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Midwest Pilot With Strong Aviation Heritage Flies New C-5M Galaxy At AirVenture



(L/R) USAF Capt. Matthew Jaeger with his parents, Janet and Bruce Jaeger of Willmar, Minnesota.



Geoff Sobering

The C-5M Galaxy touches down at Wittman Regional Airport, Oshkosh, Wisconsin, on July 31.

OSHKOSH, WIS. – With about two weeks notice, one very proud mother and father in Willmar, Minnesota, received a call from their son that he would be flying the largest cargo aircraft in the U.S. Air Force inventory to the world's largest fly-in, EAA AirVenture-Oshkosh 2009.

Immediately, the mother made hotel reservations for them, and for their son's grandmother. This was one event the Jaeger family would not miss.

The pilot of the C-5M Galaxy, Capt. Matthew Jaeger, learned to fly from his father, Bruce, who owned Willmar Air Service, Willmar, Minnesota from 1979-2008 with his wife, Janet. Capt. Jaeger's grandparents, John and Mary Jane Rice, founded the company in 1945. Both the Rices were pilots.

Bruce and Janet Jaeger have been long-time EAA members, and EAA AirVenture has been a family event each year, with the late John Rice showing his vintage aircraft, and Bruce Jaeger exhibiting as a sales and service center for Mooney Aircraft, and in more recent years, for Lancair and Columbia Aircraft.

Capt. Jaeger took all of his flight

training from his father and had compiled over 450 hours of flight time by the time he graduated from high school. Much of this time was in Mooney aircraft, working for his dad in the family business.

Capt. Jaeger manned the aircraft's radios inbound to Oshkosh, and was pilot-in-command for the tactical departure, August 1. The last time he flew to EAA AirVenture, Capt. Jaeger was a young boy riding in a 1942 Waco HRE, N31654, owned and restored by his grandfather.

Capt. Jaeger attended Embry-Riddle Aeronautical University in Prescott, Ariz. on a full ROTC scholarship, and graduated in 2000 with honors with a Bachelor's Degree in electrical engineering. He was commissioned into active duty with the United States Air Force in December 2000.

Capt. Jaeger received his initial Air Force pilot training in the T-34 at Pensacola Naval Air Station (joint program with the Navy and Marines), and earned his USAF Wings at Joint Specialized Undergraduate Pilot Training in the T-1 (400A Beech Jet) at Vance Air Force Base, Enid, Oklahoma, becoming a Distinguished

Graduate in 2002.

His first assignment was flying the C-21 (Lear 35) at Ramstein Air Base, Germany. There, he was an instructor and evaluator pilot, transporting ranking military and distinguished visitors throughout Europe (2002-2006).

His next and current assignment was to fly the C-5 Galaxy at Dover Air Force Base, Dover, Delaware, in which he is an instructor and evaluator pilot, transporting cargo and troops world-wide (2006-present).

Capt. Jaeger was selected to be among the first six active duty C-5 pilots to be trained in the C-5M model. The "M" stands for "Modernization," a program of Lockheed Martin. AirVenture 2009 was the first public appearance of this upgraded, more efficient, more reliable and more affordable cargo transport.

The C-5M Galaxy has new General Electric CF6-80C2 engines with 22% more thrust, a 58% greater climb rate, and a tenfold increase in engine reliability than its predecessor, the C-5. The C-5M is also Stage 4 noise and emission compliant.

General Characteristics of C-5/C-5M

Length: 247.8 ft.
Height: 65.1 ft.
Wingspan: 222.8 ft.
Normal Cruise Speed: Mach 0.77.
Fuel Capacity: 332,500 lbs.
C-5M Engine: 4 GE CF6-80C2
turbfans, each with
50,580 lbs. of thrust.
C-5M Operating Weight: 400,000 lbs.
Max Gross Takeoff Weight: 840,000
lbs.
This translates to 6 helicopters, 36
pallets, 6 strykers, 8 CATI MRAPS, or
25 million ping-pong balls!

C-5M Range: 5,250 nautical miles,
as compared to the C-5 range of 4,350
nautical miles.

The Dover pilots have been flying
the new C-5M since May 2009. Capt.
Jaeger is currently an instructor and
evaluator pilot in the aircraft, and to
date, has accumulated a total of over
4,000 hours of which 2,558 hours are
in military aircraft.

"Seeing Matthew fly at EAA
AirVenture was an unforgettable
experience for him, his Air Force
friends, and for us as his family," said
Bruce Jaeger. "Every one of those
guys is absolutely top notch!"

Capt. Jaeger, 31, is married to
Jacquie Jaeger, who is a middle school
math teacher. The Jaegers have a son,
Tobey John Jaeger, age 15 months.
The Jaegers currently reside in Felton,
Delaware.

Capt. Jaeger's First Question At AirVenture 2009

After taxiing to Aeroshell Square,
a grade-school aged boy came up to
Capt. Jaeger and asked, "Sir, is this
your airplane?"

Capt. Jaeger proudly replied,
"Well, yes it is," at which time the boy
said, "Could you please move it, so
we can watch the air show?" □

Twin Cities FBO Legend Lee Gilligan

by Tim Loth

Lee Gilligan, founder of Crystal Shamrock, Inc., a longtime
Cessna dealer, FAA certified repair station, flight
school, aircraft rental and sales business, and a Federal
Aviation Regulation (FAR) Part 135 air taxi company, located at
Minneapolis-Crystal Airport, Crystal, Minnesota, died July 30,
2009. He was 76.

Crystal Shamrock was established in 1959 by partners Lee
Gilligan, Lyle Norman, and Robert Peterson. By 1992, Gilligan
was the sole owner. When Gilligan retired, he turned the business
over to sons, Pat and Dan, and daughter, Debbie. Most of the
seven children of Lee and Rose Gilligan worked in the family
business over the years, and went on to careers in aviation.



Lee Gilligan with the Cessna Cardinal he won in 1967.

CONTINUED ON PAGE 39

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LEE GILLIGAN FROM PAGE 31

Gilligan established a flight school that allowed pilots to be trained and eligible for a Private Pilot Certificate in just 5 hours prior to the adoption of FAR 141. This was a programmed curriculum that assured uniform pilot training. He marketed his "Gold Seal" curriculum nationwide allowing other flight schools the hourly advantage. Eventually, the Gold Seal curriculum allowed the flight school to have examining authority.

Gilligan was instrumental in training many pilots who went on to airline and corporate flying careers, as well as other careers in aviation.

In 1972, Gilligan took advantage of another regulation (FAR 135.2) that allowed Part 135 air taxi operators to utilize aircraft, 12,500 lbs and larger, to be used for air taxi.

The purchase of two Douglas DC3s from North Central Airlines

offered the capability of transporting 26 passengers anywhere in the continent. The primary summer use was Canadian fishing trips. In the winter, Crystal Shamrock used the DC3s to transport college football and basketball teams, and many rock bands.

One of the company's most memorable trips was taking Herb Brooks and the U.S. Olympic Hockey Team to Warroad, Minnesota, to play the local high school team in 1980. The team was practicing to compete in the 1980 World Olympics held in Lake Placid, New York, which of course they won!

Another memorable experience took place in October of 1967 when Gilligan won a new Cessna Cardinal at a dealers meeting at the factory in Wichita, Kansas. "Even before I went to Wichita," said Gilligan, "I was telling everyone I had it wired,

although I must admit, this was a bit tongue-in-cheek."

Unfortunately, the business with the yellow hangars and green shamrocks painted on them closed in 2007, but the company lives on in the hearts and minds of the students, staff and customers that walked through those glass doors for 48 years.

EDITOR'S NOTE: In memory of Lee Gilligan and the Crystal Shamrock years, former Shamrock pilot, Tim Loth, is attempting to rekindle the "St. Patrick's Day Fly-In & Drive-In" held each year at Crystal Shamrock, featuring corn beef and cabbage. The event will be held March 17, 2010 at Loth's hangar at Anoka County-Blaine Airport (ANE) in Blaine, Minnesota. All former students, instructors and customers of Crystal Shamrock are invited to attend, and should contact Tim Loth for additional information and directions. Email trl7740@gmail.com, or call 612-369-5381. □

Knowledge & Networking... NBAA Regional Forum

by Karen Workman

ST. PAUL, MINN. – The National Business Aviation Association (NBAA) partnered with the Minnesota Business Aviation Association (MBAA) to hold the "St. Paul Business Aviation Regional Forum," June 24, 2009. More than 500 aviation professionals attended.

The forum was held at Signature Flight Support, St. Paul Downtown Airport, Holman Field (KSTP).

The program schedule included educational seminars that detailed rules and considerations for purchasing a business aircraft. There was also a presentation on advanced vision systems. The keynote speakers were Jack Lanners, Chairman of the Twin Cities Metropolitan Airports Commission (MAC) with special guest Ed Bolen, President and CEO of the National Business Aviation Association. □



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