Alton) 8am-2pm.
- 15 FOREST LAKE (25D), MINN. - Open House and Fly-in at Daniel DePonti Airport (*Grass Runway*) 10am-4pm. Hot Dogs, Hamburgers, Brats & Ice Cream. 651-776-1717.
- 15 MOSINEE (CWA), Wis. - Central Wisconsin Airport's 40th Anniversary & Fly-In 7am-?. Pancake Breakfast, Hog Roast, Brats, Burgers. 715-693-6111.
- 15 STURGEON BAY (SUE), Wis. - Breakfast at Door County Cherryland Airport 8am-Noon. 920-743-6082.
- 15* CRETE (CEK), NEBR. - Breakfast 7:30-10:30am.
- 15* TEA (Y14), S.D. - Breakfast at Lincoln County Airport 7-11am.

- 16 LAKE ELMO (21D), MINN. - Lake Elmo Aviation Day 7am-Noon. Pancake Breakfast, Static Display, Vintage Sport Cars & Kids Activities. 651-439-5040.
- 16 BROOKFIELD (O2C), Wis. - Ice Cream Social Noon-5pm. 262-895-6282.
- 16* CASSELTON (5N8), N.D. - Planes on the Plains 8:30am-3pm. Breakfast 9-11:45am. Fly-bys 11am.
- 16* TAYLORVILLE (TAZ), ILL. - Breakfast 7-11am. 217-824-9313.
- 19-23 MIMINISKA LODGE, ONTARIO - "Midwest Flyer Canadian Fishing Fly-Out." For details, email info@midwestflyer.com, or call 608-835-7063 (see midwestflyer.com and wildernessnorth.com)
- 21-22* PHILIP (PHP), S.D. - CAP Glider weekend. 605-484-6689.
- 21-23* DEKALB (DKB), ILL. - Fly-In CornFest. www.cornfest.com
- 22 NOBLESVILLE (I80), IND. - Pancake Breakfast 8-11am.
- 22 GLENCOE (GYL), MINN. - Sweet Corn & Bratwurst Feed 10am-2p. 320-238-2376.
- 22* MARSHALL, MINN. - Pancake Breakfast 8:30am-12:30pm. 507-537-1865.
- 22* CHADRON (CDR), NEBR. - Breakfast 8-10am.
- 22* NORTHPORT, MICH. - Annual Woolsey Memorial Airport Fly-In Pancake Breakfast 8am-Noon. *Rain Date 23rd.*
- 22-23 ROCKFORD, ILL. - Rockford AirFest 2009. www.flyrfd.com
- 22-23* FARGO (FAR), N.D. - Airshow featuring the U.S. Navy Blue Angels and many other performers. www.fargoairsho.com/
- 23 BOYCEVILLE (3T3), Wis. - Pancake Breakfast 7-11:30am. 715-643-6100.
- 23 PIPESTONE (PQN), MINN. - Pancake Breakfast 8am-12:30pm. 507-562-2473.
- 23* HARTINGTON (OB4), NEBR. - Breakfast & Air Show 7am-Noon. Check NOTAMS.
- 23* POPLAR GROVE (C77), ILL. - Breakfast 7am-Noon. 815-544-3471.
- 27-30* LINCOLN (LNK), NEBR. - EAA's Ford Tractor Tour. Rides Available & Viewing.
- 28-30* MINDEN, NEBR. - Nebraska Chapter of the Antique Aircraft Association Fly-In at Nebraska Pioneer Village Field (0V3). 29th Fly-in Breakfast & Lunch on Field. 308-380-5079.
- 29 GUTTENBERG, IOWA - Abel Island Fly-In/Float-In Potluck & BBQ Noon-3pm. 2,600 ft turf strip / Mississippi River for seaplanes. 319-480-0913. www.abelisland.com
- 29 JOPLIN (JLN), Mo. - Aviation Business Expo & Fly-In. 417-623-0262 x5. www.jlnairport.com
- 29* MATTOON (MTO), ILL. - Airshow 09. 234-7120. www.colescountyairport.com
- 29-30 OMAHA (OFF), NEB. - Offutt Air Force Base Open House (8am-6pm) featuring U.S. Blue Angels. www.offuttairshow.com
- 28-30 WISCONSIN RAPIDS (ISW), Wis. - CMN

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- Balloon Rally at Alexander Field-South Wood County. 715-424-3737.
- 30** **JUNEAU (UNU), Wis.** - Lions Club Pancake Breakfast in conjunction with Juneau August Fest.
- 30*** **CUMBERLAND (UBE), Wis.** - Pancake Breakfast 7-11am in conjunction with Rutabaga Festival. Camping On Field. 715-204-4474.
- 30*** **BURLINGTON (BUU), Wis.** - Breakfast & Lunch 7am-Noon. 262-514-4359.
- 30*** **IOWA CITY, IOWA** - Breakfast 7am-12:30pm. 319-338-9222.
- 30*** **GREENFIELD, IOWA** - Wings Fly-In at Iowa Aviation Museum 7:30-11am. 641-343-7184.

SEPTEMBER 2009

- 2-6*** **WICHITA, KAN.** - Cessna Pilots Association Fly-In & Meeting. www.cessna.org
- 2-6*** **SALT LAKE CITY, UTAH** - American Bonanza Society Convention & Trade Show. www.bonanza2@bonanza.org
- 2-7*** **BLAKESBURG (IA27), IOWA** - Antique Aircraft Association Fly-In at Antique Airfield. www.antiqueairfield.com
- 5*** **MARION (MZZ), IND.** - Annual Fly/In Cruise/In 7am-2pm. Pancake Breakfast. www.FlyInCruiseIn.com
- 5*** **SHELL LAKE (SSQ), Wis.** - Town and County Days Flight Breakfast 7:30-11:30am. 952-935-3598.
- 5*** **NEW LISBON (82C), Wis.** - Breakfast & Lunch 6:30am-2pm at the Mauston New Lisbon Airport. 608-565-2136.
- 5-7*** **CLEVELAND, OHIO** - Cleveland National Air Show featuring U.S. Air Force Thunderbirds & more. 216-781-0747. www.clevelandairshow.com
- 6*** **MONDOVI, Wis.** - Fly-In at Log Cabin Airport 9:30am-?, Lunch at Noon. 715-287-4205.
- 7*** **SHELDON, IOWA** - Breakfast 7-11am. 712-261-3320.
- 7-13*** **GALESBURG (GBG), ILL.** - National Stearman Fly-In. 309-6409. www.stearmanflyin.com
- 11-12*** **INDIANAPOLIS (TYQ), IND.** - Berlin Airlift / Warbird Weekend Celebration. 11th - Berlin Airlift Dinner Symposium 6-9pm (reservations needed). 12th - Warbird Fly-In Lunch 10am-2pm. 317-769-4487.
- 11-13*** **KIMBALL (6A6), S.D.** - North Central Plains Ultralite Club Fly-In. 605-778-6527.
- 12*** **OSCEOLA (OEO), Wis.** - **Wheels & Wings Pancake Breakfast, Craft Show & Classic Car Display 8am-4pm.** meyerjk@century.telnet
- 12*** **MARSHALL (RMY), Mich.** - 78th Anniversary Historic Fly-In/Drive-In 7am-1pm. Pancake Breakfast at Brooks Field Airport.
- 12*** **EAU CLAIRE, Wis.** - Youth Aviation Adventure at Chippewa Valley Regional Airport 9am-1pm. www.youthaviationadventure.org.

- 715-514-2434 or 715-209-0699.
- 12*** **SUPERIOR (SUW), Wis.** - Pancake Breakfast 7:30-11am. www.eaa272.org
- 13*** **NEW ULM (KULM), MINN.** - **Lions Fly-In Breakfast 7:00am-1:00pm. 507-276-8805.**
- 13*** **MAPLE LAKE (MGG), MINN.** - Pork Chop Dinner Fly-In 11:30am -2pm. 763-670-6021.
- 13*** **DUBUQUE, IOWA** - Breakfast 7am-Noon. 815-747-2594.
- 13*** **MOUNT MORRIS (C55), ILL.** - Pancake Breakfast 7am-Noon.
- 13*** **TOMAH (Y72), Wis.** - Pancake Breakfast at Bloyer Field 7-11am. 608-372-4728.
- 13*** **CARROLL, IOWA** - Breakfast 7am-Noon. 712-792-4980.
- 13*** **SOUTH SIOUX CITY, NEBR.** - Breakfast 7am-Noon at Martin Field (7K8). 712-233-1552.
- 13*** **SCOTTSBLUFF (BFF), NEBR.** - Mooney Aircraft Pilots Ass'n 2-day Maintenance Clinic. 210-525-8008 or 308-635-4941.
- 18-19*** **FARIBAULT, MINN.** - **Airfest & Pancake Breakfast serving 7am till Noon on the 19th. Breakfast by Faribault Area Pilot's Association. Contact Bob Peasley 507-744-5200 or dilligas@means.net. All day activities & afternoon air show on the 19th. Friday evening, Saturday morning & evening hot air balloon launch weather permitting. Check NOTAMS for air show closure times.**
- 19*** **SOUTH ST. PAUL (SGS), MINN.** - Fall Bombers Moon Ball at S. St. Paul Airport/ Fleming Field . Doors Open 6pm, Free Dance Lessons 7pm., Dance Begins 8 to Midnight. www.cafmn.org
- 19*** **HUTCHINSON (HCD), MINN.** - Minnesota 99's Chapter Meeting/Fly Out. Call Elaine 952-955-2802 or www.ninety.nines.org
- 19*** **TEA (Y14), S.D.** - Breakfast 7-11am.
- 19*** **SIDNEY (SNY), NEBR.** - Breakfast 7-11am.
- 19*** **WHEELING (PWK), ILL.** - Aviation Career EXPO. 815-648-4591. www.chiexec.com
- 20*** **EAU CLAIRE (EAU), Wis.** - Chili Feed at Chippewa Valley Regional Airport 9am-1pm. 715-877-2406.
- 20*** **MORA (JMR), MINN.** - Chili Feed 11am-2pm. 320-679-3515.
- 20*** **HECTOR (1D6), MINN.** - Breakfast 7:30am-12:30pm.
- 20*** **TURTLE LAKE (91N), N.D.** - Breakfast. 701-448-2253.
- 20*** **TAYLORVILLE (TAZ), ILL.** - Breakfast 7-11am. 217-824-9313.
- 20*** **PERU (VYS), ILL.** - Pancake Breakfast 7am-Noon. 815-223-2003.
- 20*** **HINCKLEY (OC2), ILL.** - Breakfast 7am-Noon. www.eaa241.org
- 22-23*** **KANSAS CITY, Mo.** - FAA Central Region-Airports Conference at the Westin-Crown Center. 816-795-6616.
- 26*** **MANITOWISH WATERS (D25), Wis.** - Canber-

- ry Colarama 9am-3pm. 888-626-9877.
- 27*** **BOSCOBEL (OVS), Wis.** - Breakfast 8:30am-Noon. 608-375-5001.
- #### OCTOBER 2009
- 1-3*** **MT. VERNON (MVN), ILL.** - Midwest LSA Expo. info@midwestlsashow.com
- 3*** **STURGEON BAY (SUE), Wis.** - Fall Colors Fly-In Breakfast 8-11am at Door County Cherryland Airport. 920-743-6082.
- 4*** **LOCK HAVEN (LHV), PENN.** - Pancake Breakfast Fly-In at Piper Memorial Airport 8am-12:30pm. 570-748-5123.
- 4*** **IOLA (68C), Wis.** - Annual Fall Colorama Chili Fly-In 9:30am-3pm. 920-596-3400.
- 10*** **RIO CREEK (I28), Wis.** - Fall Color GPS Search Tour & Homemade Chili. 8am-2:30pm. 920-837-7777.
- 10*** **AMES, IOWA** - FAA Safety Seminar 8am-Noon 515-233-1743.
- 11*** **NOBLESVILLE (I80), IND.** - BBQ Noon-3pm. 317-201-6822.
- 11*** **MT. MORRIS (C55), ILL.** - Pig Roast at the Ogle County Airport Noon-4pm. 815-732-7268.
- 11-12*** **DEKALB (DKB), ILL.** - DeKalb Classic Fly-In, Class/Vintage/Warbird Aircraft, Classic cars/motorcycles 9am-5pm. Lunch available.
- 17*** **LE SUEUR (12Y), MINN.** - Minnesota 99's Chapter Meeting/Fly Out. Call Elaine 952-955-2802 or www.ninety.nines.org
- 17*** **MT. VERNON (MVN), ILL.** - Little Egypt Fly-In, Veterans Reunion & Southern Illinois Harvest Festival 8am-5pm. 618-242-7016.
- 18*** **TAYLORVILLE (TAZ), ILL.** - Breakfast 7-11am. 217-824-9313.
- 20-22*** **ORLANDO, FLA.** - National Business Aviation Association Inc (NBAA) Annual Meeting & Convention at the Orange County Convention Center. www.nbaa.org
- #### NOVEMBER 2009
- 5-7*** **TAMPA, FLA.** - Aircraft Owners & Pilots Association (AOPA) Aviation Summit. www.aopa.org/expo
- 14-15*** **OSHKOSH, Wis.** - Flight Instructor Refresher Course (FIRC). 608-266-8667.
- 21*** **LITCHFIELD (LJF), MINN.** - Minnesota 99's Chapter Meeting/Fly Out. Call Elaine 952-955-2802 or www.ninety.nines.org
- #### DECEMBER 2009
- 12*** **ANOKA (ANE), MINN.** - Minnesota 99's Chapter Meeting/Fly Out. Call Elaine 952-955-2802 or www.ninety.nines.org
- #### MARCH 2010
- 6*** **STEVENS POINT, Wis.** - Mechanics Refresher & Inspection Authorization (IA) Renewal Seminar at Holiday Inn. 608-267-7110.
- 7-9*** **FARGO, N.D.** - Upper Midwest Aviation Symposium at the Holiday Inn. 701-328-9650. www.ndac.aero/umas9.htm

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2005 Cirrus SR22-GTS - 515 TTSN, ice protection, EGPWS, dual 430s, 55X A/P, stormscope, Skywatch, XM WX, CMAX, oxygen, Bose.**\$269,000/trade/offer!**



2000 Commander 115 - Pampered and always hangared! Only 765 TT, GNS 530W/430W! Sandel HSI! WX-500 and GDL-69 WX! TCAD, air, NDH, one owner!.....**\$299,900!**



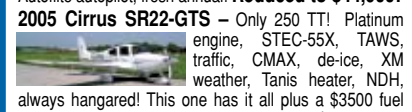
1967 Piper Twin Comanche - C/R engines! 9465 TT, 271 SMOH, 271 SNEW Q-tips, fresh annual, Garmin 430! 1-piece windshield. Best-equipped non-glass Archer you can buy!**\$89,500!**



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1967 Piper Arrow 180 - 4180 TTSN, 530 SMOH, MK-12D NavCom With glideslope, MX-12 NavCom, ADF, 4-place intercom, Horton STOL kit, Autoflite autopilot, fresh annual! **Reduced to \$44,900!**



2005 Cirrus SR22-GTS - Only 250 TT! Platinum engine, STEC-55X, TAWS, traffic, CMAX, de-ice, XM weather, Tanis heater, NDH, always hangared! This one has it all plus a \$3500 fuel card and 4 Bose headsets! **Reduced to \$329,000!**



1979 Piper Seneca II - Color radar and stormscope, GPS, HSI, 3-bladed hot props, club seating, 135-maintained, 7150 TT, 1795/150 SMOH, 870 SPOH. Leaseback wanted!**\$149,950!**



1981 Cessna Conquest II Dash 10 - Collins Proline, Bendix RDR-1100, stormscope, Argus 5000, TCAD, 4-bladed Hartzells, Dual VCRs, Part 135, SIDs complete! Fresh props, 1675 SMOH, 9725 TT. Leaseback wanted!**\$1,575,000!**

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SOUTHERN WISCONSIN AIRFEST FROM PAGE 47

solidly packed. The performances were timed so that the flying acts finished just in time for the Leap Frogs to do a twilight jump with the sun setting behind them, followed by a pyrotechnic-enhanced night jump by the Golden Knights after dark. The finale was a night run by Shockwave with Rich's Incredible Pyro in the background – a great way to end the day and start the weekend.

Saturday brought more great airshow weather, with just a bit of high cloud cover. It started out a bit cool and cloudy early in the morning, and attendance looked like it might be low, but at 11:00 am, the sky cleared, temperatures rose, and people started streaming through the gates.

Later in the day I spoke with Rick Fiduccia, one of the airshow committee members, and he said that when the crowds started coming in, he was drafted into selling tickets to help keep the lines moving.

There were some gaps in the schedule while the Golden Knights' and Leap Frogs' jump planes climbed to altitude. While there wasn't much

going on, I decided to wander away from my usual "front and center" spot, right at the fence and see how the show looked from other vantage points. I discovered many people who prefer to watch the show from a bit further back. Some of them are locals with hangars or businesses on the airport. For example, Jim Freeman of Helicopter Specialties has a hangar just back from show-center. There were rows of chairs setup outside the hangar with people milling around enjoying the show, and barbecue cooking on an assortment of grills. Everybody was having a great time and the view was pretty good, too. It was especially exciting when the Blue Angels flew directly over the hangar. I also ran into a fellow photographer, Sam Dammers, who was spending time away from his camera and in front of his drawing pad sketching planes and people at the show.

Sunday was an absolutely gorgeous day from sunrise, and there was no question that attendance would be high.

With the perfect weather the show went off perfectly. The schedule had

been rearranged to fill the previous day's gaps, so there was always something going on. The air boss, Dave Schultz, allowed me to shoot from in front of the command trailer at show-center. The Continental Air Show Productions sound system technicians were friendly and helpful, as they always are.

Since I wasn't able to take time to wander around the grounds and meet new people, I was happy when three people joined us at show-center. They introduced themselves as the members of the "Blue Angels Fan Club." Carol Moorehouse from Colona, Illinois, is the president and founded the club in 1996. Mariyln and Gary White are members from Iowa who drove to Janesville for the show. It was great to see them enjoy the show, and especially the Blue Angels performance.

The Southern Wisconsin Airfest is a great event to open the Wisconsin airshow season. ABC Supply Company and the other sponsors help bring in the best performers, and after 8 years running, the show is established on the Midwest airshow calendar. □

THUNDER ON LAKESHORE FROM PAGE 51

are still in front of the crowd, and the F-18 demonstration includes a touch-and-go landing right at show center (with a full-afterburner climb that's always a hit). On Sunday, both the F-16 and F-18 demos did their dramatic (and loud) afterburner minimum-radius turns at show-center,

too. Hearing protection was a "must have," and that's always a sign of a good jet demonstration.

This year was special for me. Friday morning airshow performer Matt Chapman, who was there to help his friend Michael Goulian, took me up in the team's Cessna 182 Skylane for a photo session with Michael's Extra 330SC. Later in the afternoon,

I flew with John Mohr in his Stock Stearman and took photos of Jim Maroney's Super-Chipmunk.

While the weather did not cooperate 100% this year, the Manitowoc fans got a full show every day due to the extraordinary efforts of Curt Drumm, air-boss Wayne Boggs, the performers, and all of the staff and volunteers. □

SPECIAL EVENTS

The First Thing I Knew, I Was Flying!

OSHKOSH, WIS. – The Wisconsin Aviation Hall of Fame (WAHF) has planned a series of 2009 events celebrating Wisconsin's Centennial of Flight, including history presentations and a traveling exhibit of a quarter-scale replica of the first airplane that flew in Wisconsin. That first Wisconsin powered flight happened when Arthur Pratt Warner flew a 1909 Curtiss biplane from a farmer's field in Beloit,

Wisconsin, on November 4, 1909.

To celebrate this historic event, Michael Goc and Tom Thomas of WAHF will present, "The First Thing I Knew, I Was Flying." Sponsored by the Wisconsin Aviation Hall of Fame and the La Crosse County Historical Society, this lively presentation tells how Warner brought Wisconsin into the age of aviation, and includes stories about early La Crosse-area aviation history. The presentation takes place on Wednesday, August 5 at 6:30 p.m. at the La Crosse County

Historical Society's Swarthout Museum, 9th and Main Streets, La Crosse. The public is invited to attend.

The exhibit and quarter-scale replica of Warner's 1909 Curtiss biplane, built by members of the Experimental Aircraft Association's Chapter 60 in Beloit/Janesville, will be on display at the Swarthout Museum through August 31.

For more information and tickets for the August 5 presentation, call the La Crosse County Historical Society at 608-782-1980. □

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