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OCTOBER/NOVEMBER 2010

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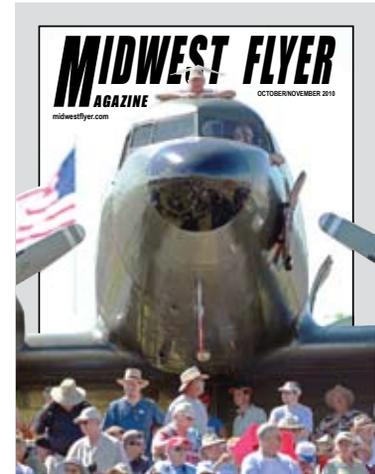


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**ON THE COVER:** "The Last Time" DC-3 Gathering At Rock Falls, Illinois.  
See articles on pages 52 and 53. *Photo by Robbie Culver.*



## HEADLINES

Midwest Flyer Magazine Receives National Journalism Award For Superior News Coverage of Aviation Issues.....	22
Piper Regrouping At The Top.....	24
Wipaire Celebrates 50th Anniversary.....	45
Poberezny Introduces Hightower As New EAA President.....	47
Aviation Explorers & Southern Illinois University-Carbondale Celebrate Aviation Education At Oshkosh.....	50

## COLUMNS

<b>AOPA Great Lakes Regional Report - by Bill Blake</b> Flight Schools Beware!.....	18
<b>Aviation Law - by Greg Reigel</b> Understanding The FAA's New Aircraft Re-Registration & Renewal Requirements.....	8
<b>Dialogue - by Dave Weiman</b> Associations... Why We Belong!.....	5
<b>Flight Safety - by Michael Kaufman</b> As Realistic As They Come... Tomahawk's Redbird Flight Simulator.....	20
<b>Guest Editorial - by Craig Fuller</b> A Night For Flight.....	19
<b>High On Health - by Dr. John Beasley</b> Drug Half-Life Article Correction.....	9
<b>Instrument Flight - by Richard Morey</b> Partial Panel.....	10
<b>Minnesota Aeronautics Bulletin - by Christopher Roy</b> Check It Out.....	42
<b>Sport Pilot – Light Sport Aircraft - by Ed Leineweber</b> Piper's Special Light Sport Aircraft Entry Arrives In The Midwest... North Iowa Air Service Named Piper Sport Distributor.....	56
<b>Wisconsin Aeronautics Report - by Jeffery Taylor</b> Operating Safely On The Airport.....	40

## SECTIONS

Aircraft.....	24
At Our Airports.....	35
Awards & Recognition.....	22
Calendar.....	62
Classifieds.....	60
Destinations.....	26
Fly-Ins, Air Shows & Special Coverage.....	47
Minnesota Aeronautics Bulletin.....	42
Minnesota Aviation Industry News....	45
WATA Difference.....	46
Wisconsin Aeronautics Report.....	40

## FEATURES

Adventure Canada! Midwest Flyer Canadian Fishing Fly-Out Attracts Record Planes & Pilots - <i>by Dave Weiman</i> .....	26
Wildlife At Airports... Important To Pilots, Important To Airport Managers - <i>by Dave Weiman</i> .....	35
"The Last Time" DC-3 Gathering At Rock Falls, Illinois - <i>by Robbie Culver</i> .....	52
"Gooney Birds" Flock To Sterling/Rock Falls - <i>by Allen Penticoff</i> .....	53
Airport Terminal Dedicated To Air Show Pro! - <i>by Dave Weiman</i> .....	54
Volk Field Fly-In & Open House Builds Bridge of Understanding - <i>by CMSgt Greg Cullen</i> .....	55
Eau Claire Air Show Brings Honor To Community - <i>by Geoff Sobering</i> .....	55
Janesville 2010 – Ceiling, Visibility & Entertainment Unlimited! - <i>by Geoff Sobering</i> .....	59

# Associations.... Why We Belong!

by Dave Weiman

If you have ever questioned why you belong to the various aviation groups, such as the Experimental Aircraft Association, Aircraft Owners & Pilots Association, National Business Aviation Association, National Air Transportation Association, and state chapters and organizations such as the Wisconsin, Minnesota, and Illinois Aviation Trade Associations, *question no more!* All of our aviation groups make up our front line defense in protecting our interests as pilots, aircraft owners, businesses and airports, and a lot of resources are spent on lobbying legislators and Congress for everything from airport development funding and limiting taxes on aviation, to protecting our airspace.

One of our big guns in Washington is the National Business Aviation Association (NBAA), representing businesses that either own aircraft or support that industry.



In the second quarter of 2010, NBAA reportedly spent \$460,000 lobbying federal officials on issues such as "NextGen," or the modernization of the air traffic control system to ensure that we get a system, which will benefit general aviation, if we are expected to pay our fair share.

Other issues being lobbied for by NBAA and others include funding of the Federal Aviation Administration, airport security, and taxes on aircraft sales and flight training.

Our aviation organizations lobby Congress and the White House; the Federal Aviation Administration; National Transportation Safety Board; Departments of Transportation, Treasury, Homeland Security and Commerce; Internal Revenue Service; Office of Budget & Management; and the Securities and Exchange Commission.

So the benefits of belonging to an aviation organization goes beyond the services we see, and the caps and shirts we proudly wear. The real benefit of being a member is often in what is happening behind the scenes. □

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**EDITOR/PUBLISHER**

**Dave Weiman**

**PRODUCTION DIRECTOR**

**Peggy Weiman**

**PRODUCTION ASSISTANTS**

**Jenifer Weiman**

**Stacy Wilk**

**PHOTO JOURNALISTS**

**Don Winkler**

**Geoff Sobering**

**CONTRIBUTING EDITORS & PHOTOGRAPHERS**

<b>Randy Arneson</b>	<b>Ed Leineweber</b>
<b>Alan Barbor</b>	<b>Michael Love</b>
<b>Dr. John Beasley</b>	<b>Dan McDowell</b>
<b>Jim Bildilli</b>	<b>Richard Morey</b>
<b>Bill Blake</b>	<b>Mike Nightengale</b>
<b>Rick Braunig</b>	<b>Greg Reigel</b>
<b>John Craparo</b>	<b>Christopher Roy</b>
<b>Robbie Culver</b>	<b>Guilherme Schmidt</b>
<b>Wayne Flury</b>	<b>Pete Schoeninger</b>
<b>Craig Fuller</b>	<b>Geoff Sobering</b>
<b>Jim Koepnick</b>	<b>Jeffery Taylor</b>
<b>George Larson</b>	<b>Karen Workman</b>

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## Index To Advertisers

Academy College .....	5 & 45
Aero Fabricators, Inc. ....	35
Aero Insurance, Inc. ....	27 & 46
Aeronautical Adventures, LLC .....	60
Aircraft Owners & Pilots Association (AOPA) ..	17
Aircraft Propeller Service, Inc. ....	36
AircraftInsurance.com .....	60
airpac.com .....	53
AOPA Aviation Summit .....	24
ARMA Research, Inc. ....	60
Aspen Avionics .....	64
Avfuel Corporation .....	12, 33, 38 & 61
B2W/Win Air .....	45
Basler Turbo Conversions, LLC .....	46
Beaver Aviation, Inc. ....	14 & 46
Best Oil Company .....	29
Bolduc Aviation Specialized Serv. ....	25 & 45
Bolton & Menk, Inc. ....	16
Brackett Aircraft Co., Inc. ....	32 & 46
Cessna Aircraft Co. ....	46, 47 & 61
Chicago Piper .....	64
Cirrus Aircraft .....	61
DAHER-SOCATA (TBM 850) .....	61
Dawley Aviation Corp. ....	46
Des Moines Flying Service, Inc. ....	2 & 64
E-Z Heat, Inc. ....	49 & 60
Eagle Air .....	29
Eagle Fuel Cells .....	44
Eagle River Union Airport .....	44
Express Airport Services .....	13
Field of Dreams .....	29
Flight Design USA .....	56
Flying Farmers .....	60
Fond du Lac Skyport .....	46
Garmin .....	61
Gran-Aire, Inc. ....	46, 47 & 60
HondaJet Midwest .....	3
Iowa County Airport (Mineral Point, Wis.) ..	51
Johnson Aviation Insurance .....	22 & 46
KeyAir .....	33
Lakeshore Aviation .....	38
Lone Rock, Wis. (Tri-County Regional Airport) ..	53
LSA North .....	56
Maxwell Aircraft Service .....	51
Mead & Hunt, Inc. ....	15
Metropolitan Airports Commission .....	10
Mid-Continent Aircraft Corp. (Cessna C-Star) ..	60
Mid-Continent Insurance .....	60
Midwest Aircraft Appraisal .....	60
Midwest Flyer Magazine 27, 45, 46, 52, 60 & 64	
Miminiska Lodge .....	27 & 60

Minnesota Aviation Trades Ass'n .....	45
Minnesota DOT Office of Aeronautics .....	42
Minnesota Maintenance Technician Conf. ....	7
Minnesota Petroleum Services .....	57
Minnesota State University-Mankato .....	12
Morey Airplane Company .....	60
NationAir Aviation Insurance .....	45 & 46
National Air Transportation Ass'n .....	46
NewView Technologies, Inc. ....	46
North Star Aviation .....	12, 45 & 46
OMNNI Associates .....	57
Orr, Minn. Regional Airport (Hangar Sites) .....	60
Outagamie County Regional Airport .....	13
Pat O'Malley's "Jet Room" Restaurant .....	28
Phillips 66 .....	29, 39, 47 & 53
Piper Aircraft, Inc. ....	2, 61 & 64
Piper Parts Pros! .....	2
Platinum Flight Center .....	13
Racine Commercial Airport .....	46
Rapco Fleet Support, Inc. ....	46
Red Wing Aeroplane Company .....	37
Reigel Law Firm, Ltd/Aero Legal Services ..	31
Rice Lake Air Center .....	39
Rice Lake Regional Airport .....	39
Rockford International Airport (RFD) .....	60
Schweiss Bi-Fold Doors .....	57
Shell Aviation (Fuel) .....	39
Short Elliott Hendrickson, Inc. ....	29
Skycom Avionics, Inc. ....	64
S. St. Paul Municipal Airport (Fleming Field) ..	39
Southern Illinois University-Carbondale .....	19
Southern Wisconsin Regional Airport .....	60
Tailwind Flight Center .....	13
Tanis Aircraft Products, Inc. ....	34
Thunderbird Aviation .....	5, 11 & 45
Tri-County Regional Airport (Lone Rock, Wis.) ..	53
Trimcraft Aviation .....	45 & 46
Ulteig .....	21
USAIG .....	45
Weber Aviation Insurance .....	24
West Bend Air, Inc. ....	46
Western Petroleum Company .....	20
Wicks Aircraft Supply .....	39
Wings Financial .....	23 & 45
Winona State University .....	44
WipCaire by Wipaire, Inc. ....	63
Wisconsin Aviation, Inc. ....	46 & 61
Wisconsin Aviation Trades Ass'n .....	46
Wisconsin DOT Bureau of Aeronautics .....	40
Wright Aero, Inc. ....	45

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# Understanding The FAA's New Aircraft Re-Registration And Renewal Requirements

by Greg Reigel

Attorney At Law  
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Greg Reigel

**O**n July 20, 2010 the FAA published a **Final Rule** amending the FAA's regulations regarding aircraft registration. As a result, if you own an aircraft that is registered with the FAA's Aircraft Registry (the "Registry"), you are going to have to renew the registration for your aircraft.

## Background

The Registry is responsible for developing and maintaining the system of registration for United States civil aircraft. One of the Registry's primary responsibilities is to maintain an electronic database for all U.S. registered aircraft. The database identifies each registered aircraft by its registration number (N-number), its complete description, and the name and address of its registered owner.

According to the FAA, "approximately one-third of the 357,000 registered aircraft records it maintains are inaccurate and that many aircraft associated with those records are likely ineligible for United States registration." Although the current regulations require aircraft owners to report the sale of an aircraft, the scrapping or destruction of an aircraft, or a change in the aircraft owner's mailing address, has apparently resulted in many aircraft owners not complying with these requirements. As a result, the FAA has implemented its Final Rule to improve the currency and accuracy of the Registry's database.

The Final Rule requires re-

registration of all U.S. civil aircraft over a 3 year period in order to update the Registry's database and to enable the Registry to cancel the registrations of those aircraft that are not re-registered. Thereafter, aircraft owners will need to renew their aircraft registrations every 3 years.

## The Re-Registration/ Renewal Process

Under the Final Rule, aircraft registrations will now be limited to a 3-year period. At the end of each 3-year interval, an aircraft's registration will expire and the aircraft will need to be re-registered. This rule establishes the expiration of registration for all aircraft registered before October 1, 2010, and provides for the re-registration of all aircraft over a 3-year period according to a schedule contained in the rule.

For aircraft registered on or after October 1, 2010, the aircraft registration's expiration date will be printed on the registration certificate and will be 3 years from the last day of the month in which registration or re-registration occurred. Once renewed, an aircraft's registration will expire 3 years from the previous expiration date. Replacement registration certificates issued on or after October 1, 2010, will display the same expiration date that was shown on the replaced registration certificate. If the replaced registration certificate did not display an expiration date, the replacement certificate will display an expiration date from the above-schedule based on the month of issue of the replaced registration certificate.

The FAA will issue replacement certificates after an address update, an N-number change, or when a certificate is reported as lost or mutilated. However, it is important to note that a replacement registration certificate will not constitute re-

registration or renewal. Similarly, the replacement certificate will not change the registration expiration date applicable to the aircraft at the time the replacement registration certificate is issued.

When an aircraft's registration is approaching expiration, the Registry will send an aircraft owner two reminder notices. The first reminder notice will be sent 180 days before an aircraft's registration is scheduled to expire. This notice will identify the aircraft, its expiration date, and the 3-month filing window during which a registration or renewal application should be submitted. It will also provide instructions for completing the registration or renewal process. In order to receive a new registration certificate before the old certificate expires, an aircraft owner will need to file the re-registration or renewal application within the assigned window.

The Registry will send a second reminder notice at the end of the 3-month filing window if the aircraft owner has not yet re-registered or renewed the aircraft's registration. The 3-month filing window will close 2 months prior to the scheduled expiration date for the aircraft's registration to allow the Registry sufficient time to process the application and mail the new certificate. If an aircraft owner files an application after the filing window has closed, the application will still be processed; however, the new certificate may not arrive until after the current certificate has expired.

To avoid confusion between the normal registration process and the re-registration process, the Aircraft Registration Application, AC Form 8050-1, will not be used for re-registration. The Registry has created a separate application form that will be available online. Aircraft owners should be aware that the re-

registration/renewal application does not grant any temporary authority for operation of an aircraft, unlike that provided by retaining the pink copy of Form 8050-1. As a result, if a re-registration/renewal application is filed late and a new registration certificate is not received by the time the current registration certificate expires, the aircraft owner would not be able to operate the aircraft between the time when the current certificate expires and when the new certificate is received.

The Final Rule provides for both online re-registration and renewal when no changes are required. However, if changes to the registration are required (e.g. address change, etc.), then the re-registration/renewal application may not be submitted online and must be mailed to the Registry. According to the Final Rule, the Registry will post information on its website identifying aircraft as they move through the various stages of re-registration and renewal so aircraft owners and other interested parties can track the process.

Aircraft owners will need to pay \$5.00 to re-register their aircraft and then another \$5.00 each time the aircraft's registration is renewed. (Although this doesn't seem like a lot of money, unfortunately the registration and administrative fees may increase over time, depending upon whether the latest version of the FAA reauthorization bill passes. Under that bill, the FAA would be required to increase fees to \$130 for initial registration and \$45 for renewals.)

### Consequences For Failure To Re-Register/Renew

If an aircraft owner fails to re-register or renew an aircraft's registration, the registration will not end immediately. Rather, the Registry will wait 30 days to ensure that any late filed requests from the aircraft owner have been processed. In the absence of such requests, and assuming the Registry has a good address on file for the aircraft owner, the Registry will then send a letter to the aircraft owner providing notice of the pending cancellation of the aircraft's registration. The aircraft owner will then have 60 days within which to reserve the N-number or register the aircraft. If the Registry does not receive a reply within 60 days, the aircraft's registration will then be cancelled. If the Registry does not have a good address for the aircraft owner, cancellation of the aircraft's registration will be scheduled for no sooner than 90 days from the date of expiration. Once an aircraft's registration is cancelled, the N-number will be unavailable for assignment for a period of 5 years.

### Conclusion

The Final Rule is effective October 1, 2010. Thus, all aircraft owners will need to comply.

How can you minimize the hassle associated with the Final Rule? First, since the re-registration notice will be sent to the address on file with the Registry, verify now that your address in the Registry is correct. If you need

to update the information, you can do that directly with the Registry or through an aviation attorney. Second, submit your application as early as possible once you receive your first reminder notice to allow the Registry time to process and mail your new registration.

If you follow these steps, hopefully the re-registration/renewal process will be nothing more than a minor inconvenience. And, as always, if you have problems contact an aviation attorney for help.

The information contained in this article is intended for the education and benefit of Reigel Law Firm, Ltd.'s clients and prospective clients. The information should not be relied upon as advice to help you with your specific issue. Each case is unique and must be analyzed by an attorney licensed to practice in your area with respect to the particular facts and applicable current law before any advice can be given. Sending an e-mail to Reigel Law Firm, Ltd. does not create an attorney-client relationship. Advice will not be given by e-mail until an attorney-client relationship has been established.

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EDITOR'S NOTE: Greg Reigel is an attorney with Reigel Law Firm, Ltd., a law firm located in Hopkins, Minnesota, which represents clients in aviation and business law matters ([www.aerolegalservices.com](http://www.aerolegalservices.com), 952-238-1060, [greigel@aerolegalservices.com](mailto:greigel@aerolegalservices.com)). □

## High On Health Drug Half-Life Article Correction!

by Dr. John W. Beasley, MD - Airmen Medical Examiner  
Professor Emeritus & Clinical Professor  
Department of Family Medicine - University of Wisconsin-Madison



Don Winkler, AirVue

The calculations of half-life which appeared in the "Drug Half-Life – Why It Matters" article in the August/September 2010 issue of *Midwest Flyer Magazine*, was **wrong!** My thanks to all who pointed this out to me. It should have read as follows:

**"Thus, if you took a preparation of hydrocodone containing 10 mg, there would be 5 mg left at the end of 4 hours; 2.5 mg left after 8 hours; 1.25 mg left after 12 hours; 0.625 mg after 16 hours; and roughly 0.312 mg after 20 hours."**

# Partial Panel

by Richard Morey, CFII



Richard Morey

In my last column, we discussed the issues associated with vacuum pump maintenance. Even with good maintenance practices, you

may still experience a vacuum pump failure. Being prepared for this by practicing partial panel instrument procedures could literally save your life and those of your passengers.



## Recognition & Its Aftermath... Unusual Attitude Recovery Partial Panel

When you experience a vacuum pump failure, your gyro instruments begin to spin down. Both *artificial horizon* and *directional gyro* will

begin to give erroneous information. Unless you are lucky or have a low vacuum warning light on your ship, you will not catch the vacuum failure instantly. Normally the first indication of a vacuum failure is when you discover that the

artificial horizon does not match up with the turn coordinator, vertical speed indicator and altimeter. This realization generally comes after you have followed the erroneous artificial horizon into an unusual attitude.

Let us assume the worst case. You



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realize that your artificial horizon does not match up with reality. Cross-checking your gauges confirm this. *You are in an unusual attitude partial panel!* The most important thing is to remain calm, assess the situation and be smooth on the controls during recovery. This is easy for me to say, but with training and practice, the process becomes automatic.

Unusual attitudes come in two types: nose high and nose low. Recovery technique depends on which of these has occurred. You first need to interpret the gauges and determine which type of unusual attitude. Many people, when they find themselves in an emergency situation, feel the need to tell Air Traffic Control (ATC) immediately. Remember, in an emergency you may deviate from the regulations to the extent needed. *Always fly first;* you will have plenty of time to talk later.

If the vertical speed and altimeter show a climb, and your airspeed is decreasing, you are in a *nose-high*

*attitude*. To recover, your eyes go to the vertical speed indicator. Gently press the control yoke forward until you see the vertical speed needle reverse itself. This is enough pitch correction. If you push forward until the needle reads zero feet per minute, you will be in a dive.

Remember, the vertical speed lags for rate, but is instant for trend. Add full power as you press forward on the yoke, then your eyes should go to the turn coordinator. With rudder and aileron, level the aircraft's wings. Although the turn coordinator does not give attitude information directly, if your ball is centered and the "wings" of the turn coordinator are level, then your wings are level.

Verify level flight with the vertical speed indicator, verify wings level with the turn coordinator and ball, and then throttle back to your normal cruise power setting. If you were trimmed for level flight before the failure, returning to your previous power setting and airspeed will result

in a level attitude, assuming you keep the wings level.

If the airspeed indicator shows an increase in speed, and the vertical speed indicator and altimeter both show a descent, you are in a *nose-low attitude*. To recover, you first reduce the throttle to idle, then roll your wings level by reference to the turn coordinator. Then gently apply back pressure until the needle of the vertical speed indicator reverses itself. Verify straight and level as in the nose-high recovery, and increase throttle to the cruise setting. Again, if you were trimmed level prior to the failure, returning power and airspeed to prior levels will result in level flight.

Try both of these recoveries in visual conditions without the hood first. Pay close attention to the vertical speed and turn coordinator. You will see what I mean when I say apply yoke pressure just until the vertical speed needle reverses itself.

The next step is practicing full



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panel recoveries with a safety pilot. This should be accomplished in simulated instrument conditions (under the hood). Once you are comfortable with the sequence of recovery, try covering the artificial horizon and do the procedures partial panel.

I start out with my students flying themselves into the unusual attitude. Once they are proficient, I have them close their eyes, and take their hands and feet off the controls. I then put the aircraft into an unusual attitude and allow the student to recover.

Practice unusual attitude recovery partial panel until you are not only comfortable, but confident in your ability to recover. If you find yourself getting queasy, stop the maneuver, pull your hood and spend some time looking at the horizon with the air vents open. You cannot learn, when you are airsick!

After you are comfortable with “simulated” unusual attitudes, you

should, if at all possible, schedule some time in a simulator. Instead of having your instructor or safety pilot declaring that you have had a vacuum system failure, and covering your *artificial horizon* and *directional gyro*, your instructor will simply fail the vacuum system by inputting a command into the computer running the simulator. Now you will see firsthand what following an *erroneous artificial horizon* is like. You simply cannot simulate this in an airplane.

### Declaring An Emergency

Don't even think about making a radio call until you have the aircraft stabilized. We, as in “we humans,” cannot talk and think at the same time, let alone fly a partial panel unusual attitude recovery. If you have an altitude deviation, so be it. If ATC calls, ignore them until you have the aircraft stabilized. Never drop the airplane to pick up the microphone!

Do not let anything distract you from the task at hand, which is flying the airplane. You will have plenty of time to fill out paperwork on the ground if requested.

Keep a NASA form for voluntary reporting in your flight kit. Fill it out and send it in even if ATC does not request a report. Doing so will establish your cooperative attitude to the FAA. It is not a get-out-of-jail free card, but it will help if any questions arise from the situation.

Once you have the aircraft stabilized, then you can communicate your situation to ATC. If you are in Instrument Meteorological Conditions (IMC), you need to declare an emergency. When you declare an emergency, be very specific. Tell ATC that you are “no gyro.” If you tell them you lost your vacuum pump, they may or may not know what you mean; but controllers are trained to understand “no gyro.”

### Know The Weather

Recognizing the vacuum failure and stabilizing the aircraft are just the beginning. You now need to either fly to visual flight conditions or fly an instrument approach procedure. Knowing the weather conditions will help you decide which.

For instance, if the closest airport has visibility at ½-mile and a 200 ft ceiling, and on the other side of the front, 40 miles away, the weather is clear, the decision is easy. If within the range of your aircraft, the weather is uniformly bad, your decision is made for you. Usually though things are not so clear cut.

### Is ASR An Option?

Airport Surveillance Radar (ASR), if available, is perhaps the best choice for a partial panel approach. Not all airports have this type of approach available. If you use government charts, look under “Radar Minimums,” pages N1, to find a list of airports and minimums

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for the ASR approaches available in that area. When you do your preflight planning, you may consider listing an airport with an ASR approach as your alternate, or at least know where the nearest ASR approach is located relative to your route.

ATC or approach control are resources you should use. In an emergency, they will make it a priority to get the information you request. *If unsure, ask!*

An ASR approach is essentially a series of vectors to align your aircraft with a runway. In an emergency you will be assigned a “dedicated” controller and radio frequency. No other aircraft will be on the frequency assigned, and the controller’s only responsibility will be to handle you.

**Remember to request a no gyro approach.** Your controller will tell you what minimum altitude to expect, and later when to start your descent. The controller will also start off assuming standard-rate turns, and will issue instructions on that basis. Later the controller will tell you to use half-standard turns and eventually request that you not respond via the radio. Expect instructions such as “*start left turn, stop left turn.*” The controller will be timing the turns. A standard rate turn is 3 degrees per second, so if the controller wants a 30-degree turn to the right, you will receive instructions to “start right turn” then 10 seconds later be told to “stop turn.”

If you are lucky enough to live near an airport that offers ASR

approaches, I would recommend that you incorporate them as part of your instrument currency. Just as pilots need to log approaches to stay current, so too do controllers. Requesting a practice ASR (no gyro) approach is often met with enthusiasm, especially if traffic is light and it is close to the end of the month.

Flying your first ASR without a hood is not a bad idea. Later fly with a safety pilot and view limiting device full panel, and finally with the artificial horizon and directional gyro covered to simulate vacuum failure.

### **The Importance of Trim & Knowing Your Numbers**

Flying an instrument approach partial panel is not particularly hard, but it does require different techniques and instrument interpretation. This becomes much easier if you have the aircraft trimmed and know your performance numbers.

For example, take the Cessna 172SP. On our’s 2050-2100 RPMs will result in about 90 knots when trimmed for level flight. 1800 RPMs (and a slight bit of left rudder) will result in a 500 foot per minute descent, again at about 90 knots. 1500 RPMs gives us about a 1000 foot per minute descent, again at a bit above 90 knots. To level off after a descent, don’t pull back on the yoke, but rather start increasing your throttle to 2100 RPM 50-100 feet above your target altitude. Remember to add a bit of

right rudder. The aircraft will level off and remain on its heading if you do your part. All this is accomplished without touching the elevator trim. This assumes the aircraft is trimmed correctly to begin with, and you are not inadvertently adding incorrect elevator pressures.

### **Flying With Your Feet**

By letting go of the yoke, and simply flying with rudder, you guarantee that you will not accidentally add elevator pressure. You can fly your aircraft with rudder pressure and power changes assuming the aircraft is trimmed correctly. Your focus should be on the turn coordinator. Keeping the turn coordinator’s wings level will result in holding your heading. A bit of left or right rudder pressure will result in a turn. You can regulate the turn’s rate just by rudder pressure. Again, this is best practiced initially without a view-limiting device and in visual flight conditions. Try it; it really works!

### **The Turn Coordinator Is Your Friend!**

In partial panel instrument flight, 80-90% of your scan should be spent on the turn coordinator. If you wish to hold a heading, be sure the “wings” of your artificial horizon are perfectly level. If you maintain this, the aircraft will hold its heading. Of course you do need to check altimeter, vertical speed indicator and compass as well as your course deviation indicator, but your eyes should return to the turn coordinator afterwards.

The turn coordinator also is essential for establishing and ending a turn. With the turn coordinator’s wing centered on the turn reference, you will be turning at 3 degrees per second, if the turn coordinator is in calibration. Turn coordinators do go out of calibration though, so be sure to check your unit by timing a 360-degree turn, both left and right. You should be two minutes +/- 10 seconds. If you put the wing half way

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between the no turn reference and the standard rate, you have half standard or about 1.5 degrees per second. If you find that you have exceeded the standard rate reference, you have no idea how many degrees you are turning per second.

### Compass Turns

With a vacuum system failure, your directional gyro and artificial horizon, if vacuum operated, become inoperative. It is important to cover these gauges as they offer confusing and erroneous information that is hard to ignore. I keep sticky notes in my flight kit, but in a pinch, a dollar bill folded in half and slipped behind the trim, can work as well. Larger denominations work, but can be distracting to safety pilots and especially flight instructors!

Without a functional directional gyro, determining your heading

becomes a bit more complex. Having a GPS on board greatly simplifies this task and makes partial panel approaches much easier as well. Without a GPS, we need to rely on the compass. Understanding the limitations of the magnetic compass is necessary for good results. Because of the nature of magnetic lines of force, there are times when the magnetic compass will not give you correct heading information.

Try this the next time you are out flying.

Start a standard rate turn to the left from an east heading. Pay attention to both the compass and directional gyro. We all know that the compass is “backwards,” as we have to turn away from the direction (as depicted on the compass) you want to turn towards.

This is the first challenge when using the compass. You will notice that for the first 30 degrees or so, the compass and directional gyro pretty

well match up. With some compasses though, a standard rate turn will “hang up” the compass, keeping it from turning freely. If this is the case you will have to use half standard rate for your compass turns or spend the money on a new compass. Half standard rate in compass turns is quite acceptable and some feel it to be the better technique.

Continuing the turn, you will notice that the compass will start pulling ahead of the directional gyro, leading it by (in the Midwest) 30-40 degrees by the time you are on a north heading. This is the UN portion of UNOS, as in “*Undershoot North.*” As you continue past north, you will see that the compass is turning slower than the aircraft.

On a west heading both compass and directional gyro should read the same. Continuing towards south, you will see the compass lagging behind the turn.

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On a south heading the compass will indicate 30-40 degrees under. This is the OS portion of UNOS as in "Overshoot South." By the time you return to east, the compass and directional gyro should match. If you were to roll out of the turn on north or south, and if your wings were precisely level, then the compass would read correctly. If you are even slightly banked, the compass will not be accurate.

I teach my students to only check the directional gyro against the compass when on an east or west heading to avoid, or at least minimize, compass error. Turbulence makes reading the magnetic compass more challenging. There are times when you simply have to take the average of the compass swings as your heading.

Let's not forget the acceleration and deceleration errors. If you are on a north or south heading, this type of error is minimized. If you are on an east or west heading, and you are accelerating, the compass will show a turn towards north; if decelerating, a turn towards south. The mnemonic here is ANDS, as in accelerate north, decelerate south.

What all this means to you in a partial panel situation is that unless or until everything mentioned above makes complete sense to you, to the point of not having to think about it, you should not rely completely on compass turns for heading when

flying partial panel. Unless you grew up flying aircraft without directional gyros, getting to that level of compass knowledge takes much practice. Fortunately, there is another option.

### Timed Turns

By using the turn coordinator and a timer, you can make very precise heading changes. Without the directional gyro, you need to break your actions down into its most basic parts.

First, determine your heading. Remembering the compass errors, make sure your wings are level, and that you are not under acceleration or deceleration. Then read the compass.

Next, determine the direction of the turn. Again the compass is "backwards." You have to turn away from the compass. "Right raises and left lowers."

For example, let's say you are on a heading of 100 degrees and you wish to fly a heading of 130 degrees. Since you wish to "raise" the heading from 100 to 130, this is a right hand turn. Now you need to figure how many seconds this will take. 30 degrees at 3 degrees per second is, of course, 10 seconds. But doing math in your head while flying partial panel, is a distraction you do not need.

For larger turns, I use my VOR/ Localizer Course Deviation Indicator (CDI) as an aid. If your aircraft has an

Automatic Direction Finder (ADF), you can use its associated indicator as well.

The CDI's compass rose is marked every 30 degrees, or every 10 seconds at standard rate. Visualize your heading and the heading you are to turn to on the compass rose of the CDI. Now count the 30-degree hash marks between your actual heading and that desired, and note if it is a right or left hand turn. Double check your compass to make sure you did not drift off your heading and then roll into the turn at standard rate and start timing.

Use a timer or the sweep second hand of the aircraft's clock if the turn is more than 10 seconds. For turns under 10 seconds, I simply count. When sufficient time has passed, roll out of the turn referencing your turn coordinator, let the aircraft stabilize and check the compass.

You may need to adjust your heading slightly, or perhaps a bit more, depending on how well you held standard rate in your turn. If you made the common mistake of turning in the wrong direction, don't panic, just recalculate your turn and correct the error. If you find yourself over standard rate in your turn, your best course of action is to roll out of the turn, wait for the compass to settle down and figure out your heading, then recalculate. For very small corrections simply roll into a standard rate coordinated turn in the correct direction and then roll out of it. This will give you anywhere from 3-15 degrees of turn depending on your personal sense of timing.

### Tracking

You will need to track both for enroute and approach segments. If the CDI is at full deflection, decide on an intercept heading and turn to it. Be patient and remember that an intercept angle of 30 degrees or less should be sufficient. For enroute segments, request "direct to the VOR" to simplify your task.



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Once you have the CDI's needle centered, check your compass to make sure your heading matches your setting. If you needed a correction angle to track your course prior to the vacuum failure, you will still need it. The secret to tracking partial panel is to hold your heading and watch the trend of the Course Deviation Indicator's needle. Holding a heading is simple if you spend most of your scan on the turn coordinator and crosscheck the compass.

If you see the needle trending towards the right, simply roll in and roll out of a standard rate turn to the right. Now hold the heading and see what the needle does. If it stops moving, roll in and out to the right once more. Hold this heading and the needle should start moving back towards the center. When it centers, roll in and out to the left. This should set up a correction angle. Again, if you hold your heading and watch the trend of the needle, rolling in and out in the direction of the needle's movement should enable to track a radial easily. Within 3 miles or so of the VOR or inside the outer marker on a localizer, rolling in and out to half standard rate gives you a smaller correction.

### **GPS Makes It So Easy!** *(If You Practice)*

If you are familiar with its function, a panel mounted or yoke mounted GPS greatly simplifies flying partial panel approaches. Having a near-instant readout of your heading eliminates dealing with the compass. If your GPS has a moving map, your positional awareness is greatly enhanced as well. If you do not practice using the GPS in partial panel simulation, you could find yourself behind the airplane and the GPS. Not a situation you want to be in!

### **Standby Vacuum Pump Systems & Other Options**

If you would rather not have to deal with a vacuum failure, a standby

vacuum system may be in order. Both the electric and the manifold type work well if you understand how they operate. An electric artificial horizon or directional gyro or both make vacuum pump failure less of a problem, but remember electrical systems can fail as well.

It ultimately comes down to balancing risk and expense. The most cost-effective way to minimize your

risk is and always has been to exercise good judgment and plan your flight with all that could go wrong in mind. If you keep your skills sharp, and plan for emergencies, you have a much greater chance of a good outcome when something out of the ordinary arises. Practice may not make perfect, as perfection is beyond us mere mortals, but practice does make the master! □



## Flying into the Future

# AOPA

I hope you're already familiar with the AOPA Foundation, AOPA's charitable arm. It's an organization dedicated to protecting our freedom to fly by promoting safety, protecting airports, educating decision makers and the public about the importance of GA, and rebuilding the pilot population.

The work the Foundation does is absolutely vital. There's just no other way to put it. Without the Foundation, and its efforts to protect GA for all pilots, not just AOPA members, every one of us would lose. But the Foundation cannot do its work without your support.

Every month, thousands of pilots take one or more of the online safety programs offered through the Foundation and AOPA Air Safety Institute. If you're among them you know that they're relevant, educational, insightful, and free.

The money needed to produce and maintain these courses, conduct research into the challenges facing incoming pilots, develop materials and tools that can help save local airports, and educate the public about GA has to come from somewhere. And it comes from pilots like us who care what the future holds.

This November, for the first time, the AOPA Foundation is offering a fun new way for you to join that cadre of pilots and contribute to the Foundation's vital work. It's called "A Night for Flight," a Benefit event to be held November 13 aboard the Queen Mary in Long Beach, California.

Half the price of every ticket sold will go to support the Foundation and its work. And, of course, you'll get to enjoy an open bar, dinner prepared by award-winning Chef Larry Banares, and entertainment from world-renowned jazz guitarist and vocalist John Pizzarelli.

But even if you can't make it to Long Beach, you can take part in our online auction ([www.biddingforgood.com/aopafoundation](http://www.biddingforgood.com/aopafoundation)) of truly unique items of special interest to pilots—everything from weekend getaways and aircraft paint scheme designs, to a type rating or even a very special airplane. Not only can you purchase items found nowhere else, you can do it knowing that you're making a real contribution to the vital work of the AOPA Foundation.

I hope you'll join us, in person or online, and seize this opportunity be part of the future.

*Craig L. Fuller*

Craig L. Fuller  
AOPA President and CEO

\*For more information on the Aircraft Owners and Pilots Association and the issues that affect your flying go to [www.aopa.org](http://www.aopa.org) today.



Bill Blake



## Flight Schools Beware!

An individual who lost a significant advanced payment for flight training at a now defunct California flight school has started a movement to increase and enforce stringent laws in *all states* to protect students from future losses. While his goal may be laudable, he appears to have no concern for collateral damage that may be caused to flight training by overly burdensome regulations. AOPA has been working to revise the law already passed in California. It is believed that meetings to introduce similar laws in Arizona and Florida are underway. If you learn of proposals in your state, please contact AOPA.

You may remember in my earlier columns, I have talked about bills in **Michigan** to change and raise the state aviation fuel tax. The last proposed bill would change the current tax from three cents (\$.03) per gallon to a phased-in percentage tax ultimately reaching four percent (4%) of the wholesale price of aviation fuel. AOPA has adamantly been opposing any fuel tax based on a percentage of the fuel price. Informal discussions have indicated that the bill will be amended to an increase based on cents per gallon. However, no amendment has been made, nor any indication of how many cents per gallon the increase would be.

Another Michigan bill (HB 6377) affecting aviation has been introduced recently, which would allow municipalities to temporarily close their airports to allow vehicle racing on the airports. We believe closing of airports that have received federal improvement grant money requires FAA approval. We will be educating legislators on FAA requirements. In the meantime, please let your elected officials know your views on such legislation and how it will impact your flying.

Two **Minnesota** bills died with the close of the last session. The first was an increase in the state fuel tax and a decrease in the state aircraft registration fee. AOPA believed that the bill was bad because the net result of the changes would have been less money being available to preserve and improve the state's airport infrastructure. We believed that would leave the aviation community open to a future larger increase in the state aviation fuel tax to make up the revenue shortfall. I mention this dead bill because I know there have been discussions over the summer to introduce a new fuel tax increase bill and I wanted to remind you of the history to help you form your own opinions going forward. The second bill, which was introduced at the end of the session, was one that would have reduced the sales tax on aircraft purchases,

and dedicated the aviation sales tax collected to aviation purposes. AOPA supports that type of bill. Such a bill would be beneficial to aviation and to the economy as a whole.

Speaking of the economic impact of aviation, consider the remarks made by **Wisconsin Governor Jim Doyle** when he proclaimed "Aviation Week in Wisconsin" this summer coinciding with the week of EAA AirVenture in Oshkosh, Wisconsin. He stated that there were 132 public airports and 148 heliports in the state. The proclamation went on to recite that aviation in Wisconsin generates \$3 billion in economic activity, supports 41,000 jobs, and provides \$1 billion in personal income to Wisconsin residents each year, while improving the quality of life of its citizens through the efficient transport of passengers and goods, providing emergency medical transportation, and enhancing public safety by assisting in law enforcement.

By the way, AOPA held its annual **Airport Support Network** breakfast at AirVenture for all of our volunteers in attendance at the show. Approximately 100 people heard AOPA President Craig Fuller speak about national issues and his view on the future of general aviation. Craig responded to numerous questions from the audience. There was also a presentation by the AOPA Government Affairs staff. I think all who attended felt it was well worth their time. Although we have over 2,000 volunteers at airports across the country, *we are still looking for more!* The goal is to have a volunteer on each public-use airport. To learn more about the program and to learn whether there is a volunteer at your home airport, please go to: [www.aopa.org/asn](http://www.aopa.org/asn). If you find that there is not a volunteer at your airport, consider volunteering or nominating someone you think would help preserve and enhance your airport. I think most of the AOPA volunteers would tell you that it has been a rewarding and educational experience. If there is already a volunteer at your airport, contact him and offer your support.

Despite opposition by AOPA and other aviation organizations, pilots flying near **Crane, Indiana** will find that Restricted Area R-3404 has been expanded to a 2 nm diameter and extended up to 4,100 feet, thereby negatively impacting general aviation access to the low altitude airway V-305. The FAA has said that it will help accommodate these airspace changes by having ATC vector IFR traffic around the restricted airspace.

I hope you all have made *reservations* (and if not, do so immediately) to attend the **AOPA Summit** in Long Beach, Calif., November 11-13, 2010. The convention center at Long Beach is a great venue for an aviation event. You can examine products offered by aviation vendors and attend educational seminars in weather-protected and air conditioned comfort. The outdoor flight line display is only a short free bus ride away. Make a vacation out of the trip and visit some of the other attractions in beautiful southern California while there.

For more information on these and other issues facing general aviation, please visit: [www.aopa.org](http://www.aopa.org). □

# A Night For Flight

by *Craig Fuller*  
 President & CEO  
 Aircraft Owners  
 & Pilots Association



Craig Fuller

I can't talk enough about the importance of protecting our freedom to fly. After all, it's an idea that's been at the very heart of AOPA's mission for the past 70-plus years. But protecting our freedom to fly takes resources, innovative ideas, and new approaches. Times change and new challenges emerge, and our approach has to keep up, or better yet, get ahead of these trends.

Preserving our freedom to fly is a complex proposition. In practical terms it encompasses everything we do at AOPA, from promoting safety to sharing information to developing new tools for pilots. And the AOPA

Foundation helps support much of this vital work.

The AOPA Foundation is our charitable arm—raising money, conducting research, and developing programs that benefit the entire general aviation community, not just AOPA members. The Foundation has dedicated itself to four core mission areas: promoting safety, protecting airports, educating decision makers and the public about the importance of GA, and rebuilding the pilot population.

Now the Foundation is reaching out to all dedicated pilots with an inaugural event that every dedicated pilot should be part of. I'm talking about "A Night for Flight." It's a benefit evening set for November 13 aboard the Queen Mary in Long Beach, California.

It's a great way to cap off AOPA's "year of engagement." But more important, and I really can't say it too strongly, it's critical to our ability to

protect your freedom to fly now and for years to come.

Of course we'll have a fun and entertaining evening. But this is about so much more. It's about standing up for general aviation and taking charge of our future. It's about reaching out to the broadest possible audience of pilots and aviation enthusiasts and asking you to make a direct contribution to protecting GA.

Half of the price of every ticket is tax deductible and will go to benefit the AOPA Foundation, helping to fund its many programs and research and educational grants.

When you come to "A Night for Flight," you'll enjoy an open bar, hors d'oeuvres, dinner prepared by award-winning Chef Larry Banares, and entertainment from internationally-known jazz singer and guitarist John Pizzarelli.

But even if you can't make it to Long Beach, you can take part in our

**CONTINUED ON PAGE 62**

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## As Realistic As They Come... Tomahawk's Redbird Flight Simulator

by Michael Kaufman  
Certified Flight Instructor - Instrument

Many of you are familiar with the safety programs that the Federal Aviation Administration (FAA) has been conducting around the country, and you may have noticed changes in the programs over the last several years. The FAA has now given the duties of conducting the programs to volunteers that have received appointments to the FAA Safety Team (FAAst). I have

been working as a member of this team since its inception several years ago.

On April 17, 2010, the FAA Safety Team gave a presentation in Tomahawk, Wisconsin with a slightly different tone than previous programs. Where all of the programs are designed to be informative and emphasize safety, geared toward all pilots, this program was tailored to pilots who fly aircraft as part of their work.

April 17<sup>th</sup> turned out to be a day when the weatherman challenged all pilots to make crosswind landings beyond the capability of most aircraft that I have flown on Tomahawk's single runway, Runway 9/27. The wind was 90 degrees crossed to the runway and exceeded 35 knots. Several of the demo aircraft from Cirrus and Beechcraft were unable to land at Tomahawk, along with numerous attendees.

Jeff Taylor of the Wisconsin Department of Transportation, Bureau of Aeronautics, and an FAA safety team member, brought the group up to speed on aviation weather in Wisconsin. Harold Green of Morey Airplane Company, Middleton, Wis., presented an excellent approach to aeronautical decision-making. I presented a review on instrument flying with a look into the future with the coming of Automatic Dependent Surveillance-Broadcast (ADS-B) technology.

Many of you may ask why we chose Tomahawk for this presentation, which is the highlight of this article. Tomahawk is the location of a new "Redbird" flight simulator, and the only one in Wisconsin that I am aware of. The Redbird simulator is one of the newest and best light aircraft simulators that I have flown to date. Besides having an excellent graphic display, it is full-motion based.

The introduction of motion into flight simulators is not new, and it has been used to train airline and professional pilot crews for many years. I have flown the Cessna 421,

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Gulfstream III, Lockheed 1011, and Boeing 737 flight simulators during my flying career and have been awed by the realism of motion-based simulators. Until Redbird introduced its motion-based light aircraft simulator, the cost of motion-based simulators was left to professional crews.

Previous professional simulators cost millions of dollars, and in many cases, exceeded the cost of the aircraft they simulated. These high-dollar simulators were on hydraulic jacks that provided the motion; Redbird uses electric motors to provide the motion for their simulator.

If you were to take simulator training from Flight Safety or Simuflight, the cost is nearly \$10,000 and includes ground school and about 20 hours of simulator time. Because it is best to train with the avionics equipment that is in the aircraft you are flying, the simulators have modules that they change in the simulator to closely represent the exact aircraft you are flying. Redbird has the same concept. At the time of this article, the Tomahawk Redbird can simulate a Cessna 182RG with conventional “steam gauges,” a Cessna 182 fixed gear with a G1000 Glass Panel, or a Beechcraft Baron 58 with “steam gauges.”

I had the chance to fly the Cessna 182RG on a demo flight with Bob Lussow, and I need to comment on the close realism to the aircraft I was flying.

When I flew my first motion-based simulator, my instructor explained that altering a simulator session to a situation that cannot be done in the aircraft, could cause a student to become uncomfortable or experience nausea. Some examples would be stopping a flight or backing the simulator up to correct a pilot error.

Simulators have two very important concepts in the flight training environment: 1) To save money and fuel in the cost of training, and 2) To practice maneuvers that cannot be done without some risk in the aircraft.

I remember crashing the simulator on my first simulator course many years ago. The instructor loaded me up with so many emergencies at one time that I lost the aircraft. After a simulator crash, a technician needs to be called in to reset the jacks. I learned later from the instructor that every pilot in the initial program gets to experience a crash.

High-end simulators have played an important part in aircraft training. In some instances, pilots may receive type ratings in FAA-approved simulators without ever having flown the actual aircraft. There is a list of FAA requirements

that can be accomplished in the Redbird simulator, which is available from Redbird and Bob Lussow in Tomahawk.

If you are in need of some initial or recurrent training, consider looking into the simulator training program in Tomahawk.

*EDITOR'S NOTE:* Michael “Mick” Kaufman is the program manager for the Beechcraft Pilot Proficiency Program and a flight instructor operating out of Lone Rock (LNR) and Eagle River (EGV), Wisconsin. Kaufman was named “FAA’s Safety Team Representative of the Year for Wisconsin” in 2008. □



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**Midwest Flyer Magazine  
Receives National Journalism Award  
For Superior News Coverage Of Aviation Issues!**



Tom Thomas

Pilot and aviation attorney Alvin Whitaker (left) congratulated Peggy and Dave Weiman of *Midwest Flyer Magazine* for receiving the National Journalism Award from the National Association of State Aviation Officials (NASAO). Whitaker, a former Assistant U.S. Attorney and the owner of a rare 1971 Messerschmitt BO209 Monsun, was featured in the first aviation article written by Dave Weiman in 1977 for *Air Progress*.

WICHITA, KAN. – *Midwest Flyer Magazine*, and its publishers, Dave and Peggy Weiman, received the “National Journalism Award” from the National Association of State Aviation Officials, September 14, 2010, during the organization’s convention and tradeshow in Wichita, Kan.

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The award was created to recognize superior news coverage of aviation issues by both the mass media and the aviation trade press.

The NASAO National Journalism Award is open to an individual writer, editor, or producer or an entire news organization such as a magazine, newspaper, radio, or television news program/network.

The award was first presented to longtime *Flying* magazine columnist, Gordon Baxter, in 1997, and has not been presented since until now.

In accepting the award, Dave Weiman highlighted the strong working relationships the magazine has with state aeronautics offices throughout the Midwest, and with the staff at NASAO. He recognized both the Wisconsin and Minnesota state aeronautics offices for their work in promoting pilot safety and airport development through special sections in *Midwest Flyer Magazine*.

The Weimans first founded *Wisconsin Flyer* magazine in 1978, which was renamed *Midwest Flyer Magazine* in 1980 and expanded to serve 11 Midwestern states: Wisconsin, Minnesota, North Dakota, South Dakota, Iowa, Nebraska, Kansas, Missouri, Illinois, Indiana, and Michigan. The Weimans founded two other aviation publications since then, which were also highly successful.

Dave Weiman is editor and director of advertising, and Peggy Weiman is director of production and circulation. Many writers and photographers share the Weimans’ passion for aviation and contribute to the success of the magazine, which is headquartered in Oregon, Wisconsin.

Other awards presented during the convention were NASAO’s National Award of Excellence, Most Innovative State Award, and Distinguished Service Award.

Receiving NASAO’s “National Award of Excellence” was Cessna President and CEO Jack Pelton. Past recipients include EAA Founder Paul Poberezny, former House Transportation & Infrastructure Committee Chairman Bud Shuster, current House Transportation & Infrastructure Committee Chairman Jim Oberstar, and former FAA Administrator Jane Garvey.

The “Most Innovative State Award” was presented to the Oklahoma Aeronautics Commission for its new web-based airport infrastructure management system. The designer of the system, Vivek Khanna, accepted the award on behalf of the commission.

The “Distinguished Service Award” went to Dale Williams of the Oklahoma Aeronautics Commission for his outstanding work in Oklahoma.

The theme for the 79th annual NASAO Convention was “Aviation 2020 & Beyond: A Clear Vision for the Future,” and featured several national and international speakers, including former NASA chief of staff, and current Virgin Galactic CEO, George Whitesides; Federal Aviation Administration senior vice president of NextGen, Vicki Cox; and Transportation Security Administration general manager for general aviation, Brian Delauter. □

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# Piper Regrouping At The Top



(L/R) Stephen W. Berger, Chairman of the Board, Piper Aircraft, Inc.; Randall T. Groom, Executive Vice President, Piper Aircraft, Inc.; John M. Lowe, President, Des Moines Flying Service and Chicago Piper; and Drew M. McEwen, Director of Sales-Americas, Piper Aircraft, Inc.

investment firm, which acquired Piper in 2009. Geoffrey also plans to accept a new job in Brunei for Imprimis after his stint as interim Piper CEO concludes.

Drew McEwen has been appointed director of sales, Americas for Piper Aircraft, Inc. He reports to Randy Groom, newly appointed executive vice president of Piper.

McEwen joined Piper after 27 years at Hawker Beechcraft Corporation where he served in many senior roles in sales and marketing. As the highest individual aircraft sales producer in Beechcraft's history, McEwen sold more than \$1 billion in aircraft.

*Midwest Flyer Magazine* met with McEwen and Groom during EAA AirVenture-Oshkosh.

Randy Groom comes to Piper from Groom Aviation, LLC – a company he founded that has worked with a wide variety of general aviation businesses, including Piper Aircraft. At Groom Aviation, he and his team provided customers both strategic and tactical guidance to make the most out of existing markets and to uncover new markets to maximize business performance.

Groom's extensive experience includes senior executive positions with Hawker Beechcraft Corp (formerly Raytheon Aircraft Company), where he was president of Global Customer Service and Support, and president of Beechcraft. On the dealer side, Groom held several senior sales and executive positions with

OSHKOSH, WIS. – Piper Aircraft, Inc. has appointed Geoffrey Berger interim chief executive officer (CEO) until the manufacturer can find a permanent successor for Kevin Gould, who resigned earlier this summer. Berger, an investment fund manager, was introduced as interim chief at EAA AirVenture in July 2010. Berger was already a member of the Piper board.

Geoffrey's brother, Stephen Berger, is Piper chairman and head of Imprimis, the Brunei-linked

A poster for the AOPA Aviation Summit. The top half features a perspective view of a runway on a green field under a blue sky with clouds. The text 'THIS NOVEMBER' is at the top, followed by 'THERE'S ONLY ONE PLACE TO LAND' in large letters. Below the runway is the AOPA logo and the text 'AOPA AVIATION SUMMIT' and 'Come engage at full throttle'. The bottom section is a dark blue box with white text: 'LONG BEACH, CA NOVEMBER 11-13, 2010'. At the very bottom, it says 'Register online today and save up to 25%. Visit aopa.org/summit.'

An advertisement for Weber Aviation Insurance. It features the Weber logo, which is a stylized 'W' made of two blue triangles. To the right of the logo is the text 'WEBER aviation insurance'. Below this is the slogan 'A trusted name in aviation insurance since 1960.' in blue. Underneath is the name 'John L Weber' and the email address 'john@weberaviationins.com'. At the bottom, there is a dark blue box with white text: '14701 Pioneer Trail Flying Cloud Airport Eden Prairie, MN 55347' and the phone number '952-426-0143'.

Piedmont Hawthorne Aviation, Inc. – a longtime Beech dealer.

A graduate of Oklahoma State University, where he earned his B.S. and M.B.A. in marketing, Groom is an instrument-rated commercial pilot and has logged more than 10,000 accident-free hours in his 40 years of flying – 18 of those years as an aircraft owner. Groom worked his way through school as a flight instructor and charter pilot, and was the youngest flight instructor for the U.S. Air Force at age 19.

“No other general aviation manufacturer has such a comprehensive lineup of single-engine aircraft in every class, ranging from a great-looking LSA PiperSport, clear up to the very cool and affordable Meridian turboprop,” said Groom. “We also have the trusted and respected Seminole and Seneca V workhorse twins. And the PiperJet will provide our customers with truly breakthrough performance, comfort and efficiency.”

Groom said that the PiperJet program is “full speed ahead!” There are currently 100 employees now involved in the project of the 900 people employed at Piper’s Vero Beach, Fla. plant, up from only 500 just a few years ago. The jet has 400 hours on the proof of concept plane, and the true prototype will soon be completed. The PiperJet cruises at 360 kts on its CJ3 engine, and has a range of 1300 nm.

“Customers appreciate the low operating costs of a single-engine aircraft,” said Groom. “The reliability of a turbine engine has proven itself, and a jet engine is just a step up! No one else is doing this. It’s a great business jet because of its performance.”

Groom recognizes a need to take the manufacturing pressure off Piper’s North American dealers and enhance Piper’s relationship with them.

That’s welcomed news to John Lowe, president of Des Moines Flying

Service and Chicago Piper, one of Piper’s leading distributors. Lowe said that Piper now has the right people in place to support their sales and customer support network. For the first time in the history of Piper Aircraft, dealers will sit in on board meetings. “This is a new philosophy,” said Lowe.

In addition to marketing in the United States, Piper Aircraft will also expand its global sales presence in 2010 with the establishment of two additional regional sales offices strategically located in Brunei for the Asia/Pacific region, and in Europe for the Europe/Middle East/Africa regions.

For more information about Piper Aircraft, visit [www.piper.com](http://www.piper.com).

For more information about Des Moines Flying Service, visit [www.dmf.com](http://www.dmf.com), or call 800-622-8311.

For more information about Chicago Piper, visit [www.chicagopiper.com](http://www.chicagopiper.com), or call 800-622-8311. □

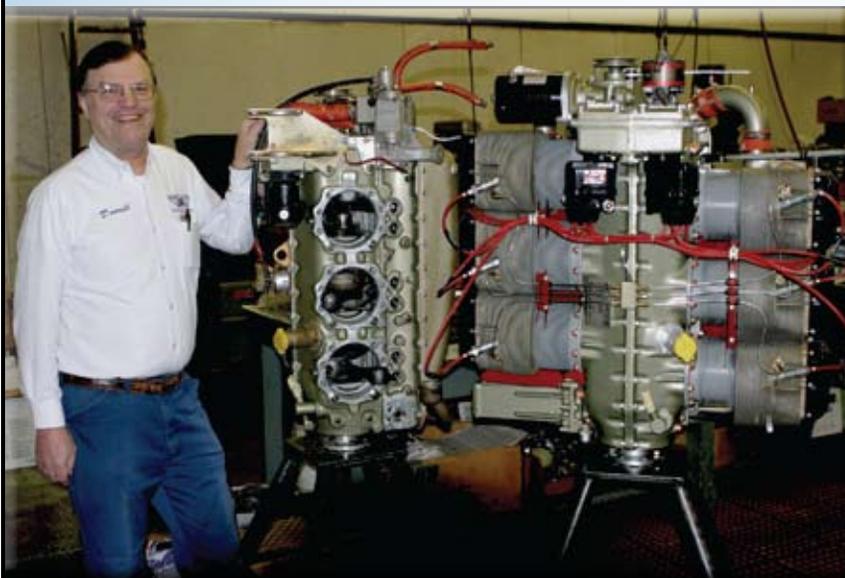
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# Adventure Canada!

## Midwest Flyer Canadian Fishing Fly-Out Attracts Record Planes & Pilots



(L/R) Son and father, Mark and Phil Peterson, enroute to Miminiska Lodge, Ontario. This was Mark's fifth trip and Phil's sixth.

*Photos by Mark Peterson*

On approach to Runway 27 at Miminiska Lodge, Ontario.

*by Dave Weiman*

**A**s host of the "Midwest Flyer Canadian Fishing Fly-Out," August 17-22, I can assure you that if anyone on the trip had a complaint, I would have heard about it. Participants that have been on the fly-out before commented that this was the best trip ever!

The fly-out attracted more planes and pilots than any previous fly-out. Nine planes and 21 pilots and guests enjoyed the four-day, four-night trip to Miminiska Lodge in northern Ontario. This was the sixth consecutive fly-out hosted by *Midwest Flyer Magazine*, and interest has grown so much that two trips are scheduled for 2011.

The fly-out was created on the basis that pilots want to take a cross-country flight outside their normal surroundings for the challenge and personal enjoyment. When you combine such a flight with the great outdoors, *you have an adventure!*

26 OCTOBER/NOVEMBER 2010 MIDWEST FLYER MAGAZINE

Proper flight planning and preparation is essential, from knowing your weight and balance, and customs and border protection procedures, to learning what to expect when flying in sparsely populated areas.

This year's trip attracted pilots from Wisconsin, Iowa and Michigan. Among the planes were two Piper Archers, two Cessna 182s, two Piper Cherokees, a Grumman Tiger, a Mooney Ovation, and a Beechcraft Bonanza.

Miminiska Lodge is located along the Albany River watershed, 196 nm north of Thunder Bay, Ontario. This was our fourth trip to Miminiska and we will be back in 2011.

Of the five lodges with airstrips I have flown to over the years, Miminiska is simply the best facility for this fly-out. It has a 2400 ft. grass airstrip, the accommodations and service is exceptional, and our special group rate makes it affordable.

I've flown to lodges further into Canada, but weather and fuel availability can be an issue. I have also flown to

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## 2011 Midwest Flyer Canadian Fishing Fly-Out



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John Appleyard

Dear Fellow Pilots:

2008 was the first year I participated in the "Midwest Flyer Canadian Fishing Fly-Out," and I have gone each year since. My two sons, son-in-law, and a good friend of mine and I enjoy the flying, fishing and pilot camaraderie.

The trip is well organized by Midwest Flyer Magazine, and one of the reasons it is so enjoyable. We are looking forward to just as much fun in 2011.

**Bill Maliszewski  
Pilot & Farmer  
Independence, Wisconsin**



lodes closer to the United States/ Canada border, but those trips were too easy. Miminiska is located far enough into Canada to make the trip an adventure, yet not so far as to keep the novice pilot from participating.

As a personal flight planning tool for myself, and to help other pilots with their flight planning, I have written a "Flight Plan Guide" that includes information all pilots must know, identifies airports along the route of flight, lists radio frequencies and procedures to follow, and describes U.S. and Canada custom procedures. The guide is but one resource for pilots to consider. Additional information is available

from the Aircraft Owners & Pilots Association, the Federal Aviation Administration, and the Canada

Flight Supplement published by the government agency Nav Canada.

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John Appleyard

(TOP LEFT PHOTO) Alex Biegunski with one of many Walleyes he caught.

(LOWER LEFT PHOTO) Shorelunch cook, Cait Rose.

(TOP RIGHT PHOTO) Waiting patiently for second helpings at shorelunch.

(LOWER RIGHT PHOTO) Pat O'Malley measures his Northern Pike in feet, not inches.

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information on enrolling in the Homeland Security/U.S. Customs & Border Protection (CBP) electronic "Advance Passenger Information System (eAPIS). Once you register online and complete your first "Flight Manifest," which is similar to an FAA flight plan, each subsequent Flight Manifest becomes easier. For additional information about eAPIS, refer to <https://eapis.cbp.dhs.gov/>.

Derek Mulder



Pilots Steve Schauer (left), John (Bill) Kreeger (right), and Derek Mulder (photographer) of Three Rivers, Michigan, flew the furthest in the group to reach Miminiska Lodge.

To make life easier and to avoid any last-minute issues, it is recommended that you complete your "Traveler Manifests" with U.S. Customs & Border Protection for both your outbound and inbound legs, and file your outbound U.S. flight plan to Canada, the day before you leave on the trip. You also need to call Canada Customs with your ETA into Canada by calling 1-888-CAN-PASS (226-7277) at least 2 hours before arriving, and no more than 48 hours in advance. To re-enter the U.S., call U.S. Customs & Border Protection at your airport of entry at least 1 hour in advance and confirm or update your ETA as filed on your inbound Flight Manifest. Confirmation of your ETA is necessary to ensure that a customs official will be present upon your arrival. There is no way to modify a Flight Manifest should it become necessary to change dates, pilots or passengers, so if this occurs, you will need to file a new Flight Manifest, and the old Flight Manifest will automatically expire.

To simplify our flight planning in 2011, we will file our flight plans "online" from Miminiska Lodge for the return flight, rather than call in our flight plans using the computer telephone system "Skype." To register to file flight plans online with Nav Canada, go to [www.flightplanning.navcanada.ca](http://www.flightplanning.navcanada.ca).

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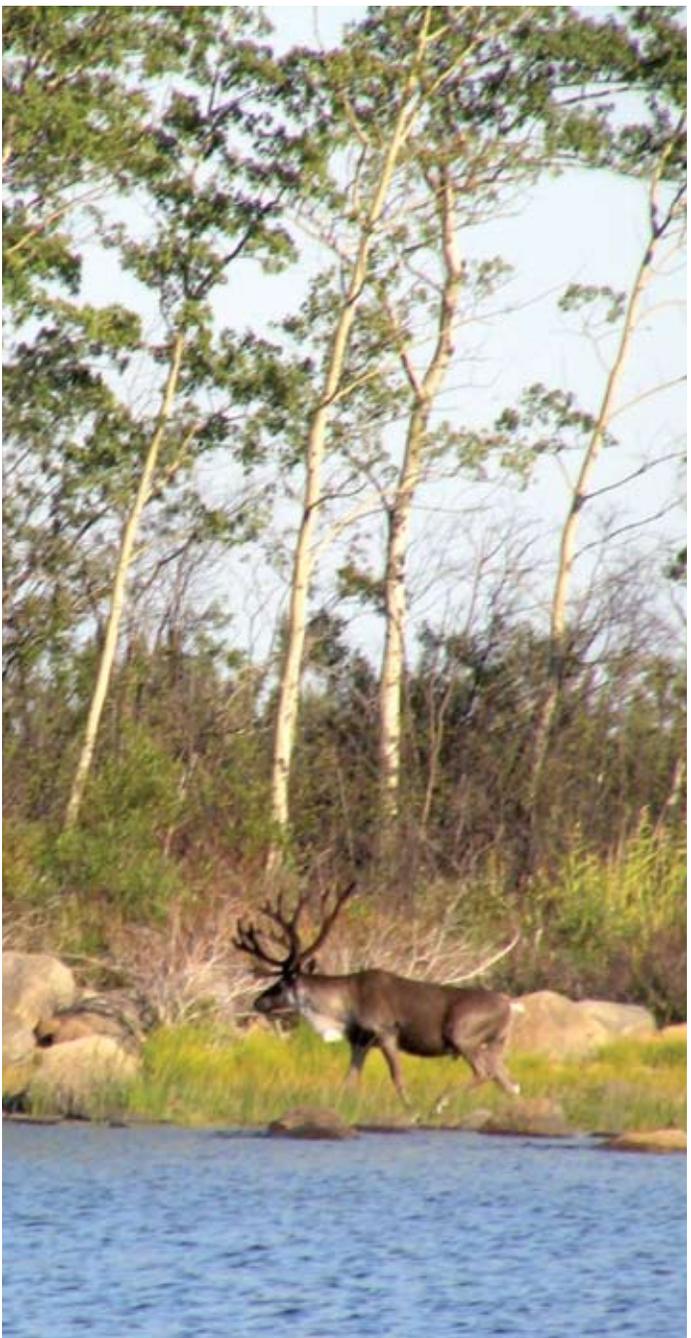
(BELOW) An Ontario Ministry of Natural Resources 1967 Turbo Beaver on Wipline 6100 amphibious floats.



Dave Weiman



Dave Weiman



Rosie Zahasky



Dave Weiman

With our planes loaded and fueled, all we needed to do on the day of our departure from the U.S. was check weather, NOTAMS, TFRs, and go!

Last year most pilots flew to Ely, Minnesota (KELO), the night before we crossed the border into Canada. This year we flew to Thunder Bay, Ontario, the day before we flew to Miminiska, cleared Canada Customs, topped off our tanks, and stayed at the Valhalla Inn in Thunder Bay. The Valhalla provides shuttle service between the airport and hotel, and is located just off airport property.

Those of us who flew to Ely for fuel before crossing the border used the Remote Communications Outlet (RCO) at Ely to contact Princeton Radio to open our flight plans, and obtain a discrete transponder code (FSS obtains the code from Minneapolis Center). Once airborne, we contacted Princeton Radio on 122.1 and listened over the Ely VOR on 109.6, as we crossed the border. Pilots are required to maintain radio contact with either Flight Service or Air Traffic Control while crossing the border, as required by U.S. Customs & Border Protection, the Federal Aviation Administration, and the North American Air Defense Command (NORAD). To reach Minneapolis Center directly to obtain a squawk code, you have to be at least 5,000 feet MSL, so working through Princeton FSS works the best. Besides, if flying VFR to Thunder Bay, you have to activate your flight plan with Princeton anyway.

Out of Ely, we flew direct to Thunder Bay, Ontario (CYQT), 106 nm on the 072-degree radial.

Once across the border, we changed our squawk code to 1200 VFR until 35 miles southwest of Thunder Bay, then contacted Thunder Bay Approach for our inbound squawk code. Upon landing at Thunder Bay, we taxied to the FBO to clear customs.

There are some simple rules you need to learn about clearing Canada and U.S. Customs at airports of entry,



Calif. Rose

Participants of the 2010 Midwest Flyer Canadian Fishing Fly-Out.

which for this trip were Thunder Bay, Ontario to enter Canada, and Ely, Minnesota to re-enter the United States. For instance, when you arrive at a Canada airport of entry, if not met by a customs official at your aircraft, you as pilot-in-command may leave the aircraft to go inside a fixed base operation to call Canada Customs to obtain a “reporting” number for your stay. When re-entering the United States, the pilot-in-command, crew and passengers must all stay with their aircraft until they are met by a

customs official.

Traveling as a group has its advantages. Our group has experience, so any learning curve is minimized.

Our entire group got together at the Valhalla Inn for dinner and an enjoyable evening, and again the next morning for breakfast and a pilot briefing. Fellow pilot John Appleyard of Sauk City, Wisconsin, volunteered to be our weatherman. John reported light rain showers, but clearing skies by takeoff, and he was right! The air above partly cloudy skies could not

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have been smoother.

Prior to departing Thunder Bay, I called the base camp for the lodge in Armstrong, Ontario, to inform the lodge to expect 9 aircraft for lunch. Notifying the lodge of our departure adds one more safeguard to our flight.

We were all off from Thunder Bay by 9:00 am, with our ETA into Miminiska at 11:30 am.

The tower at Thunder Bay activated our flight plans upon departure, and Thunder Bay controllers were at their usual best!

One by one we switched from tower to departure, and all aircraft in our group stayed in radio contact with one another on 122.75. About every 50 miles, each pilot gave a position report, which is another safeguard we build into the trip.

Departing Thunder Bay towards the northeast, we saw majestic Mount McKay towering the city at 1585 feet MSL. Mount McKay is a mafic sill

formed 11 million years ago by the mid-continent rift system.

GPS technology and prominent landmarks like Lake Nipigon east of our course, extending north and south for 40 miles, makes dead reckoning much easier. Our entire route from Thunder Bay to Miminiska Lodge was on the Thunder Bay VFR Navigation Chart.

The only alternate airport directly on our route of flight was "Armstrong" (CYYW), located 80 nm south of Miminiska Lodge, and there were several airports east and west of our course, which we noted on our charts in the event we had to divert for weather. A two-lane highway runs between Thunder Bay and Armstrong for added reassurance, but after Armstrong, there's nothing outside of a few logging roads.

The flight bible in Canada is the "Canada Flight Supplement." The supplement is a nationwide airport directory, and contains a lot of information about Canadian flight regulations, emergency procedures, and search and rescue. I encourage all pilots to review it prior to going on the trip, and to use it during the trip.

According to Canada Air Regulations (CAR) 602.61, when operating in the sparsely settled area north of 52 degrees, pilots need equipment sufficient to provide the means for starting a fire, making a shelter, purifying water, and visually signaling distress.

Floation devices, such as life vests or cushions, are also encouraged in the event of a water landing. In fact when you file a flight plan with Winnipeg FSS, the specialist will ask what you have on board for survival equipment, and you best be prepared!

This year many of us had personal floation devices (PFDs) or life vests, and GPS personal location beacons (PLBs). Within the next 3 years all aircraft operating in Canada airspace may be required to be equipped with 406 MHz GPS-based Emergency Location Transmitters (ELTs). (Within 2 years for commercial aircraft).

Refer to the Canadian Owners & Pilots Association (COPA) website for up-to-date information: [www.copanational.org](http://www.copanational.org).

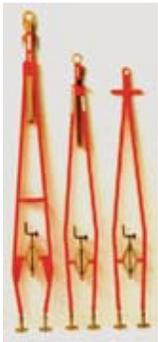
Canada's search and rescue procedures and personnel are among the best, and thanks to modern technology, should an aircraft go down, the occupants would likely be picked up and back in civilization within 24 hours.

Included in the Canadian flight plan form is a section to note time en route or "Estimated Elapse Time," and a section to note how much time to allow before Winnipeg FSS initiates "search and rescue," referred to on the flight plan as "SAR Time." It is always good to allow ample time to cancel your flight plan, but not so much time that you delay search and rescue in the event you really need it. The key to remember is to close your flight plan, making access to good communications at your destination, essential. Otherwise, it is probably best to notify your destination airport of your ETA, rather than file a flight plan, which is a procedure permitted in Canada, so responsible people at your destination can contact authorities to initiate search and rescue, if you are overdue. Since we contacted Miminiska's base camp with our ETA prior to departing Thunder Bay, and filed our flight plans with Winnipeg FSS, we had both bases covered.

As we approached Miminiska, we monitored the common air traffic advisory frequency 122.8, and as each plane landed, the pilot informed the others when their aircraft was cleared from the active runway. I cannot say enough about the professionalism and courtesy displayed by each pilot in our group.

Miminiska Lodge is one of few Canadian lodges that has its own airstrip (CPS5). The grass runway (9/27) is 50 feet wide and 2400 feet long. Besides the single-engine aircraft in our group this year, twins and turboprops land at Miminiska on a regular basis.

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Lodge manager, Tristan Yuswak of Australia, and his staff, met us at the airport with a four-wheeler and trailer to help transport our gear to our cabins. Tristan was an immigration enforcement officer in Australia prior to accepting his position at Miminiska, and understands the hospitality business very well. He is also a certified Emergency Medical Technician (EMT), which complemented the two doctors and two nurses we had in our group.

We cancelled our flight plans, got settled into our cabins, had lunch, and were in our boats by 1:30 pm.

The lodge had a reception for our group at 5:00 pm, and dinner at 6:00 pm. Most of us hung around after dinner to socialize, but some opted to go fishing again.

A pool table and satellite television are among the amenities available to guests, but I don't recall anyone turning on the TV this year or last year.

The best entertainment is watching either the lodge's turbine de Havilland Otter fly in on floats, or as was the case this year, an Ontario Ministry of Natural Resources 1967 Turbo Beaver on Wipline 6100 amphibious floats. This particular Beaver has 17,000 hours on it, and was flown by Bob Ernewein of Dryden, Ontario.

You have to have a lot of respect for these bush pilots who put in very long days, and are very skilled at docking, even in strong winds. On takeoff, the turbine engine of the Beaver resonated across the water, and of course, Bob had to make a low pass over the runway to check out our squadron of planes.

Among Wilderness North's aircraft are three turbine de Havilland Otters on straight floats, a Beaver – also on straight floats – and several cargo aircraft and corporate jets used to shuttle people and supplies. A Pilatus owned by Wasaya Airlines flies in with many of the guests from Thunder Bay, and is a lifeline to many native villages.

Alan and Krista Cheeseman own Wilderness North, which includes Miminiska and four other lodges and 10 outposts in northern Ontario. Only Miminiska Lodge has an airstrip. All of the other lodges depend on floatplanes to transport guests.

Miminiska Lodge has an assortment of rustic, yet modern log and cedar-sided cabins of varying sizes, as well as rooms immediately adjoining the main lodge.

About the fishing this year, everyone in our group was more than pleased with the great abundance of Walleye and Northern, although the water was low. Last year the water was so high that the new dock was submerged.

There is no need for guides, as the lodge provides maps with the best fishing spots clearly marked. Some first-timers will hire a guide the first day to get familiar with the area, and that is understandable.

Catch and release is popular in Canada, and helps preserve the good fishing. The conservation license we bought enabled us to take two Northerns under 27 inches in length, and two Walleyes under 18 inches.



Pat O'Malley

Sunrise at Miminiska Lodge.

Probably the most popular lures for Walleyes at Miminiska are yellow, white and tan double tailed twisters or swirl tails on the end of a yellow jig with a black Berkley "Gulp" minnow. Live minnows work well, too. Northerns seem to bite on most anything. Staff at the lodge clean and freeze the fish for the flight home.



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No matter where we were on this massive chain of lakes, we would all get together each day at noon at "Shore Lunch Island," where the staff prepared our morning catch.

Our group was as diverse as they come: two doctors, two nurses, a manufacturer, engineer, airport restaurant owner, an attorney and a legal assistant, five farmers, and one magazine publisher. Once again, our common denominator was our love of aviation and adventure!

You do not have to be a hard-core fisherman to enjoy this trip. You just have to enjoy flying and the great outdoors!

Most of the lakes in Canada are crystal clear, and the scenery from the air and on the ground is fantastic! After a few days in the Canadian wilderness, some of us asked ourselves, "Do I really have to go home?" Reality usually wins over fantasy.

The night before we departed for home, we filed our flight plans with Winnipeg FSS. Whatever time we put down as our expected departure time from Miminiska, was the time Winnipeg FSS "activated" our flight plans.

After a hardy breakfast the following morning, we took off and



Ready for the return flight home.

Pat O'Malley

flew 62 nm to Pickle Lake (CYPL) to refuel and make a quick call to U.S. Customs & Border Protection at Ely to confirm or update our ETAs as filed on our Flight Manifests before we left home.

Pickle Lake has a 4921 X 100 ft. asphalt runway, weather computer, and a telephone. Again, each aircraft in our group kept in contact with one another on 122.75, and most climbed to 8,000 feet with the faster aircraft leading the way.

Before we left Canadian airspace and prior to crossing the border, we contacted Princeton Flight Service using the Ely VOR to get a discrete transponder code. Once again, we transmitted on 122.1 and listened over the Ely VOR on 109.6.

**The dates for 2011 are August 17-21, with an optional stay-over in Thunder Bay on the 16<sup>th</sup>. A**

**second trip is also being planned.**

For rates and additional information, send me an email at [info@midwestflyer.com](mailto:info@midwestflyer.com), or call 608-835-7063. Also, be sure to check out the Wilderness North website at <http://www.wildernessnorth.com> where you will find lots of podcasts and fishing reports, including a report on this year's fly-out. A podcast on the fly-out with Minneapolis

radio personality, Al Malmberg of the "World of Aviation," can be found on the *Midwest Flyer Magazine* website: [www.midwestflyer.com](http://www.midwestflyer.com).

Actual reservations are handled directly through Wilderness North in Thunder Bay. Make your reservations by **December 20, 2010** and receive a substantial discount. **Call 1-888-465-FISH (3474).**

Ride share information is also available by contacting *Midwest Flyer Magazine* at [info@midwestflyer.com](mailto:info@midwestflyer.com).

*EDITOR'S NOTE:* The "Midwest Flyer Canadian Fishing Fly-Out to Miminiska Lodge" is a service of Miminiska Lodge, Wilderness North and its owners. Dave Weiman is acting only as a fellow participant on the trip, and neither he nor *Midwest Flyer Magazine*, Flyer Publications, Inc., nor their staff and owners, assume any liability for the participation of others on the trip or for the trip itself, and do not assume any responsibility for the reliance upon the information contained herein or which is provided or stated elsewhere, including Dave Weiman's personal Flight Plan Guide. Federal Aviation Administration, Transport Canada, and U.S. and Canada Customs regulations and procedures are subject to change. Pilots are urged to use every resource available to them in planning their trip, including government publications and websites, fixed base operators, airport management, and pilot organizations. Any information provided by *Midwest Flyer Magazine* is subject to error and change, and requires personal verification by participants. □

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# Wildlife At Airports... Important To Pilots, Important To Airport Managers



(LEFT PHOTO) Wildlife hazards biologist, Dan Hirschert, records wildlife sightings at Southern Wisconsin Regional Airport, Janesville, Wisconsin.

(RIGHT PHOTO) A Red-tailed Hawk is perched on a taxiway light.

*Photos & Story by Dave Weiman*

**F**ar be it from me to alarm my fellow aviators of the potential danger of “wildlife” on or near airports. But as a pilot who has encountered both deer on a runway, and a hawk while in the traffic pattern, I feel that “wildlife hazards” at airports are worth considering.

I encountered the deer while on approach to St. Cloud Regional Airport (Minnesota) back in the 1970s. The airport did not have fencing around its perimeter at the time, and despite management’s efforts, deer were a problem. Now with deer-proof fencing around most public-use airports, they are less of a problem. Still, 782 deer were reported struck by aircraft in the FAA’s Wildlife Strike Database from 1990-2008. Fortunately, the pilot landing ahead of me saw the deer first, and they were gone by the time I touched down.

My encounter with a Red-tailed Hawk came in the 1980s while in the pattern at Middleton-Morey Airport in Middleton, Wisconsin. Ironically, I was flying a Cessna 172 “Skyhawk,” and never saw the bird until impact. The bird impacted the right corner of the windshield – probably the strongest part of the Plexiglas. I again landed without incident, and there was no damage to the aircraft.

Canada geese, too, are increasingly

becoming a problem at airports. You do not have to be an Airbus A320 driver flying along the Hudson River to have a collision with Canada geese. Give a goose food, water, habitat and protection, and they will utilize your airport forever! Reduce these four elements and they will move to more hospitable environs. Eliminating geese on or near airports, however, can be challenging, politically.

Point in case: Dane County Regional Airport in Madison, Wisconsin, is currently trying to simply reduce the goose population at nearby Warner Park, and is finding it difficult with a segment of the local community. The airport enlisted the biologists at the Wildlife Services Division within the U.S. Department of Agriculture (USDA) to assist with a plan that included a reduction in the local, resident goose population.

A “goose round-up” was proposed, which is a common method utilized nationally to reduce local population and minimize conflicts. The Madison Parks Commission put the action on hold after a public meeting drew many opponents of the plan.

The airport took the right action, they recognized a concern – geese are frequenting the airport environment, they validated their theory by following flocks back to the local park, consulted with qualified wildlife biologists and made a plan, and requested assistance from the park to help with their plan. The airport did everything it could do to realistically address the concern. If the unimaginable happens and a wildlife strike involving geese occurs, the resounding question will be “who was responsible?” In this case it is going to be hard to say that the airport was not

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responsive.

A look at incidents that occurred over a one-month period of time earlier this year demonstrates that airports are wise to proactively address wildlife issues.

On April 19, 2010, a Skywest Airlines Embraer EMB-120 Brasilia on a flight from Santa Barbara to Los Angeles, Calif., struck a bird while on short final to Los Angeles Runway 24R. The crew continued for a safe landing. The FAA reported that the bird struck the radome and windshield of the aircraft causing minor damage.

On April 23, 2010, a Chautauqua Airlines Embraer ERJ-145 on behalf of Delta Airlines from Raleigh/Durham, N.C. to Cincinnati, Ky., struck geese at the right side of the windshield on the climb-out. No injuries occurred, and the flight continued to Cincinnati, where the airplane landed safely about 65 minutes later with only minor damage.

On April 27, 2010, the crew of a Westjet Boeing 737-700 on a flight from Kahului, Hawaii to Vancouver, British Columbia, reported multiple bird strikes while landing on Vancouver's Runway 08L. The airplane rolled out safely. A runway inspection revealed so many small bird carcasses (several hundred, in fact) that the sweepers were called out. The runway was closed for over 1 hour.

On May 23, 2010, a JetBlue Airbus A320-200 from Newburgh, N. Y. to Orlando, Fla., with 137 passengers onboard, ingested a bird into the left engine while climbing

out of Newburgh's Stewart Airport. The crew decided to return to Stewart for a safe landing 6 minutes later.

While these collisions did not result in any loss of human life, 219 people have been killed worldwide as a result of bird strikes alone since 1988, and those numbers are expected to increase as bird populations increase.

The North American non-migratory Canada goose population increased about four-fold from 1 million birds in 1990 to over 3.9 million in 2009. About 1500 Canada goose strikes with civil aircraft have been reported in the U.S. from 1990-2008, and there were about 5,000 bird strikes reported by the U.S. Air Force in 2008 alone.

From 1990-2004, U.S. airlines reported 31 incidents in which pilots had to dump fuel to lighten load during a precautionary or emergency landing after striking birds on takeoff or climb. An average of 11,600 gallons of jet fuel was released in each of these dumps.

From 1990-2009, over 400 different species of birds were involved in strikes with civil aircraft in the U.S. that were reported to the FAA.

Waterfowl (31%), gulls (25%), raptors (18%), and pigeons/doves (7%) represented 81% of the reported bird strikes causing damage to U.S. civil aircraft from 1990-2008.

As the bald eagle population has grown from 400 pairs in 1970 to over 11,000 pairs in 2008, so has the number of eagle strikes with civil aircraft has grown. Over 110 bald eagle strikes occurred between 1990-2008.

Bird and other wildlife strikes cost U.S. civil aviation over \$600 million a year (1990-2008).

Over 780 civil aircraft collisions with deer and 280 collisions with coyotes were reported in the U.S. from 1990-2008.

Populations of many wildlife species are at the highest levels since records have been kept.

Even though a lot of data relating to wildlife strikes has been collected since 1990, it is estimated that only 39% of the strikes at Part 139 air carrier airports are reported.

***There are many collisions that are not reported, or which receive less attention, so the problem is real. Aircraft collisions with wildlife can be costly to human life, insurance, and aircraft downtime.***

#### **Wildlife Hazard Assistance With Mead & Hunt, Inc.**

A Midwest firm leading the way in wildlife hazard assistance is Mead & Hunt, Inc., headquartered in Madison, Wisconsin, with offices nationwide. Heading up Mead & Hunt's "Wildlife Hazard Assessment & Management Services" is Dan Hirschert, an FAA-qualified wildlife hazard biologist.

A veteran of the USDA Wildlife Services, Hirschert has 20 years of professional experience managing wildlife at airports and for municipalities. He has designed and conducted numerous wildlife hazard assessments; prepared management plans; and provided wildlife hazard



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A Red-tailed Hawk leaves its perch on the fence surrounding Southern Wisconsin Regional Airport in Janesville, Wisconsin, and flies towards an active runway.

identification and management training to operations staff at commercial service airports. He has also worked with project sponsors and design teams to review proposed projects for their potential to attract hazardous wildlife.

As part of the Mead & Hunt team, Hirschert works with planners, engineers, and other scientists to incorporate wildlife hazard management into compatible land-use planning efforts and aviation planning, design and construction management work.

I had the opportunity to tag along with Hirschert while he was conducting a survey for the ongoing wildlife hazard assessment at Southern Wisconsin Regional Airport in Janesville, Wis. Hirschert has projects underway in Wisconsin, Colorado, Oregon, Michigan and California.

Every couple of weeks, Hirschert spends a day at Southern Wisconsin Regional Airport recording wildlife sightings at a number of checkpoints on and adjacent to the airport property. The airport is mapped using a grid overlay to record each location where animals are observed, and Hirschert has 13 checkpoints he stops at to record sightings.

The day we were out we saw a dozen or more Red-tailed Hawks, either flying around the airport, or perched on the fence surrounding the airport. While the fencing makes for a nice perch for the hawks, it has been extremely beneficial in keeping deer out of the airport property.

We did not observe any geese that day, but with the Rock River less than one-half mile from the airport and a healthy population inhabiting the parks in Janesville, the airport could become a popular location if not for the harassment efforts conducted by airport manager, Ron Burdick, and his operations staff. Hirschert says that if an airport can reduce the attractiveness of an animal's habitat, the airport can generally change the animal's behavior to select other locations to spend time.

A major conflict for airports exists between trying to generate revenue from open airport property and fields, and trying to manage landscapes to be unattractive to wildlife at the same time.

Corn, beans, wheat and hay are all potential habitat

for wildlife. Expanses of grass maintained at a height of 8-14 inches is the grass height generally recommended by Hirschert to be unattractive to many small mammals and bird species. We saw a number of Coyote tracks and Woodchuck burrows on the airport property.

Some of the species of animals Hirschert has observed at or in the vicinity of Southern Wisconsin Regional Airport includes Red-winged Black Birds, Common Grackles, European Starlings, Brown-headed Cowbirds, House Finches, American Goldfinches, Grasshopper Sparrows, Savannah Sparrows, Song Sparrows, Field Sparrows,

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A broken fence is an open door for wildlife.



Coyote and Woodchuck burrows.

Eastern Meadow Larks, Horned Larks, Lapland Longspurs, American Crows, Red-tailed Hawks, American Kestrels, Barn Swallows, Canada Geese, Mallards, Great Blue Herons, Sandhill Cranes, Wild Turkeys, Ring-necked Pheasants, Cedar Waxwings, American Robins, Bobolinks, Upland Sandpipers, Downy Woodpeckers, American White Pelicans, Killdeers, Ring-billed Gulls, Mourning Doves, and Rock Doves.

Mammals observed in the vicinity of Southern Wisconsin Regional Airport include White-tailed Deer, Woodchucks, Coyotes, Thirteen-lined Ground Squirrels, and Gray and Fox Squirrels. The wildlife hazard assessment takes in adjacent properties and is greater than the airport operations area. This list of wildlife gives us an idea of the wildlife that exists on or near an airport that most of us pilots will never see until it is too late.

Hirchert encourages pilots to report any and all wildlife strikes online at: <http://wildlife-mitigation.tc.faa.gov/wildlife/default.aspx>. This data is reviewed annually and helps biologists make recommendations to improve conditions and for future research.

Lastly, if you observe wildlife that could pose a safety concern for other pilots, report it over Unicom to other aircraft, and to airport management after you land.

Wildlife assessments and management plans are eligible for state and federal funding. Dan Hirchert can assist airport managers with this information by calling 608-443-0622, or by emailing: Dan.Hirchert@meadhunt.com.

#### Attentive Flying Habits Are Needed

While wildlife pose an ever-increasing threat to flying, pilots need to maintain awareness of other potential hazards on or near airports as well, including other aircraft,

towers, obstructions on runways, and construction projects.

For instance, while on final to land at an airport earlier this summer, I noticed an airport vehicle parked on the end of the runway, and then without making any announcement over the radio, the worker drove down the center line looking for debris. It was an uncontrolled, rural airport, and I was on a one-mile final approach when I first spotted him. The worker failed to respond to my position announcements, and when I proceeded to go around, he picked up the microphone and explained that it had fallen onto the floor of the truck, but that he heard my announcements. Why he did not pull off the runway before he picked up the microphone from the floor, I don't know. But I do know I could have easily become the first of five acts in the air show that day, performing a truck-top landing.

In another incident, a friend of mine was unable to obtain NOTAMS for the airport he was flying to using one of the online flight planning programs, so opted to call unicom for this information upon his arrival. Arriving after hours, no one was at the airport to give him NOTAMS, and unbeknown to him, the runway he was lined up to land on had been closed, but was properly marked with an X. Busy with preparing to land, the pilot did not see the X, but his passenger did and they averted a potential accident and landed safely on the crosswind runway.

Maintaining vigilance, especially

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while in the pattern and landing mode of the flight, is important, whether the potential hazard is wildlife or manmade.



Janesville Airport with wildlife hazard assessment observation points

Mead & Hunt, Inc.

Base File Page: 2/28/14



Wildlife observation checkpoints are numbered 1 thru 13 at Southern Wisconsin Regional Airport, Janesville, Wisconsin.



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# Aeronautics Report

Wisconsin Bureau of Aeronautics

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## Operating Safely On The Airport

by Jeffery Taylor  
Aviation Consultant



**T**axiing an aircraft safely on

the airport presents many unique challenges to a pilot. At no other time during your flight will you be closer to so many other aircraft or obstructions, all while trying to find your way through a complex web of ramps and taxiways. The Wisconsin Bureau of Aeronautics, along with the Federal Aviation Administration (FAA), is working to make this phase of flight safer by improving airport geometry, marking and signage, and the phraseology used by Air Traffic Control (ATC) to better communicate taxi instructions.

Airport geometry – the layout of taxiways and runways – plays an important role in safe airport operations. At La Crosse Municipal Airport (LSE) we eliminated a “hot spot” by realigning taxiway F so that pilots taxiing out for takeoff on runway 36 can’t make a partial turn onto runway 3 and mistakenly take-off on the wrong (and shorter) runway. In Milwaukee at General



Jeff Taylor

Mitchell International Airport (MKE), we realigned taxiways M and N near runway 25L, eliminating another “hot spot.”

Changing the alignment at La Crosse and Milwaukee has helped reduce the risk of an incursion, but other hot spots remain in Wisconsin. At Dane County Regional Airport in Madison, pilots should pay close attention to the closely aligned runway intersections at B4 and A4, which are hold short positions for both 18/36 and 3/21. In addition, A2 is a hold short position for both runways 14 and 18.

In Janesville at Southern Wisconsin Regional Airport (JVL), runways 32 and 36 have closely aligned approach ends, so pay close attention to your compass heading as you line up prior to departure.

To help pilots understand where these potentially confusing “hot spots” are, both Jeppesen and FAA’s AeroNav Services are noting their locations on most airport diagrams.

The bureau has several other projects designed to improve airport operations. We are building full length parallel taxiways at Mauston-New Lisbon Union Airport (82C) and

Merrill Municipal Airport (RRL). In addition, high intensity runway lights will be installed on the primary runway 1/19 at Rice Lake Regional Airport (RPD).

This year we are re-painting runway markings at 10 airports to improve situational awareness for pilots.

### Changes In Taxi Phraseology

Earlier this summer a major change was made in the phraseology air traffic controllers use when issuing taxi instructions. Previously, “taxi to” clearances authorized pilots to cross any runway along the assigned route except the assigned takeoff runway. Now, controllers must issue explicit clearances to pilots crossing any runway along the taxi route. In addition, pilots crossing multiple runways must be past the first runway they are cleared to cross before controllers can issue the next runway-crossing clearance.

Now clearances are very exact. The controller will state the departure runway, followed by the specific taxi route and issue hold short restrictions when an aircraft will be required to hold short of a runway or other points along the taxi route. An example would be: “Runway Three Six, taxi via Alpha, Charlie, cross Runway One Zero.”

The elimination of the “taxi to” phrase will apply only to departing aircraft. Arriving aircraft will still hear the phrase “taxi to” when instructed to taxi to the gate or ramp. However, controllers in these situations will still be required to issue specific

crossing instructions for each runway encountered on the taxi route.

### **“Line Up and Wait” Is The New “Position and Hold”**

Since September 30, 2010, controllers are using the term “line up and wait” in place of “position and hold” when instructing a pilot to taxi onto a departure runway and wait for takeoff clearance. This change was designed to help simplify and standardize phraseology, as well as to comply with International Civil Aviation Organization (ICAO) standards.

Why “line up and wait?” The phrase has actually been in use by a majority of ICAO contracting states for many years. It has proven useful with many non-native English speaking pilots who can sometimes confuse “position and hold” with similar-sounding phrases like “position and roll,” “position at hold,” or “hold position.” Misinterpretation of this instruction can have serious consequences. Using “line up and wait” helps avoid ambiguity and

keeps pilots everywhere on the same standard.

An example of the clearance:  
Tower: “Piper 787BA, Runway 21, line up and wait.”

Pilot: “ABC Tower, Piper 787BA, Runway 21, line up and wait.”

Be careful with a Line up and Wait clearance. Studies have shown that if you have not received takeoff clearance after 90 seconds of waiting on the runway, the odds that you have been forgotten have dramatically increased. If a couple of minutes have passed, ask the controller when to expect takeoff clearance. Maintaining situational awareness is mandatory while operating on the runway.

### **Surface Painted Hold Signs**

By the end of 2010, all Part 139 or “air carrier” airports will have hold signs similar to the mounted vertical signs painted on the pavement surface at the hold short position (see photo). This is a tool airports are using to help pilots understand their location on the airport and where they are in respect to the hold short line.

### **Best Practices For Incursion Prevention**

- Use an airport diagram while taxiing. We use charts in the air. Why not use charts on the ground, especially at unfamiliar airports?
- Visually confirm that a runway is clear before entering or crossing it, even when cleared by an air traffic controller. Trust, but verify.
- If you are unsure of your clearance, stop and figure it out and ask for help.
- Maintain a “sterile cockpit” when taxiing. Your flight began when the engine started.
- Focus your attention outside the cockpit. Be on the lookout for other aircraft, vehicles and people.

80 percent of all incursions occur when a pilot fails to hold short of the hold line, and a majority are committed by General Aviation pilots during the taxi-for-takeoff phase of flight. Study airport signage and markings. Understand ATC’s proper phraseology and if you are unsure, always ask for clarification. Together, we can all make operating on the airport a safer place. □

## **Tim Homan**

### **ARRA Specialist – Program & Policy Analyst**

*WisDOT Bureau of Aeronautics*

In May, Tim Homan joined the Wisconsin Department of Transportation’s Bureau of Aeronautics as the bureau’s ARRA Specialist – Program & Policy Analyst.



Tim Homan

In this position Homan manages the programming, qualification, financial administration, data collection, reporting and audit preparation for airport development projects funded by the American Recovery and Reinvestment Act (ARRA) of 2009. His responsibilities include: advising WisDOT staff,

consultants and contractors on the requirements of the Federal ARRA Statute. This includes program rules and requirements for FAA funded projects, FAA Stakeholder Guidance, Airport Certifications, Transparency and Oversight Requirements, General Reporting Requirements, Davis-Bacon Act and ARRA Wage Rate Requirements. He also assists in the coordination of Engineering Section Activities with the Office of Recovery and Reinvestment (ORR), as well as other DOT units and external organizations to ensure consistent implementation of ARRA projects. Homan provides status reports to ORR, WisDOT and FAA on job costs, schedule progress, jobs created and

Disadvantaged Business Enterprise (DBE) participation, and manages the ARRA project documentation and close out in preparation for potential reviews and audits by the U.S. Department of Transportation.

Tim Homan has a degree in Civil Engineering from the University of Nebraska and over 33 years of commercial construction management experience including; contract administration, estimating, scheduling, purchasing, cost controls, surveying and field engineering. Homan has worked on a variety of projects which include: deep tunnels, airport terminals, hi-tech and bio-tech facilities, maximum security prisons, schools and training centers, power plants, electrical substations, oil pumping and separation modules, the Monona Terrace Convention Center,

**CONTINUED ON PAGE 62**



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

**Christopher Roy, Director**

**Dan McDowell, Editor**

Minnesota DOT Office of Aeronautics

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## Check It Out!

by Christopher Roy  
Director

One very important part of the mission of the Mn/DOT Office of Aeronautics is “*aviation education*” and “*outreach*.”



Christopher Roy

To demonstrate the importance of aviation education, I will share a quote with you that was made by newly appointed EAA President and CEO Rod Hightower at EAA AirVenture 2010 in Oshkosh, Wisconsin:

*“When you are exposed to aviation early in your life, there’s a good chance that you’ll stay involved in aviation. I think the outreach to youth is probably one of the most important areas to expose people not only to aviation, but to the things that are important to aviation: science, math, engineering, technology, and I think America needs to stand up and be strong in that.” (Rod Hightower)*

Mr. Hightower’s quote similarly reflects our attitude and spirit toward reaching out to the community and to the youth in our state. Through our outreach and aviation education

efforts, we share information about the true importance and value aviation brings to their community. We can show people how aviation impacts their daily lives. We can also show them how they can be an active part of aviation and help increase its value to their community and to the youth who may someday choose careers in aviation.

Your Minnesota Office of Aeronautics is an active sponsor and participant in programs for youth, such as the following:

**Aviation Career Education (ACE) Camp:** The ACE Camp is held in June and July, and is open to Minnesota students who will be entering 10<sup>th</sup>, 11<sup>th</sup>, or 12<sup>th</sup> grade. ACE Camp allows students to explore a wide variety of aviation careers and all aspects of the aviation and aerospace industries through tours and hands-on projects. Campers are also given the opportunity to fly in a helicopter, pilot a single-engine aircraft, and take the controls of a glider.

**Adopt-A-School Program:** The Aviation Safety, Education, and Training Section of the Minnesota Office of Aeronautics in response to requests from airport managers for ideas, materials, and activities, developed The Adopt-A-School Program for visiting school students and their teachers. It provides

curriculum and materials for teachers to cover with their students in advance of their visit to the airport which makes the visit more effective and meaningful and furthers aviation education.

**Adopt An Airport Program:** Any public-use airport in Minnesota is eligible to participate in the program. It provides a means by which communities may become involved in their local airports and assist in the maintenance and beautification of airport facilities. Local civic and community groups or individuals can adopt the airport, which means they volunteer their time to assist the airport manager or operator with activities mutually agreed upon. This program promotes increased awareness of the advantages and economic impacts that airports have on communities. It is also a means of education by which the community can learn about aviation and aviation careers, and understand what activities take place at an airport

There is a lot more I can tell you, but why don’t you take a few moments to go to our web page and see for yourself: <http://www.dot.state.mn.us/aero/aved/index.html>. I am sure you will find a wealth of information that will open your eyes to new ways to understand, get involved with, and enjoy aviation. Check it out! □

## The Office of Aeronautics Today

The Minnesota Office of Aeronautics is a vitally important part of the Minnesota Department of Transportation (Mn/DOT), and serves 135 publicly-owned airports around

the state. It also serves more than 20,000 certificated aviators, aviation mechanics and technicians.

### Our Mission

The Minnesota Office of Aeronautics is responsible for promoting aviation and aviation

safety within the state by supporting municipalities, townships, and counties in the development, maintenance, and safe operation of public airport facilities. Along with the 135 publicly owned airports, there are 19 publicly owned seaplane bases, and six privately owned (but

open to the public) airports. Sixty (60) airports have one or more runways at or over 3,800 feet in length. Also, seven (7) Minnesota airports have commercial air service.

Minnesota is home to more than 100 navigational aids and a similar number of high-speed computer weather systems for pilots around the state. Many airports also have new or recently updated arrival/departure facilities to meet the quality standards expected by Minnesota aviators.

### Where does the money come from?

The proceeds from the **aviation** fuel tax, **aircraft** registration, and **aviation** user fees are collected under **Minnesota Statute 296.421**, and are deposited into the State Airports Fund. The fund is used in accordance with **Minnesota Statute Chapter 360** *exclusively* for aviation purposes. No General Fund monies are used for aviation in Minnesota.

Expenditures are approved bi-annually by the Minnesota Legislature. The State Airports Fund is administered by the Minnesota Department of Transportation, Office of Aeronautics, and distributed to several programs including construction and maintenance of infrastructure; navigational aids; safety programs; and weather programs (primarily) for pilots; and weather programs disseminated through various media including the Internet and broadcast media.

The broadcast weather information is available to anyone with a television throughout most areas of the state. It is a direct benefit to non-flying citizens as well as certificated aviators, by providing up-to-the-minute weather radar, and current and future conditions information that is immediately useful to farmers, fire and rescue personnel, law enforcement, natural resources agencies, schools, and many others.



Mankato Regional Airport  
Mankato, Minnesota

Gary Chambers

### What benefits does aviation bring to the community and the state?

The benefactors of the State Airports Funds are initially those that use air transportation in any way. This includes the flying public and aviators who use the airports and facilities, attend safety seminars, and utilize safety and aviation information publications. However, the aviation system provides benefits to *all citizens!* It does so in the form of timely, reliable, and the safe delivery of goods, mail, perishables, high-value items, and the transportation of people.

The aviation system also actively aids the economic growth and well being of a community.

On-airport, aviation-related businesses that provide direct services and products to the aviation public depend on adequate and safe airports and airport facilities.

Off-airport businesses use airport facilities for transportation of personnel, parts and equipment, and document courier service. This is often accomplished through the use of their own business aircraft, or through the use of commercial or charter passenger flights and freight facilities that provide just-in-time services and flights. Safe, efficient airport facilities, accurate current weather information, and well-informed pilots help to ensure the continued safe operation of aircraft for those in the air and on the

ground.

The communities benefit directly from having the airport as an economic engine and development tool. Many businesses seek out a community with an airport before deciding to locate in that community or area. These businesses bring jobs and economic growth to their communities.

Communities also benefit from having the airport as their “front-door.” An airport opens the way for expanded tourism, overnight mail and cargo services, expanded emergency and health services and capabilities, access to the world, and much more!

Many smaller towns very likely do not have a train station, or may not even have a bus terminal. But if they have an airport, that airport provides access to transport medical personnel, business people, urgently needed parts and supplies, tourism, and opens access to the global marketplace. So the answer to the question of who benefits from a strong, healthy, and viable aviation system is quite simply, everyone!

Minnesota’s system of airports contributed more than \$12.1 billion to the state’s economy in 2009, while providing nearly 165,000 jobs that produced more than \$6.4 billion in labor income. But, it is also very important to note that Minnesota’s small and medium airports alone brought more than \$433 million to the state’s economy and provided nearly 4,000 jobs that produced approximately \$184 million in labor income! \*

Bear in mind that General Aviation (GA) has been and remains a vitally important economic engine in Minnesota, and throughout the nation. In fact, approximately 70% of all General Aviation is associated with some commercial activity. Business travel alone accounts for more flying hours than any other facet of General Aviation.

Consider the fact that the total economic impact of GA (annually) for 2008-2009 (in Minnesota) was \$1,663,304,617, while the *daily impact* was \$4,556,999. Thus, GA contributed more than \$595 per person, based on combined direct, indirect, and induced effects in this state. It is interesting to note that Minnesota is number *nine* on the list of states with the *highest* General Aviation impact per capita.

With that in mind, it is then easy to understand why a municipality with an active airport is a better place to live, work and play. An active airport attracts motivated citizens, community-minded industries and adventurous visitors.

**What is the Minnesota Office of Aeronautics doing for the aviation community?**

**Nav aids:** Minnesota Office of Aeronautics professionals work hard to provide the best services and aviation products possible. One example is the dedicated work by the Nav aids team to fill a large radar coverage gap in Minnesota by utilizing a new technology called Wide Area Multilateration (WAM). The project will be jointly funded by the FAA and the State through bonding and the State Airports Fund.

There is a large area of Minnesota where radar coverage is not available. Aircraft operating in this area have to be above 4,000 feet and sometimes as high as 10,000 feet to be in radar

contact. There are 21 airports in this area including two with commercial service: Bemidji and Brainerd.

The area also contains Camp Ripley: an Army Airfield with significant training operations and a restricted area northwest of the airfield. In this airspace Instrument Flight Rules (IFR) operations are limited to one in/one out access. Air traffic services to pilots like traffic advisories, flight following and weather advisories are simply not available.

The Nav aids team is working diligently to remedy this situation to help make flying in Minnesota not only safer, but also more efficient. The direct benefit to aviators will be to *lower costs for pilots* using that airspace or those 21 airports. The benefit/cost analysis study summary concluded that there could be annual savings of 300,000 hours of passenger time in flight, 1.4 million gallons of fuel, \$6.3 million in aircraft operations, and \$140,000 in search and rescue expenditures.

**Airport Development:** The Airport Development team is constantly working to aid airports in finding ways to improve their facilities, or upgrade their runways, tarmacs, hangars, and enhance their arrival/departure buildings. While always including safety in the scope of their projects, the aeronautics regional airport engineers often look for new ways to help make the airport more user friendly and even more esthetically pleasing to see.

From July 2009-June 2010,

(FY2010), your Airport Development team handled 257 funded projects. The funding amounts included (Federal) \$53,766,125.00; (State) \$16,099,317.53, and (Local) \$11,748,329.84. Total project costs: **\$81,613,772.37.**

These dollars, while helping to improve and enhance local airports, also create jobs and economic benefits within those communities. This is not only a direct benefit to these communities, but is also directly beneficial to all citizens in those communities and surrounding regions.

Now you understand more about what the Minnesota Office of Aeronautics does for you and your community. We hope you will share this information with everyone in your community. Clearly you can see the value and importance of aviation and quality airports in Minnesota.

**One more thought about aviation in Minnesota...**

We offer one more thought about aviation: "When you build one mile of highway, you can only travel 5,280 feet and no further," said Chris Roy, Director, Mn/DOT Aeronautics. "But when you invest in the construction of one mile of **runway**, you will have built a path that connects your community to the rest of the nation, and to the world."

\* Data from the Economic Impact Study by the University of Minnesota Center for Transportation Studies, 2010. □

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## Wipaire Celebrates 50<sup>th</sup> Anniversary



Chuck and Sara Wiplinger with their son, Kaleb – the fourth generation of Wiplingers since the company was founded in 1960.

OSHKOSH, WIS. – The staff at Wipaire, Inc., manufacturers of Wipliner floats at Fleming Field, South St. Paul, Minnesota, started celebrating their 50<sup>th</sup> anniversary during EAA AirVenture-Oshkosh, July 26-August 1, 2010, with a huge



display of aircraft, pilot supplies and a commemorative cake! Bernard “Ben” Wiplinger started design and certification on the Wipliner 3900 float for the Cessna 185 in 1960. His son, Bob “Wip,” and his grandchildren, Nancy and Chuck, have kept the Wipliner float tradition going strong ever since.

Over the past 50 years, 16 different models of Wipliner floats

have been certified on aircraft ranging from Piper Cubs to the de Havilland Twin Otter. Nine of these float models are still in production today. Ben, Wip and Chuck have led teams of engineers that have created over 120 different supplemental type certificates. Their most recent accomplishments are the certification of the Wipliner 7000 float on the Quest Kodiak, an executive interior for the de Havilland Twin Otter, and a single-point refueling system for the Cessna Caravan that is compatible with the G1000 system.

To further celebrate their 50<sup>th</sup> anniversary, Wipaire is giving away a commemorative set of Wipliner 2100 floats at the AOPA Summit in Long Beach, California on November 13, 2010. For details, refer to their website at [www.wipaire.com](http://www.wipaire.com) or call 651-209-7168.

In addition to manufacturing floats, Wipaire is a full-service aviation specialist through its “WipCaire” division. Services include aircraft refinishing, interiors, avionics and maintenance.

For additional information call 1-866-277-1146 ([www.wipaire.com](http://www.wipaire.com)).

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## Wisconsin Mechanic Receives Charles Taylor Master Mechanic Award

JANESVILLE, WIS. – Nick Quint, owner of Blackhawk Aircraft Maintenance at Southern Wisconsin Regional Airport in Janesville, Wisconsin, received the FAA’s “Charles Taylor Master Mechanic Award” for 50 years of service to the industry. The award was presented on April 16 in Janesville.

Speakers and special guests included Tom Soerens of the DuPage Flight Standards District Office; Tim Anderson of the Milwaukee Flight Standards District Office; Dick Wixom, who Quint worked for at

Blackhawk Airways before starting his own business; Chuck Doyle, Jr., a customer from Webster, Minnesota; Quint’s son, Michael, who is a mechanic with United Airlines; and Archie Henkelmann, who was Quint’s airframe and powerplant instructor at Janesville Vocational School (now Blackhawk Technical College) in 1959. Both of Quint’s sons, Michael and Joseph, are also graduates of Blackhawk Technical College, and all had Henkelmann as their instructor.

Quint is an expert on Beech 18s, and has repaired and restored many



Nick Quint

aircraft. He receives calls and e-mails from around the world from people asking maintenance questions, or looking for parts. □

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Tanis preheaters include a heavy-duty electrical harness with an optional flush mount plug for quick connections and a remote indicator light so pilots are assured that the preheater is getting electricity. There’s nothing worse than plugging in an engine preheater and finding out that the circuit breaker from the electrical

**CONTINUED ON PAGE 62**

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# Poberezny Introduces Hightower As New EAA President

Longtime pilot/EAA member becomes only the third president in organization's history; Poberezny to continue active role as chairman.



Jim Koepnick / EAA

Newly appointed EAA President Rod Hightower speaks with members of the press on the opening day of EAA AirVenture-Oshkosh, July 26, 2010.



Dave Weiman

(CENTER PHOTO) Tom Poberezny introduced Rod Hightower as his successor as president of the Experimental Aircraft Association on opening day, and then at his last press conference as president on August 1, 2010 (seen here), Poberezny commented on the transition period, and on the success of AirVenture 2010.

"The transition should appear seamless by the membership," said Poberezny. He said that the greatest legacy of his career would be to ensure that the transition is successful.

When asked if this was the right time to pass on his presidency, Poberezny said, "Whether it is or not, I don't know. But 20 years from now, I would hate to look back and say, I wished we did it 20 years ago."

Poberezny said that Hightower would have the responsibility, and the accountability, that comes with the position.

As for the success of AirVenture 2010, and how EAA dealt with the torrential rains that left the grounds soaked prior to the start of the event, Poberezny was pleased with the response and understanding they got from volunteers, local businesses, and convention-goers.

"The emergency plan started six weeks ago, because of the storms that were coming through the area," said Poberezny. "It's not how we begin, but how we end," and EAA AirVenture 2010 ended in good shape!

Poberezny said that he will continue as AirVenture chairman for at least 2011, and that there will continue to be site improvements. The focus for AirVenture 2011 will be the 100<sup>th</sup> anniversary of Naval aviation.



Jim Koepnick / EAA

EAA Presidents: (L/R) Incoming president, Rod Hightower; EAA founder and first president, Paul Poberezny; chairman and outgoing president, Tom Poberezny.

OSHKOSH, WIS. – Tom Poberezny, chairman and president of the Experimental Aircraft Association, announced on the first day of EAA AirVenture, July 26, 2010, that Rod Hightower, 51, a longtime EAA member, pilot and aviation enthusiast who has established a distinguished career in business senior leadership positions, was named EAA's new president. Hightower assumed his responsibilities effective September 7.

Hightower is only the third president in EAA history and the first president outside the Poberezny family. His duties include directing EAA's day-to-day operations and EAA's many member-focused programs. Poberezny will retain an active role as chairman of the organization, a position he has held

since March 2009.

"Rod's selection completes a process that I began in 2005," said Poberezny, who has served as EAA president since 1989, when he succeeded his father, Paul, who

had been president since EAA's founding in 1953. "He has the passion for aviation that is absolutely essential to serve EAA's 160,000 members, as well as the extensive business operations background

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(TOP PHOTO) The theme of EAA AirVenture-Oshkosh 2010 was "Salute To Veterans" with a parade, special air shows, and evening programs. Culminating the salute was an "Old Glory Honor Flight" on July 29, 2010 as 80 World War II veterans were flown to Washington, D.C. in an American Airlines Boeing 737 for a daylong tour of national memorials honoring those who made the ultimate sacrifice.

(LOWER PHOTO) There are always some unique aircraft designs unveiled at EAA AirVenture, and this modernistic/high tech aircraft called the "Cobalt" CO50 was one of them ([www.cobalt-aircraft.com](http://www.cobalt-aircraft.com)).

that is necessary to successfully meet the challenges and opportunities ahead for EAA."

Meanwhile, Poberezny, 63, will utilize his years of experience and relationships that he developed to foster and grow EAA's business partnerships, philanthropy and the organization's endowment. He will also remain as chairman of the annual EAA AirVenture fly-in at this time.

Hightower grew up in modest circumstances, as his father was a welder with Ford Motor Company. In order to learn to fly and pay his way through college, Hightower started a business when he was 15 years old and kept it operating during his college years before selling it in 1984, two years after his graduation from Central Missouri State University in which he holds a Bachelor of Science Degree in Aviation Technology.

During more than 25 years of business management and leadership experience, Hightower has led domestic and



(TOP PHOTO) Receiving Grand Champion Classic Aircraft at EAA AirVenture-Oshkosh 2010 was a 1948 Piper PA-15 Vagabond, owned by Don Halloran of Marshfield, Wisconsin. The aircraft was restored by brothers Cory (left) and Ryan Johnson (right) of Dodgeville, Wisconsin, who are seen here. Cory Johnson is employed at Cerniglia Products, a food distributor in Madison, Wis., and Ryan Johnson is an airframe and powerplant technician at Morey Airplane Company, Middleton, Wis.

(LOWER PHOTO) The inaugural "Spirit of Aviation Aircraft Auction" was held at EAA AirVenture, July 31, 2010, and featured everything from a 2004 Cirrus SR22 G-II to this one-of-a-kind 1958 Piper Apache on Wipline 3730 amphibious floats.

international business operations with as many as 2,300 employees and annual revenues of up to \$470 million.

Hightower began his career as a sales engineer with two smaller companies engaged in industrial automation and process control before joining Square D Corporation in 1990. His initial assignment was as a sales specialist, but he was quickly promoted to lead sales for the entire Midwest region. He later headed Square D's channel marketing and was promoted to vice president in 1996. After rising to lead matrixed sales and marketing across several of Square D's business units, he joined York Corporation as vice president of North American sales and service for its engineered systems group. He later led a turnaround of York's EMEA air conditioning business in a general management role, responsible for a \$470 million autonomous business with responsibilities on an international level.



Dave Weisman

Steve Buswell and his wife, Kathy, drove to AirVenture on their Honda motorcycle. Buswell is an AOPA Airport Support Network volunteer for Winona Municipal Airport in Minnesota.

After returning to the United States, Hightower became CEO at Public Safety Equipment, a supplier of emergency lighting, radar and video systems used in law enforcement and military applications. He remained in that position until late 2008, although he remains an equity holder in that company.

Hightower is a vintage aircraft enthusiast, having restored his own Stearman biplane out of Creve Coeur Airport near St. Louis, Mo. He is a director of the National Stearman Foundation and helps organize the annual National Stearman Fly-In in Galesburg, Illinois, in September.

“This is a very exciting time for EAA and general aviation,” said Hightower. “I’m honored to be selected as the next leader of such a passionate group of aviation enthusiasts as EAA members, since I’ve long been a part of the organization for more than 20 years. There is much work ahead, but I am eager to start.”

Hightower was selected from more than 700 candidates for the position, including those from inside and outside the aviation industry. Hightower is married, and he and his wife, Maura, have five children, all of whom were present at AirVenture when the announcement was made. □

## Fly-Over In Memory Of EAA Red Shirt Team Member



Dave Weisman

The missing man formation during the EAA Memorial Wall ceremonies August 1, 2010, featured the Aeroshell Team, led by Matt Younkin in his Beech 18, and trailed by the Redtail P51 flown by Doug Rozendaal. The Aeroshell Team flew a special fly-over earlier in the week at Powers Lake, Wisconsin, in memory of air boss, Jim Brady.

POWERS LAKE, WIS. – The Aeroshell Aerobatic Team comprised of four T-6 warbirds performed a “missing man” fly-over salute at Powers Lake, Wis., July 25<sup>th</sup> in memory of longtime air show producer and air boss, Jim Brady, 68, who died January 9 from an extended illness. The team was en route to EAA AirVenture-Oshkosh, a team and air show Brady worked with over the years.

“It was such a fitting tribute,” said Brady’s widow, Maggie. “There couldn’t have been a better way to honor him.”

Brady, owner of Eagle Productions,

Ltd., was a member of the elite “Red Shirt Team” at EAA AirVenture-Oshkosh, which was responsible for coordinating the flybys and air shows during the event. Brady’s name was added to the EAA Memorial Wall near the chapel behind the EAA Museum at Wittman Regional Airport, Oshkosh, Wis., on the final day of AirVenture, Sunday, August 1, 2010.

“He enjoyed all air shows, but his favorite was Oshkosh,” said Maggie. “It was a time to not only be involved in the premier aviation event in the world, but to meet new friends, renew old acquaintances, and be with his aviation family.” □

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# Aviation Explorers & Southern Illinois University-Carbondale Celebrate Aviation Education At Oshkosh



Southern Illinois University-Carbondale representative, Dave Jaynes (right), talks with an Aviation Explorer about the aviation program at SIUC.



Christine Zoerlein and Mike Robertson, two Southern Illinois University Aviation-Carbondale faculty members and alumni, display the SIUC Aviation 50<sup>th</sup> Anniversary Cake.



Terry Wendling (left), former chief flight instructor at Southern Illinois University-Carbondale and recently retired captain for State Farm Insurance, Bloomington, Illinois, speaks with John Voges (right), the current chief flight instructor at the university.

**T**hanks to an invitation from the Aviation Explorers Board of Directors, Southern Illinois University (SIUC) Carbondale's Aviation Programs made a visit to the Aviation Explorers' Base at EAA AirVenture-Oshkosh on the evening of July 29, 2010.

During the visit, a presentation was given on SIUC to the 100-plus Aviation Explorers from 12 Aviation Explorer Posts in eight states who were camped at the Explorer Base for the week.

The evening also included an SIUC Aviation Alumni gathering at the Explorer Base for SIUC Aviation alumni attending EAA AirVenture. Since 2010 is the 50<sup>th</sup> Anniversary of SIUC Aviation's founding, the alumni gathering was a great opportunity to celebrate this important milestone at the world's largest aviation convention.

Aviation Explorer Post 731 from Springfield, Illinois, prepared a grilled pork chop dinner with all the trimmings. The advisor for the post is Jim Bildilli, who is also a member of SIUC's Aviation Advisory Committee. Anniversary cake and ice cream topped off the dinner.

In attendance were several SIUC Aviation personnel who represented the various program areas. Mike

Burgner heads-up the Department of Aviation Technologies, David Jaynes, Field Representative and Advisor of SIUC's Aviation Flight Program, and Dr. David NewMyer, with the Department of Aviation Management and Flight. The spectrum of aviation degree programs offered at SIUC is quite diverse and covers many interests and subject areas including:

- AAS in Aviation Flight, leading to the FAA Commercial Certificate with Instrument and Multi Engine Ratings. Advanced flight coursework is available in Flight Instructor training; Multi-Engine flight time building ("Practicum in Air Carrier Operations); Turbine Transition; and glass cockpit experience in a Frasca 172 TruFlite FTD.

- B. S. in Aviation Management. Most students with the AAS in Aviation Flight take this degree as a "capstone" baccalaureate degree that prepares them for the aviation industry in general with courses such as Airline Management, Aviation Industry Regulation, Airport Management and Air Transport Labor Relations. This degree also includes minors in Airport Management and Planning and Aircraft Product Support with a minor in Air Traffic Control coming in the fall, 2011.

- B. S. in Aviation Technologies

with specializations in Aircraft Maintenance, Helicopter Maintenance and Aviation Electronics (Avionics). All students take the basic Airframe and Power Plant Mechanics coursework in the first two years and a summer.

- Master of Public Administration in Aviation Administration, which is a degree that is geared for students with a goal to work in a local, state, or federal government agency that is involved with aviation or aviation policy and regulation.

SIUC Aviation student enrollment totals approximately 435 students. SIUC also operates 36 aircraft in its Aviation Flight program and owns another 25 aircraft (including a Boeing 737-222 aircraft donated to SIUC by United Airlines) in its Aviation Technologies program. Alumni connections are critical for current students, and there are nearly 10,000 graduates from SIUC Aviation, of whom 6,400 receive an annual newsletter about the aviation programs!

At the conclusion of the SIUC aviation programs presentation, SIUC representatives handed out free T-Shirts to the Aviation Explorers imprinted with the words "Aviation Explorers: Future Salukis." Of course, the mascot of SIUC is a long-haired

Egyptian dog called a Saluki.

After distributing the "Saluki" shirts, the gathered alumni and their families were updated on the latest happenings at SIUC Aviation.

• The Flying Salukis (the National Intercollegiate Flight Team from SIUC) won the Midwest Regionals in the fall of 2009 for the third year in a row (outscored the University of Illinois, Purdue, Lewis University and Middle Tennessee State) and qualified for nationals. At nationals, the team placed 4<sup>th</sup> in the nation!

• SIUC Aviation entered three teams (out of 55 total) in the 2010 Women's Air Race Classic (ARC) and these teams were represented at the Alumni Gathering by two of the teams: Sabrina Zweggo and Heather Heindinger (20<sup>th</sup> in the nation), and Erin Jackson and Christine Zoerlein (9<sup>th</sup> in the nation). The other team with Katie Lake and Ashley Carder finished 12<sup>th</sup> in the nation. All six of



these women graduated from SIUC Aviation and they are all current or former flight instructors in the SIUC Aviation Flight program. This year's race stopped at the Southern Illinois Airport (KMDH), so it was a very appropriate year for the first SIUC entries in the ARC because of its 50<sup>th</sup> anniversary!

• The Transportation Education Center (TEC) is finally under construction at Southern Illinois Airport (KMDH). This new facility, when completed in Fall 2012, will add over 200,000 square feet of space for SIUC Transportation degree programs at the airport. The cost of the project is \$42 million. To follow the construction of the TEC, go to [www.transportation.siuc.edu](http://www.transportation.siuc.edu) and watch for updates or go to the web cam link to watch the actual construction!

Over 80 SIUC Aviation alumni attended the SIUC Alumni Gathering at the Aviation Explorers Base and had a wonderful time catching up on SIUC Aviation news and also talking to one another about their shared experiences in attending one of the top post-secondary aviation programs in the nation. For more information about SIUC Aviation, go to [www.aviation.siuc.edu](http://www.aviation.siuc.edu) or call Dr. David NewMyer at (618) 453-8898. □

## Col. Kenneth O. Wofford 1922-2010

by Noel Allard

**Kenneth O. Wofford (USAF Colonel Retired)**  
– Tuskegee Airman, Minnesota Aeronautics Commissioner, and Minnesota Aviation Hall of Fame inductee – passed away at his home in Golden Valley, Minnesota on



Den McDowell

September 5, 2010 at age 87. He was placed to rest at Fort Snelling National Cemetery with full military honors.

Wofford was born in Oklahoma in 1922, and enlisted in the U.S. Army in 1943 as a medical technician. In November 1943, Wofford was sent to the Tuskegee Institute for pilot training, where he earned his wings in 1945 and spent 32 years in the U.S. Air Force. During his career, Wofford flew single and multi-engine aircraft and served with the Tactical Air Command, Air Defense Command, Military Airlift Command, USAF Europe, Pacific Air Command and the

Air University, amassing 9000 hours of flight time.

As a member of the Tuskegee Airmen, Wofford was assigned to the 477<sup>th</sup> Composite Squadron flying P-47s and B-25s. He was scheduled overseas when WWII ended. When he retired from the Air Force in 1974, he was named director of the Minnesota DOT Office of Aeronautics where he served for 10 years.

In 1988, Wofford became a founding member of the Minnesota Aviation Hall of Fame, and was inducted into the Hall of Fame himself in 1999. □

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James Lawrence



Robbie Culver

## The Last Time DC-3 Gathering At Rock Falls, Illinois

by Robbie Culver

**F**ew aircraft have the attention, praise, cult following, and long service life that the DC-3 has. When most pilots think of a classic, vintage aircraft, the DC-3 is one type that easily comes to mind. Probably no other aircraft has been written about as much as the DC-3, with the predictable result that little new is left to say.

2010 is the 75<sup>th</sup> anniversary of the aircraft, and in celebration a group of DC-3 owners gathered for an event titled “The Last Time” at the Rock Falls, Illinois airport, July 23-26, 2010. The airport ramp was wall-to-wall airplanes, with that familiar silhouette seen from every conceivable angle no matter where you looked.

Organized as a celebration of the aircraft's iconic history, the event also ended appropriately with the group setting their own agenda for the much-publicized mass arrival at EAA's AirVenture-Oshkosh, Wisconsin, July

26 - August 1.

Already destined for the aviation history books, almost as if by fate, the event took on its own nearly mystical quality, much like the aircraft it was intended to celebrate.

Twenty-six DC-3s, C-47s, an AC-47 “Spooky,” a C-49J “Southern Cross” that this reporter used to skydive from, the only C-41 in existence, and the last DC-2 known to exist, attracted over 15,000 spectators and a horde of news reporters to what is typically a quiet, rural airport. For seasoned DC-3 fans such as myself, this was an event not to be missed. And as a photographer, there was no way I could pass up the chance to get this many aircraft captured all at once, plus get some photos of my 5-year-old son with them.

Seeing this many of the classic design in one location is rare, indeed, made even more so special by the

variety of aircraft present. The ramp was packed with people and airplanes, with many of the aircraft open for tours and viewing, some free, others with nominal charges. It wasn't just an aviation crowd – many combat veterans were seen mixing it up with the owners and crew, and young families were found wandering in and out of them also. I saw more than one teary eye on the ramp.

The sight, sound, and smell of the aircraft is enough to stir the soul of anyone with even a passing interest in aviation. Seen from the side, any angle, behind or head on, no airplane looks like “the 3.” My wife and I commented on how no matter which one we went in, they all smelled that same wonderful way – a mix of avgas, oil, metal, and people. Walking up the steep incline towards the front of the cabin reminds you that you are in one of the last big, great tail-draggers made.

The variety of interiors and cockpit layouts was impressive. Old freight dogs and classic airliners sat side-by-side, and several very rare and unique configurations were present. At one point, a glimpse out the cockpit window from one of the aircraft open for viewing revealed a beautiful sight – rows and rows of DC-3s shimmering in the hot sun, with throngs of people admiring them.

During the planning of the event, some friction occurred between the



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organizers and EAA with regards to the planned mass arrival at EAA's AirVenture-Oshkosh 2010. As a result, the DC-3s assembled at Rock Falls made a mass flyby of the airport prior to departing for Oshkosh on Monday, July 26<sup>th</sup>.

Due to the politics involved, spectators at Oshkosh were treated to a different display than most mass arrivals. The aircraft arrived in formation over the top of the airspace limits, flew from west to east, then departed over Lake Winnebago and broke the formation for a spectacular, perfect in-trail arrival.

The arrival at Oshkosh added to the number of DC-3s and C-47s on site at AirVenture, and rough estimates put the total on the field between 30 and 40, not counting the Basler Turbo Conversions aircraft based there.

There was simply no way to count them all accurately with the chaotic parking situation at AirVenture caused by the saturated grounds.

The visuals of seeing 23 aircraft in formation, followed by the rapid arrivals, made a deep impression on this reporter. I realized as I stood watching their arrival on Runway 18 at Wittman Regional Airport in Oshkosh, that may indeed be "The Last Time" we see that many DC-3s gather at one time. As is fitting for a 75-year-old aircraft, three of the 26 aircraft at Rock Falls did not make it off the field due to maintenance issues.

One of my earliest memories in aviation is of a DC-3, so this was a poignant moment for me, as I am sure it was for many at EAA AirVenture.

Personally, I felt that the event had perfect timing – literally and

physically right between the two aviation events I attended on my summer vacation.

In a posting on the organizer's website following the event, Dan Gryder, a local Delta Airlines pilot who originally proposed the idea, was quoted as saying, "It was a long shot, but we did it anyway."

"The Last Time" provided a voice for one last salute to the grand old dame of aviation. No other aircraft before or since has the history, durability, versatility, or adaptability that the DC-3 has, and continues to have. With the event now passed, one has to wonder how long it will be until regulations or sheer age make seeing a DC-3 in flight a distant memory. And what a sad thought that is for those of us whose hearts quicken at the sight or sound of the iconic DC-3. □



Allen Penticoff

by Allen Penticoff

Over the four days of July 23-26, Whiteside County Airport (KSQI), Sterling-Rock Falls, Illinois, 29 Douglas

DC-3s and C-47s gathered for the celebration of the 75<sup>th</sup> birthday of the legendary aircraft series. M&M Aviation – the FBO, was the originator, promoter and host of the event. It was called "The Last Time"

because they figured that the people who were around at the birth of this iconic aircraft may soon be on the other side of the pearly gates, so the time to do this was now, as it may be their last opportunity to celebrate together. Pilots and crew could get together and swap the many wild stories generated by the millions of hours these machines have flown worldwide and continue to fly. Unlike the people that built and flew them, the planes themselves are expected to continue to fly for many years to come.

The gathering drew thousands of spectators to roam among and inspect the planes, eat from scout troop and other organizations' offerings, and on July 26<sup>th</sup> to witness the rare

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opportunity of a mass takeoff of 24 of the sleek old birds (two had mechanical problems, three departed earlier). The onlookers along the crowded fence line absorbed the smoke and rumble of big radials coming to life; the dazzling whirl of big Hamilton Standard three-bladed propellers and the roar of their consecutive takeoffs. After the takeoff, the Douglas' flew in loose formation groups of three and four over the field before heading to Wittman Regional Airport in Oshkosh, Wis., for a mass landing at EAA AirVenture 2010.

The aircraft series started as the prototype Douglas Commercial (DC) DC-1 in 1933. Production of the DC-2 began with a first flight on May 11, 1934. But after production of 156 groundbreaking DC-2s, this design was found wanting in ground handling and other qualities. With major improvements, it was re-designated the DC-3 and first flown on December 17, 1935 (32nd anniversary of the Wright Brothers first flight). Total production was 16,079 civilian DC-3 and military C-47 "Dakotas" or "Skytrains," and variations were built in the U.S., Russia, and Japan, meeting the transport needs of the fledgling airline industry and military throughout World War II in all theaters. It can be persuasively argued that the sturdiness and reliability of the Wright R-1820 Cyclone 9, and later Pratt & Whitney Twin Wasp S1C3G equipped DC-3, made regular air transport a reality.

Many post-war aircraft were converted to airline and executive transport use, as well as provided cargo transport in remote areas of the world, as they still do. Three companies in recent years have made conversions to turbine engines, with Basler Turbo Conversions of Oshkosh, Wisconsin, literally building a new, larger aircraft, the BT-67, from a vintage stock airframe.

According to "The Last Time" event organizer, Mike Dowell, owner of M&M Aviation, 104 DC-3s are still flying worldwide. It was the proposal of local Delta First Officer,

Dan Gryder, to pull the event together. Gryder owns a 1938 DC-3 that promotes the German die cast modeler Herpa-Wings and provides instruction. Gryder organized and recruited the airplanes and crews to come to Sterling, while Dowell made arrangements with the municipalities,

hotels and other ground necessities. Dowell says that there are no firm plans for a future event as they are just now going through the debriefing process of this year's event. Those who were witness to this event may have just been there to see "The Last Time." □

## Airport Terminal Dedicated To Air Show Pro!



Dave Weiman

HUTCHINSON, MINN. – The skies rained tears from heaven just hours before show time at Hutchinson Municipal Airport, Hutchinson, Minnesota, August 7<sup>th</sup>. A crowd of several thousand friends, family and fans turned out in honor of local air show performer, Joe Dooley, who passed away December 25, 2009 from cancer at age 56. The air show was held to celebrate the dedication of the airport terminal building, naming it the "Joseph P. Dooley Terminal."

Featured performers included Dooley's friends: Darrell Massman in his Panzl S-300; Doug Rozendaal in the CAF Redtail P-51 Mustang; Susan Dacy in the Super Stearman "Big Red;" Jim "Fang" Maroney in his de Havilland Super Chipmunk; and Mike Keenum in his Hawker Sea Fury "Riff Raff." Phil Dacy and Jim Faber, announcers; Scott Duck, air boss. □



Hutchinson Mayor Steve Cook with Cheryl Dooley holding the "Joseph P. Dooley Terminal" dedication plaque. □

Dave Weiman

## Volk Field Fly-In & Open House Builds Bridge of Understanding

by CMSgt Greg Cullen

Airfield Manager

Volk Field CRTC, Wisconsin

CAMP DOUGLAS, WIS. – Growing up on a dairy farm in southern Wisconsin, I learned at an early age that the success of a crop's yield was truly dependent on Mother Nature. Farmers need a careful balance between rain, sun, and humidity to obtain peak performance. And above all, no matter how much planning and preparation went into the planting of a particular crop, one good storm can wipe out the harvest. Volk Field's bi-annual open house didn't get wiped out, but the weather did alter plans for many general aviation (GA) pilots.

The open house was held Saturday, August 21<sup>st</sup>. The airfield opened at 7 a.m., ready for business. The event is the one chance when GA pilots can land on a 9,000 ft. military runway with prior approval. Our air traffic controllers were braced for the rush. Nearly 150 GA pilots had pre-registered and planned to fly in that morning. Some were coming to attend the Wisconsin Department of Transportation IFR/VFR seminars. Some wanted the pancake breakfast sponsored by the Camp Douglas Legion. Others just wanted to

view the variety of static display aircraft and watch the various aerial demonstrations planned. However, the early morning sun never came out. Instead, low ceiling, little wind, and the occasional fog bank moved slowly over the airport. Trying to remain positive, most people thought conditions would improve quickly and the GA pilots would be flying in with only a slight delay. Apparently, nobody told Mother Nature, because the weather conditions did not improve much until late morning. About 26 GA pilots were able to fly in IFR. The others either made the decision to drive or cancelled. Despite the weather, overall attendance remained strong.

As the weather steadily improved early in the afternoon, the crowd was able to see some exciting aircraft demonstrations. The Yak-52, RV-8, Panzl S-300, B-25 Mitchell Bomber, and F-86 each put on a thrilling show. And then, the crowd favorite: the East Coast F-16 Demonstration Team performed. The maintenance team moved effortlessly during preflight checks with precision and



Mike Nightengale (MGNPhoto.com)

USAF East Coast F-16 Demonstration Team.

professionalism. Flying the "low cloud" show, the pilot maneuvered his Fighting Falcon flawlessly overhead. The 4,000-plus spectators cheered as he taxied into chalks and shut the engine down. With just enough cloud clearance, the 101<sup>st</sup> Airborne Parachute Team was able to make their jump, hit their target at show center, and close the air show.

Even though the air show was delayed and some pilots couldn't fly in, the day was a success because everyone was safe, and there will be more fly-ins to attend in the future. Although a date hasn't been set yet and it's not a fly-in, Hardwood Range will have their open house event in 2011. GA pilots will have to wait until the 2012 fly-in and open house to land at Volk Field again. Hopefully, the weather will cooperate next time for all to enjoy! □

## Eau Claire Air Show Brings Honor To Community

by Geoff Sobering

Producing an air show every year is quite a bit of work, and a biennial schedule can have advantages. Obviously, some of the organizational effort can be spread out over two years instead of one, and volunteers and sponsors are less likely to burn out. The Chippewa Valley Airshow at the Chippewa Valley Regional Airport (EAU) in Eau Claire, Wisconsin, is very successful with this format. Two years ago the show won the U.S. Navy Blue Angel's "Air Show of the Year" award, and they hoped to repeat that



Alan Barbor (FFRMedia.com)

Mike Lucas races his Lucas Oil Pitts against Paul Stender in his jet-powered school bus at the Chippewa Valley Airshow, Eau Claire, Wis.

in 2010. As in 2008, the headline act was the Blue Angels. Filling out the bill were a collection of outstanding civilian performers, along with the U.S. Air Force "Viper West" F-16 demonstration team, and the Army

Golden Knights parachute team.

The civilian acts were a good mix of action and entertainment. High-powered aerobatics were provided by Greg Poe with his ethanol powered Fagan MX2, and Mike Wiskus in the Lucas Oil Pitts. Kent Pietsch brought his Jelly Belly Interstate Cadet and "pickup-truck landing strip" for a more fun-oriented act. For pure smoke and fire-fueled entertainment, bolting a jet engine to some kind of vehicle is hard to beat, and Paul Stender filled that niche with his jet-powered school bus.

There is an old adage in aviation that airplanes do not fly because of lift, but rather money. The same can be said of air shows. Sponsorship is

**CONTINUED ON PAGE 58**

# SPORT PILOT - LIGHT SPORT AIRCRAFT



## Piper's Special Light Sport Aircraft Entry Arrives In The Midwest... North Iowa Air Service Named *Piper Sport* Distributor

by Ed Leineweber



The Piper Sport LTD Special Light Sport Aircraft makes its debut on the LSA Mall at EAA AirVenture 2010 and immediately begins to turn heads.



Bill and Todd Kyle, second and third generation proprietors of North Iowa Air Service, the newly named Piper Sport S-LSA distributors for the Midwest.

**W**ow! That happened fast! While airplanes are fast-moving machines, developments in the aviation world usually do not set speed records. (Take the 10-year development of the Sport Pilot/Light Sport Aircraft rule, for instance.) But the story of Piper Aircraft, Inc.'s entry into the Special Light Sport Aircraft (S-LSA) market place, and the designation of North Iowa Air Service as its Midwestern distributor, is one fast-paced



Ed Leineweber

saga, taking less than six months from start to finish. It's an exciting tale, portending good things for the Sport Pilot/Light Sport Aircraft movement, not only here in the midlands, but across the nation as well.

First, a quick recap on the history of what is now the Piper Sport S-LSA. Only last October I attended the first Midwest Light Sport Expo at Mount Vernon, Illinois, and interviewed the then-dealer of the then-named Sport Cruiser manufactured by a Czech company then known as Czech Aircraft Works. The aircraft impressed me, and the dealer and I discussed the possibility of a demonstration flight at my home base later last fall. That demo never happened, and now I know why. A deal with Piper, rumored to be in the works last October, came to fruition with the January, 2010, announcement that the Rotax 912-powered Sport Cruiser, slightly tweaked and renamed the Piper Sport, would be the Piper entry into the crowded and still expanding S-LSA market. Piper's arrival as an S-LSA vendor is the biggest Sport Pilot/LSA news story of 2010, and for good reason.

As with the decision by Cessna to enter the S-LSA field

with its Sky Catcher, the arrival of the big guys validates the Light Sport Aircraft concept, gives assurances to those who might question the ASTM consensus standards design, manufacturing and maintenance approach, and virtually guarantees the ultimate success of this new way of doing business in aviation.

Of course, some might view Piper's entry as another blow to the scores of smaller competitors who hope to establish a foothold in the market for themselves, as more buyers might be expected to gravitate toward the bigger, more established players, in the hopes of securing better, more reliable parts and service support. An optimist, like me, would choose to believe that a well-established market will afford smaller players opportunities for success through product differentiation, innovation, pricing and superior customer service.

Besides, the entry of the big players into the S-LSA field provides lots of opportunity for the little guys as well, as can be seen from the designation of North Iowa Air Service as the Piper Sport distributor in Iowa, North and South Dakota, Nebraska, Minnesota, Wisconsin and Illinois. Aircraft retailing, maintenance, flight training, rental and air charter has always been largely a mom-and-pop business, and the developing S-LSA industry seems to be following that same course.

North Iowa Air Service is a classic example of the general aviation fixed base operation (FBO) as we have known it, and appears to be a case study into how the Sport Pilot/Light Sport Aircraft movement will be carried forward into the future. It is at this retail level, where the lagging development of LSA sales, flight training, service and rental infrastructure is currently the biggest constraint on the growth and ultimate success of the movement, that the smaller companies will make their mark. Let's take a closer look at how this is poised to happen at North Iowa Air Service.

Legally incorporated as Charles City Aeronautics,



The top-of-the-line glass panel-equipped cockpit of the Piper Sport LTD, complete with autopilot and ballistic recovery parachute.

Inc., North Iowa Air Service was formed in 1957 to provide airport management and aeronautical services to the North Iowa region. In the decades since, the company has evolved into a full-service fixed base operation at Northeast Iowa Regional Airport (CCY), offering aircraft sales, service, charter, fueling, storage, management, and flight training. In 2001, North Iowa Air Service began operations in Mason City, Iowa (MCW).

William R. Kyle owns the company, the son of co-founder

Lyle J. Kyle. Bill started working for the company in 1966, and although he has a long list of piloting certificates and ratings, he has focused primarily on maintenance. North Iowa Air Service is an FAA Part 145 Certified Repair Station with an impressive array of privileges listed on its operating specifications. It will, of course, eventually be a Piper Sport Service Center as well. Bill is also a Designated Airworthiness Representative (DAR) and has taken an active interest in the homebuilt aircraft world.

Other members of the management team include Bill's son, Todd Kyle, Vice President and Operations Manager; Betty Jo Ferch, Office Manager for the past 25 years; Bill's wife, Jeannie Kyle, Corporate Secretary; and Mark Bonzer, Service Manager, who has been with the company for more than 30 years. Flight instruction is provided by CFI Chris Schrodtt, who learned to fly with the Kyles and later came back to become part of the team. As you can see, all of these folks are veteran aviation professionals with years of aviation experience.

The "new blood" in the organization is Todd, who, now

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in his mid-30s, has only been in the organization for about 20 years (*since he was 15 years old*). Todd focuses primarily on piloting duties, including aircraft sales and piloting services, from the S-LSAs up through light jets. Todd is extremely enthusiastic about the Piper Sport distributorship, and the potential market he sees for the Piper entry into the S-LSA market. As the next Kyle seeking to make a life and a living as a third-generation FBO, Todd sees the new venture as the future of the family business.

Bill and Todd point to the proven skill of the Czech aviation industry, which produces the Piper Sport through a company now known as Czech Sport Aircraft. (A Piper investment company purchased this manufacturer in January 2010, just as the Piper Sport was being announced.) The aircraft are assembled and test flown in Europe before partially disassembled and loaded into containers for shipment to the U.S. Once here, they are re-assembled, inspected and issued their S-LSA Airworthiness Certificates.

The Kyles were naturals to become a Piper Sport distributor, having been a Piper dealer years ago before the development of the factory-direct and “super dealer” marketing system presently in place at Piper Aircraft for their non-S-LSA product line. They enjoy a long-standing and close relationship with the legacy dealer in their area, *Des Moines Flying Service*, and the territories of the two Piper vendors are co-terminus. The Kyles hope to be designated a Piper Sport assembly center in the near future.

Although there are three different models of the Piper Sport, including a basic model, a “trainer” and the LTD model, most purchasers appear to be choosing the top-of-the-line LTD, which typically includes a Dynon autopilot and glass panel instrumentation, Garmin radios, and a ballistic recovery parachute. The models are priced at \$119,900, \$129,900 and \$139,900 respectively. The Kyles plan to focus on the LTD due to the apparent predominant customer preference.

Todd reports that, although the typical S-LSA customer is an existing pilot looking to take advantage of Sport

Pilot privileges, or downsize from a larger aircraft, he has encountered definite signs of the Piper Sport’s appeal to potentially new entrants to the aviation world. He takes this as a very encouraging sign, and so do I.

Of course, one of the major hurdles remains the price of admission. Piper is attempting to address this through its in-house financing programs and through “Piper Match,” a company-owned, dealer-accessible database of aviators who are interested in sharing an aircraft to reduce the costs of ownership.

A closely related issue, mentioned earlier, remains the relative lack of S-LSA training and rental aircraft on the ramps of FBOs across the country. Todd Kyle acknowledges this problem, and pledges to work hard to fill in some of those empty slots with brand new Piper Sport S-LSAs. This might be accomplished, he suggests, through traditional leaseback arrangements with owners seeking to defray some of the cost of the new aircraft, and maybe even through dealer-owned aircraft at strategic locations around the territory. Any small steps in the direction of developing retail training, rental and service infrastructure will be steps in the right direction.

Although I do not purport to offer pilot aircraft evaluations in my articles, I can never resist a demo flight, and jumped at the opportunity to fly the Piper Sport. Bottom line: I sure wish I could figure out how to base one at LNR for my own flight training and future rental operation there. I am convinced it would sell itself after a short introductory flight. I have no doubt that Piper’s entry into the S-LSA world will quickly become an industry leader in sales.

Bill and Todd Kyle, and the other folks at North Iowa Air Service, are old-line aviation professionals with new visions, energy and enthusiasm. Piper made a wise choice in selecting them to introduce the Piper Sport in the Midwest. Give them a call at (641) 424-9366 and arrange for a demonstration flight at your airport ([www.northiowaair.com](http://www.northiowaair.com)). □

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### ***Eau Claire Air Show From Page 55***

crucial to the success of any event. Major sponsors of the Chippewa Valley Airshow were Menards, Mega Foods, and Xcel Energy. Events like air shows are also often the focus of other charitable giving. This year, Michael DeRosa, a local Burger King restaurant owner, presented a check for \$450,000 to the Unmet Needs program of the VFW Foundation that assists the families of deployed military personnel. The Chippewa Valley Council of the Boy Scouts of America sponsors the Eau Claire show. The council paid \$85,000 to local community groups who helped with the concessions and other services during the show. In addition, the Friday practice show is not open to the public, but members of various local groups, along with the Make-A-Wish Foundation, were invited in for a private performance.

The Boy Scouts also held a “Camporee” on the air show grounds, and helped with setup, tear-down, clean-up, and parking over the course of the weekend. Saturday night, Blue Angel #5, Lt. Cmdr Frank Weisser, talked with the Scouts about his experience as an Eagle Scout.

Weather is always a potential problem for outdoor events like air shows. In 2008, Saturday’s show was completely rained out, with ceilings that never rose above 700 feet. This year looked like it might be a repeat, but the important parameters (visibility and ceiling) held out, even though a light rain fell all day. All the performers were able to fly. The front blew out Saturday night, and Sunday was much nicer with more warm temperatures and a mixture of clouds with some overcast. Despite the weather, attendance was good and the show was a big success. I am not sure

what it says about Midwest air show fans, but attendance during Saturday's drizzle was actually higher than on Sunday.

Even though the 2008 show was successful, the event's organizers attempted to make improvements for 2010. They doubled the number of people working on parking and other services to help get the fans smoothly into and out of

the airport area.

Being named "Air Show of the Year" by the U.S. Navy Blue Angels in 2008 was quite an honor, and one, which the airport should use if ever questioned about local funding.

The two-year air show format certainly works for me. I am already looking forward to heading back to Eau Claire for the 2012 edition of the Chippewa Valley Airshow! □

## Janesville 2010 – Ceiling, Visibility & Entertainment Unlimited!

by Geoff Sobering

**I**t would be hard to imagine better air show weather than May 28-29, 2010 for the *Southern Wisconsin Airfest* in Janesville, Wisconsin.

Three days of warm weather and nearly CAVU (Ceiling And Visibility Unlimited) conditions let the audience really enjoy the performances, and certainly helped with the high attendance.

Most air shows are happy to get one of the military jet teams, but this year Airfest organizers got both the United States Air Force Thunderbirds and the Canadian Forces Snowbirds. The distinctive styles of the two teams really complemented each other, and the show was rounded out with an equally outstanding collection of civilian and military demo teams.

Fans of loud jets got their "fix" from both the U.S. Air Force F-16 "Viper West" and U.S. Navy F-18 tactical demonstration teams. Susan Dacy and her Stearman, "Big Red," gave a classic barnstormer's performance. The U.S. Army "Golden Knights" provided the parachute demonstrations. While unable to leave the tarmac like the other performers, Les Shockley's "Super Shockwave" jet-truck nevertheless entertained. For the "high-energy" end of the aerobatic spectrum, Airfest featured both Melissa Pemberton and Skip Stewart.

Pemberton is a rapidly rising star in the air show business. Watching her perform in her Edge 540, it is hard to imagine that she only started flying aerobatics seven years ago after seeing the "Stars of Tomorrow" at EAA AirVenture-Oshkosh 2003. Her drive is so intense that only two years later she was a member of the 2005 "Stars of Tomorrow" team herself.

Skip Stewart is one of the best of the "high-energy" air show performers. His solo aerobatic performance is outstanding, but the most exciting acts are the multi-performer extravaganzas. At Airfest, Skip and his Pitts S-2S "Prometheus," were part of the "Tin Stix" act along with



Melissa Pemberton whirls her Edge 540 at the Southern Wisconsin Airfest, Janesville, Wisconsin.

Alan Barbor (TFMMedia.com)

Melissa Pemberton in her Edge 540, Les Shockley with his Super Shockwave jet truck, and Rich's Incredible Pyro providing an "explosive" backdrop. The combination of high-performance aircraft screaming around the sky with Shockwave belching smoke and fire, along with explosions going off in the background, is perhaps the most dramatic performance in the current air show repertoire.

Airfest has adopted a very successful three-day format. Friday starts with media-day and practice performances by all the teams in the early afternoon. The public show starts Friday evening at 5:00 pm with a full performance by everyone except the Thunderbirds. The airport grounds open Saturday and Sunday at 9:00 am. The show's opening ceremonies start at 11:30, and the Golden Knights start the aerial part of the show with their parachute demo at noon. The schedule mixes civilian and military performers so that no

matter what your preference, there is always something interesting in the air.

This year I decided to do something a little different, so I volunteered to help with Rich and Dee Gibson's pyrotechnics team. Setup started at 6:00 a.m. Saturday and Sunday, so it made for a long day by the time we hustled out the gates just before the Thunderbirds took off in the late afternoon. It was completely worth it. The group is composed of great people, and everyone works hard to get the special effects setup safely. As a "first-timer," I was surprised that I was able to help out as much as I did. After receiving instruction on the proper technique, I found myself connecting the pieces of detonating cord for the "Wall of Fire" and helping out with various other tasks. Not surprisingly, much of the setup time is spent placing and filling plastic bags of gasoline for the wall-of-fire and other fireball effects. With a bag every 10 feet, even a "short" 1,000-foot wall-of-fire takes a lot of bags!

Rich Gibson is very focused on safety, with a complete safety briefing every day before starting with the setup. Interestingly, Rich's biggest safety concern at Janesville was someone tripping and injuring themselves in one of the many animal burrows scattered everywhere across the field we were working on. □

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## OCTOBER 2010

- 2\* **RIO (I28), Wis.** - Fall Color GPS Search Tour 8am-2:30pm. Homemade Chili. Search tours of Door, Brown & Kewaunee counties. 608-375-5001.
- 2\* **ROCKFORD (1C8), ILL.** - Regional Aircraft Course Event 8am. 815-877-8849.

- 2\* **ROCKFORD (1C8), ILL.** - Lunch 11am-?. 815-877-8849.
- 3\* **IOLA (68C), Wis.** - Fall Colorama Chili Fly-In at Central County Airport 9am-3pm. 920-596-3400 / 634-9784.
- 10\* **Mt. MORRIS (C55), ILL.** - Pork 'N' Pie Feast. Old fashioned Pig Roast with all the trimmings and homemade pie at the Ogle County Airport. 815-732-7268. [glenlorr@verizon.net](mailto:glenlorr@verizon.net)
- 16\* **SOUTH ST. PAUL, MINN.** - Craft Fair & Chili Feed at Fleming Field Hangar #3 11am-4pm. [www.cafmn.org](http://www.cafmn.org) 651-455-6942.
- 16\* **MARION (MWA), ILL.** - Flapjack Fly-In, Poker Run & Bomb Drop. (Pancakes, Waffles, Bacon, Sausage, etc). 50-cent per gallon savings in fuel at Midwest Aviation. 618-303-6539.
- 17 **WATERVLIET (40C), MICH.** - Chili Hop Fly-In. 269-463-5532.
- 17 **TAYLORVILLE (TAZ), ILL.** - Breakfast 7-11am. 217-824-9313.
- 17-21\* **GALLOWAY, N.J.** - IES (Illuminating Engineering Society) Annual Aviation Lighting Seminar at Seaview Resort. Contact John Ellerton 315-682-6470 or [info@iesalc.org](mailto:info@iesalc.org) <http://www.iesale.org>
- 30\* **SOUTH ST. PAUL, MINN.** - CAF Halloween Benefit at Fleming Field Hangar #3 7am.

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## NOVEMBER 2010

- 11-13 **LONG BEACH, CALIF.** - Aircraft Owners & Pilots Association (AOPA) Aviation Summit. [www.aopa.org](http://www.aopa.org)

## MARCH 2011

- 6-8\* **MINOT, N.D.** - Upper Midwest Aviation Symposium. Contact North Dakota Aviation Council at 701-328-9650.
- 28-29 **BROOKLYN CENTER, MINN.** - 2011 Minnesota Aviation Maintenance Technician Conference at the Earle Brown Heritage Center. 800-657-3922 x 7183. [www.dot.state.mn.us/aero](http://www.dot.state.mn.us/aero)
- 29-4/3\* **LAKELAND, FLA.** - Sun 'n Fun Fly-In. [www.sun-n-fun.org](http://www.sun-n-fun.org)

## APRIL 2011

- 1-3\* **LAKELAND, FLA.** - Sun 'n Fun Fly-In. [www.sun-n-fun.org](http://www.sun-n-fun.org)

## MAY 2011

- 2-4\* **GREEN BAY, Wis.** - 56<sup>th</sup> Annual Wisconsin Aviation Conference at the Hotel Sierra. [www.wiama.org](http://www.wiama.org)
- 24-25\* **SPRINGFIELD, ILL.** - Illinois Aviation Conference held at President Abraham Lincoln Hotel & Conference Center [www.illinoisaviation.org](http://www.illinoisaviation.org)

## JULY 2011

- 25-31 **OSHKOSH, Wis.** - AirVenture Oshkosh. [www.airventure.org](http://www.airventure.org)

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## WRAPUPS

### A NIGHT FOR FLIGHT FROM PAGE 19

online auction ([www.biddingforgood.com/aopafoundation](http://www.biddingforgood.com/aopafoundation)) of truly unique items of special interest to pilots — everything from weekend getaways and aircraft paint scheme designs, to a type rating or even a very special airplane. Not only can you purchase items found nowhere else, you can do it knowing that you're making a real contribution to the vital work of the AOPA Foundation.

I hope you'll join us, in person or online, and seize this opportunity to be a part of the future. □

### TIM HOMAN FROM PAGE 41

and big box retail stores and distribution centers in WI, IL, NE, NV, ID, CA and AK. Homan has current Professional Engineering

licenses in CA and WI and a WI Real Estate License.

Tim Homan is married to realtor Laurie Homan and loves being on the move with their four kids. He has coached a number of their baseball, softball, soccer, football and basketball teams and has involved himself with their ski racing and snowboarding pursuits. Homan was one of the founding fathers and President of the Verona Little League for 14 years and is a loyal Cornhusker football fan. □

### TANIS FROM PAGE 46

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