

# **MIDWEST FLYER**

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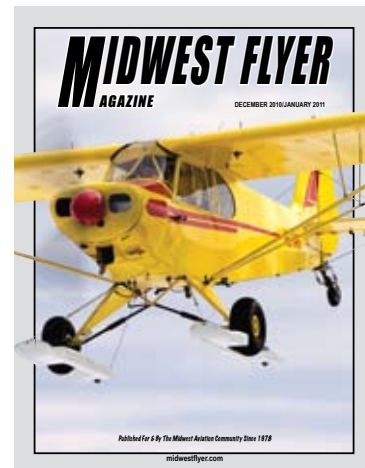
**ON THE COVER:** What could be more fun in the wintertime than flying a Super Cub on skis? Photo taken by *Geoff Sobering* at the annual **EAA Skiplane Fly-In/Drive-In** to be held January 22, 2011 at EAA's Pioneer Airport, Oshkosh, Wis. beginning at 10:30 am. For additional information call 920-426-6135. The **"Fish Creek Skiplane Fly-In"** will be held February 4-6, 2011 at Gibraltar Fish Creek Airport, Fish Creek, Wis., in conjunction with the "Fish Creek Winter Festival." Skiplanes can land on the ice in Fish Creek harbor (at their own risk) or at Gibraltar Fish Creek Airport (3D2). Contact Robert Spielman at 920-421-1894.

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# Their Mandate, Our Privilege, Your Expectation!

by Dave Weiman

Whether this is your first issue of *Midwest Flyer Magazine*, or your 250th or so, you will read about some of the most dynamic organizations within your state, region and the country, many of which have *special sections* in this magazine for the purpose of informing, educating and promoting their members and the industry at large. The actions these organizations take or do not take can affect your right to fly and your local airport, so it pays to stay informed.

Over the years *Midwest Flyer Magazine* has partnered with many aviation organizations and government agencies to help them reach you, the pilot, aircraft owner, aviation businessman or woman, aviation technician, educator, support service professional, and airport manager. While most articles in the magazine are intended to inform and entertain, these special sections presented by organizations



contain essential news and information we all need to know: pending legislation, new requirements and procedures, industry trends, information as to who is doing it right, and what went wrong and why.

Organizations want to *recognize* their members for their contributions and achievements, *publicize* the work they do for the betterment of the aviation community, *promote* their organization and members, and *educate* members and non-members about important issues. The organizations we work with also wish to *network* with others, and we help them do that through *Midwest Flyer Magazine*.

Communicating with you is their *mandate*, working with them to achieve their objectives is our *privilege*, and staying informed is your *expectation*. Use this information to better yourself in aviation by staying informed and involved.

**EDITOR'S NOTE:** From "water ditching" to "Watergate," we hope you enjoy this issue of *Midwest Flyer Magazine*. Your feedback is very important to us. Email us at [info@midwestflyer.com](mailto:info@midwestflyer.com). We read and respond to all emails and comments. Thank you! □

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# When Can I Fly Again?

by Dr. John W. Beasley, MD

Airmen Medical Examiner

Professor Emeritus and Clinical Professor,

Department of Family Medicine

University of Wisconsin - Madison

**O**f course, we're talking about "pilot duties" here – as a passenger you could be dead and the FAA doesn't care. But that's not what we're talking about. We are talking about resuming pilot-in-command (PIC) duties after some injury, illness or surgery.



Dr. John Beasley

First of all, you have an obligation to not act as PIC if you have a significant (although temporary) problem that would disqualify you. This means that if you know that you are not up to standards (maybe you have the flu or broke your arm and required surgery), then until you are better, you have the responsibility to not be a required crewmember or PIC. The FAA gives you credit for good judgment and expects you to use it.

Here are the technicalities:

Title 14 CFR § 61.53, Prohibition on Operations During Medical Deficiency

"...a person who holds a current medical certificate... shall not act as pilot in command, or in any other capacity as a required pilot flight crewmember, while that person:

1. Knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation; or

2. Is taking medication or receiving other treatment for a medical condition that results in

the person being unable to meet the requirements for the medical certificate necessary for the pilot operation.

That's about it for pilot qualifications where you make the decision. You are over the flu or your arm is out of the cast and you are good to go, assuming, of course, no residual problem. Maybe your broken arm still interferes with your violin playing, but if you can use it well enough to flair during landing, you are okay. The FAA wants to be sure (you don't have to come to your AME for this) that you have normal function (motion and reasonable strength). And you need to be aware that "...the airman cannot be taking any analgesics on a regular basis."

By the way, note item 2, above. You have allergies and took benedryl (diphenhydramine). No aviating for you until it's completely out of your system. Watch out for those medications and visit the AOPA website for a list of approved and unapproved ones.

How about other surgery? Well, same thing. If you are healed and if there is no residual problem from the surgery, and the problem was taken care of completely, then you should be good to go. The exception would be, for example if the surgery were for something like cancer, where the FAA may want to be sure that the problem is not likely to come back. If chemotherapy is required after cancer surgery (or for any other reason), then you will not be eligible until you have completed therapy and have no evidence of recurrence.

Considering refractive surgery? Take a look at the FAA brochure on this issue: [http://www.faa.gov/pilots/safety/pilotsafetybrochures/media/LaserEye\\_II.pdf](http://www.faa.gov/pilots/safety/pilotsafetybrochures/media/LaserEye_II.pdf). Basically, once

things have stabilized and if there are no complications and any residual refractive error is corrected by glasses, then you are good to go. However, if you were having this surgery to avoid bifocals and create "monovision" with one eye for near and one for far, then if you want to fly without wearing glasses, you will have to have a 6-month period of adjustment and then get a Statement of Demonstrated Ability (SODA) before you can fly without glasses. As I've noted in other articles, while refractive surgery is very safe, nothing is 100% and if you can see well enough with glasses to meet standards, I don't recommend refractive surgery. As many as 1 to 3% of patients will have a loss of best visual acuity (FAA opinion). Heck, you'll need at least sunglasses on a nice day anyway.

For cataract surgery, as soon as your vision is stable and meets standards, you are okay to go and you just need to report it at your next examination. However, multi-focal intra-ocular lenses are not approved.

How about heart problems? Here things get more complicated. Whether you had surgery or a stent placed or just a heart attack without any intervention, there is a 6-month waiting period and required testing (just what depends on the class of medical you are applying for) before you can be pilot-in-command again.

So, mostly it's common sense. In general, the FAA wants to know that you are fit to fly – and mostly relies on your judgment in this regard. Some issues (those such as heart disease or known cancer) that require a "Special Issuance" must be resolved in collaboration with your airman medical examiner. For the most part, the FAA is pretty reasonable about things.

Happy flying, stay fit, and don't break anything! □

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## Equity Will Not Save An Airman From Dismissal Of An Untimely Appeal

by Greg Reigel  
Attorney At Law

In a recent case, Administrator v. Gallaway, the FAA issued an emergency order revoking the airman's private pilot certificate. The airman filed an appeal of the FAA's order with the National Transportation Safety Board (NTSB) over a week after it was due. The FAA then moved to dismiss the appeal based upon the untimely filing. The Administrative Law Judge (ALJ) granted the FAA's motion finding that the airman did not have good cause for the untimely filing. The airman then appealed the dismissal to the full Board.

On appeal, the airman argued that his attorney's emergency hospitalization constituted good cause for the untimely filing. He also asked the Board to "consider the principles



Greg Reigel

of equity, rather than [its] case law and Rules of Practice." The Board initially observed that it "strictly adheres to this standard of timeliness, and the requirement for a showing of good cause in cases of untimely appeals." It went on to note that it "considers timeliness in emergency cases to be paramount, given the expedited timeline applicable to emergency orders that Congress has prescribed by statute."

Addressing the airman's arguments, the Board found that the airman had not submitted affidavits or any other records to support his claim that his original attorney had been hospitalized and was unable to represent him.

With respect to the airman's argument for the application of equity, the Board stated that it "will not alter our good cause standard in order to suit certain circumstances." As a result, the Board affirmed the ALJ's dismissal of the airman's appeal.

This decision isn't surprising, given the Board's longstanding position on this issue. Although the Board seems to be rejecting the airman's plea for equity/fairness, I don't think that is the case. The Board was still willing to allow an untimely appeal based upon a showing of "good cause." If the airman had presented any evidence to support his claim, he at least would have had a chance, although it may still not have been successful given the Board's exceedingly high standard for what constitutes "good cause." Unfortunately for the airman, the Board was not willing to ignore that standard in considering his untimely appeal.

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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)). □

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# ILS Approaches - Keeping Them Simple!

by Richard Morey, CFII



Richard Morey

**A**s you gain experience as a flight instructor, you realize that there is no one way to fly a particular approach, but rather a number of ways to accomplish the

same thing. You also develop a technique you teach which works both for you and your students. In my mind nothing is gained by making things more complicated than they need to be. Keep it simple and there is less to go wrong.

One of the greater challenges of instrument flying is the Instrument Landing System (ILS) approach. Dealing with both vertical and lateral

guidance requires good multitasking abilities, instrument scan and a light touch on the controls. It helps to have a good grasp of the basics. Here are my tips on shooting one "down to minimums."

## Set Up Approach Level

Set the aircraft up prior to localizer and glide slope intercept. This means having your power and trim set for level flight and instrument approach speed. Using a Cessna 172SP as an example, a power setting of about 2050 RPM in level flight results in about 90 knots airspeed.

Using a more complex aircraft as an example, in a Cessna 182RG, 20 inches of manifold pressure, 2300 RPM, 10 degrees of flaps and gear down will give you 100 knots when

trimmed for level flight. Both of these speeds are fast enough to keep controllers happy, yet slow enough to bleed off speed for landing once the runway is in sight.

Set the aircraft up for approach level when you feel you want to slow things down. On a full approach, I suggest students set approach level after the procedure turn. On a vectored approach, once the turn to "base" is given (right angle to the final approach course), I feel it is time to go to approach level. As your comfort level increases, you can delay slowing to approach level until a mile or so outside of glide slope intercept. Remember, we learn the basics so we can eventually go beyond the basics. *Use what works for you!*

## To Step Down or Not To Step Down?

Many ILS approaches have a step down once you are established on the localizer. On the ILS 18 to Madison,



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Wisconsin (MSN), you may, once established and cleared, descend from 3000 ft. to 2500 ft. You now have a choice, either decrease power, descend 500 ft., add power and level off, or simply hold 3000 ft., continue tracking the localizer and start your descent at glide slope intercept. *Which one keeps things simpler?* If you are flying a localizer-only approach, do the step down, but for an ILS, do one power reduction and make life simpler.

### Holding The Glide Slope

The real advantage of having set up approach level early is not simply to slow things down, but to make it easier to establish a descent that holds the glide slope. Again, using a 172SP as an example, at glide slope intercept, reduce power to Precision Approach setting, about 1800 RPM. This should result in a 450-500 feet per minute (fpm) descent at a bit

over 90 knots, without having to adjust trim! This will hold the glide slope if your groundspeed is in the 90-100 knot range. If you leave your hands off the control yoke and fly with rudder, you will see the Vertical Speed Indicator go to well below -500 fpm, then recover to almost 0 fpm, then go down, etc. After about three oscillations the aircraft will stabilize at -500 fpm. You can dampen the oscillations by watching the Vertical Speed Indicator (while continuing the scan), and giving a bit of backpressure once the Vertical Speed Indicator gets to -500 fpm. The Vertical Speed Indicator will then reverse itself. Give the yoke a bit of forward pressure when the Vertical Speed Indicator shows a descent of less than -500 fpm. This should stabilize your descent rate. If you have not determined what **power settings** you need for Approach Level and a Precision Approach, do so in visual conditions. This will make all aspects of your instrument flying

simpler.

### Ground Speed Times Five

If you have a way of determining your ground speed such as a GPS or DME, you have an advantage when flying an ILS. Take the ground speed and multiply it by five. This will give you an approximate descent rate in feet per minute you need to hold the glide slope. If the headwind puts your ground speed at 80 knots, then you will need to hold -400 fpm to stay on the glide slope ( $80 \times 5 = 400$ ). In our 172SP, this means reducing power to 1850 RPM or so instead of 1800. If you have a tailwind, you will have to reduce power to less than 1800.

Without a direct ground speed read out, you have to do a bit of guessing. If at your Precision Approach power setting you are consistently below the glide slope, then you have a headwind and need to add a bit of power. If consistently above glide slope, then



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you need to reduce power a bit. Keep in mind that wind direction and velocity will change as you descend.

### Hug The Bug

If you have a heading “bug” on your Directional Gyro, you can use it to your advantage by setting it slightly to the upwind side of your inbound course. This will remind you which side of the inbound course your wind correction should be. Once inside the final approach fix, your corrections should be within 10 degrees of this heading bug. Thus, “*hug the bug.*”

### The Vertical Speed Indicator Is Your Friend

For all corrections of descent rate, use your Vertical Speed Indicator. For small corrections on the glide slope, keep your descent rate adjustments to within 200 fpm either side of the determined descent rate. This will avoid overcorrecting.

For example, if you find yourself at half deflection low on the glide slope, add just enough back pressure to the yoke to reduce your descent rate from its target -500 fpm to -400 fpm or at most -300 fpm. Hold this until you are again on glide slope, then relax the back pressure and allow the aircraft to continue descending at -500 fpm.

### The Last 500 Feet

As you get closer to the runway, you also get closer to the localizer and glide slope antennas. The result is, as we get closer, the indicators get more sensitive. The last 500 feet require a different type of scan, and a lighter touch on the controls. The trend of the course deviation and glide slope indicators (needles) becomes more important than simply their position. If you are indicating below glide slope, but the needle is moving towards center, you need to put in a slight bit of forward pressure on the yoke. If you wait until the indicator is centered to add forward pressure, you will be above the glide slope before the correction takes effect. This is the same for the localizer. Consider using the rudder only for slight course corrections. You have to lead the needles to get the desired results. The closer you are to decision height, the more this is true.

### Landing

Once the runway is in sight, reduce power further, add flaps when airspeed allows and make a normal landing. Many instrument students feel uncomfortable coming over the threshold at a high rate of speed. This is something they need to get use to. Adding flaps or reducing power to slow down while trying to hold glide slope is difficult at best, and unnecessary.

### In Summary

By using the aircraft’s natural aerodynamic properties to get the desired result, the smart pilot can minimize his/her workload. In level flight, every power setting has an associated airspeed. By reducing that power setting, a descent rate will be established at a bit greater airspeed than level flight (T tails will hold the same airspeed). By taking advantage of this, and knowing “*the numbers,*” a smart pilot can minimize workload and maximize the likelihood of a good outcome. This is not the only way to fly, but in my experience, it is a good way!

*EDITOR’S NOTE:* Richard Morey is a Certified Instrument Flight Instructor (CFII), owner of Morey Airplane Company, and manager of Middleton Municipal Airport-Morey Field, Middleton, Wis. □

### TIP OF THE MONTH

**I**t is usually best to top off your fuel tanks whenever you land at an airport or return to your home base. Topping off fuel tanks ensures a full fuel supply for your next flight, and can be good preventive maintenance. It is particularly important to top off your aircraft if it has “fuel bladders,” as do many Cessna models. If for any reason you are unable to top off your tanks and you have fuel bladders, it is recommended that you shake the wings every few days to lubricate the bladders with the available fuel. This will keep your fuel bladders flexible, and help prevent drying out and cracking. □




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## "Going Once... Going Twice!"



by Jim Bildilli

Sometime in 2011, the auctioneer's gavel will sound signaling the sale of Shafer Metro East Airport (3K6). Airport owner and co-founder Ed Shafer, 78, says "it's time to slow down a little and move on." However, if you know Ed, "slowing down" isn't in his nature and "moving on" will probably involve spending part of his winters in Florida.

When Ed and Lois met, owning and operating an airport wasn't even on the horizon. The Korean War or Police Action prompted Ed to join the U.S. Air Force where he became a radio technician and later an aircraft dispatcher at March AFB near Riverside, California. Little did he know at the time that he would own an airport that is only a few miles up the road from Scott AFB where he received his initial radio training. But he did find Lois and as a result, they were married in 1952. While in the Air Force, Ed "soloed" with the aero club, but had to defer further training

because of the high cost of flying (\$7.00/hr).

After serving four years in the Air Force, he completed his studies at Ohio State University and received a degree in Agricultural Engineering. He was employed by John Deere as a field engineer, shortly thereafter. Ohio was a "proving ground" for John Deere because of the state's varied terrain and soils. Soon his responsibilities migrated from John Deere's agricultural division to its commercial equipment, like backhoes and scrapers used by many contractors. Ed admits, being diplomatic and repairing broken equipment when "everyone's staring at you, looking at their watch... and mad" is a real challenge.

Deciding that a career with John Deere was not in the cards, he and Lois packed up their belongings and moved back to Illinois in 1964 where they had met nearly 12 years earlier. Having



Ed Shafer

had a good experience with aviation in the Air Force, a career change appeared to be a natural progression. Purchasing a Piper Tri-Pacer, Ed completed his flight training to obtain his Private, Commercial, Instrument and ultimately, his Instructor Pilot Certificates. Not to be outdone, and not wanting to "stay home alone," Lois decided that she too, would earn her certificates as well. Ed instructed and flew charters for several companies in the metro-east area, while Lois became the corporate pilot for R. H. Pohlman Co. of St. Louis. Lois was still working for them when she retired 32 years later. Lois was actively involved (vice president) with the St. Louis Chapter of the 99s and competed in two "power puff derbys."

In 1969, both Ed and Lois decided they wanted to keep their airplane (now a Cherokee 235) in their backyard. Not finding too many backyards in town large enough to accommodate a runway, they decided to purchase a 217-acre dairy farm, complete with 70 milking cows near St. Jacob, Illinois. With a simple stroke of a pen, Ed, Lois, their two sons and two daughters became part of America's food supply chain! Ever organized, Ed and Lois milked the cows, the boys cleaned the barn and the girls fed the cows. As Ed says, "everything worked well until a charter flight interrupted the schedule; then chores had to be *"shuffled"* in order to keep things running smoothly. Of course, *"when you milk every 12 hours, it doesn't leave a lot of free time."*

In whatever free time they could muster, Ed and Lois carved out a 2300 x 100 ft. sod runway for the Cherokee and applied for a Restricted Landing Area certificate from the Illinois Department of Aeronautics (now a Division of the Illinois Department of Transportation). With the guidance of Flight Safety Coordinator Carmen Burgard, the approaches were cleared and the new airport was finally a reality.

By 1975, the airport was becoming more of an asset and the dairy...

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a liability. No longer wanting to “subsidize” the milk industry, Ed and Lois decided to sell the cows and concentrate on expanding and improving the airport. This time, their sights were set on establishing an “open-to-the-public” airport, which required the airport to meet higher standards. With technical and verbal support from the IDA’s Engineering and Safety Sections, Ed and Lois relocated the large “bump” in the middle of the runway to the “low” end, installed a low-intensity lighting system, and constructed an oil and chip hard surfaced runway. Over time, the chicken coop was enlarged and renovated into office space, the corner crib emerged as a maintenance and storage hangar, and the large Harvestore silo was traded for 110 loads of rock.

Within two years, Ed and Lois constructed a 10-unit T-Hangar, but still had 25 aircraft tied down in the grass. The airport was growing fast with a considerable amount of

training, fuel sales, maintenance, charter and requests for storage. By 1985, the Illinois State Aviation System Plan classified Shafer Metro East Airport as a designated “reliever” for the St. Louis metropolitan area. Shafer Metro East Airport was one of three airports on the Illinois side of the Mississippi River that included St. Louis Downtown Parks (CPS) and St. Louis Regional Airport (ALN). The significant difference was that Shafer was privately owned. The Federal Aviation Administration recognized the importance of private airports that provided general aviation “relief” to major hubs and allowed federal funds (with caveats) to be expended on private facilities if they were so designated by the state.

By 1987, Shafer’s runway was becoming well worn. Traffic had increased not only from local, but itinerant operations from Parks College and other St. Louis training facilities. Shafer Metro East Airport has the only VOR approach in the

area where you can practice without having to get authorizations from a control tower. As a result, the first public (Illinois DOT) grant was issued to Ed and Lois Shafer to pave the existing runway with “hot mix” asphalt. In 1989, a federal and state grant was received for an additional overlay of the runway, a new taxiway and an expanded parking ramp, airport beacon and a new medium intensity runway lighting system.

With training increasing and more than 20,000 operations per year, another federal and state grant was issued to construct a partial parallel taxiway and to remove and trim trees in the southeast approach area. Also, in 1996 a third 10-unit T-Hangar was constructed to accommodate the rising number of based aircraft.

With the change in the FAA’s Airport Improvement Program, the “reliever” designations were dropped for several smaller airports in favor of allowing for more “discretionary” funding. As such, Shafer Metro

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East Airport became ineligible for federal funding, even though the reliever designation is still carried in state aviation systems plans.

While Shafer Metro East Airport was developing, so was another airport to the south...MidAmerica Airport (BLV), which is co-located with Scott AFB. Originally conceived as a "jobs bill," MidAmerica Airport has received a considerable amount of negative publicity as a reliever to St. Louis Lambert Airport (STL). With the purchase of TWA by American Airlines and American's subsequent decision to reduce the number of STL flights, it has not made a positive impression easier.

From 1996 to 2000, several efforts were made to establish Shafer as publicly owned. Several studies were conducted and potential owners were identified. Four municipalities – St. Jacob, Marine, Troy and Highland – were all interested in acquiring the airport as a consortium. Unfortunately, public acquisition did not occur for lack of one vote. Fearing that there would only be three "owners," two opted out, leaving it impossible for only one municipality to succeed.

The closest that the airport came to becoming publicly owned was an effort made by the Madison County Transit District to purchase the airport. Again, the studies were updated and an application was sent and approved by the Illinois Division of Aeronautics and the FAA to assist in the acquisition.



Shafer Metro East Airport (3K6)

Again, the idea was good, but the timing was poor. At the last minute, the FAA did not appropriate the requested \$1 million in matching funds to affect the purchase. The Transit District was encouraged to go ahead with the purchase and seek reimbursement at a later date; however, they decided to abandon the project.

With the federal and state grant obligations expiring, and noting a lack of paved residential airparks in the St. Louis area, Ed and Lois decided to open part of their airport to aircraft owners who wanted to "live" with their planes, as he and Lois once did. With guidance from the Illinois Division of Aeronautics, a layout was established that would allow for the construction of 65 home sites that met all state requirements.

In 2001, Phase I consisting of 12 sites was developed complete with concrete taxiways, streets, and utilities. Each owner is assured access to the runway through a 99-year lease, which can be extended. The first plat

was sold in 2004. Because of the rather slow economy, Phase II (10 lots) and Phase III (43 Lots) have not been developed.

When Lois retired as a corporate pilot in 1998, she insisted that Ed also reduce his schedule. They purchased a "fix-r-upper" house in Florida and by 2003, completed it to their satisfaction and started spending time there when the Midwest was usually under the grips of a "Canadian Clipper." Unfortunately, Ed's "co-founder" and beloved wife, Lois, passed away suddenly in 2005.

With the assistance of his son, Mike, Ed has continued to operate the airport, but each year brings new challenges. Tax assessments, and operational and maintenance costs continue to increase at a greater rate than income, and the children all have interests other than owning and maintaining an airport. The decision to sell the airport didn't come easy for someone who has dedicated most of his life and savings pursuing and realizing his dream. With the exception of the developed home sites, the rest of the airport including hangars, facilities and surrounding farmland is expected to be auctioned as four parcels. Ed and the users of the airport hope that the successful bidder(s) will maintain the airport in its present configuration, provide services and perhaps even complete the airpark as originally platted.

If you are looking for a nice place to stop for fuel, check the weather or stretch your legs, stop by and say hello. For you aircraft homebuilders, there's a "build center" located on the airport and Wicks Aircraft Supply is just a couple miles down the road.

With the uncertainty of the stock market, land is very tangible and like gold, and usually stands the test of time when it comes to investments. To quote Ed, *"this airport is like a diamond in the rough... with a little work and a business mind, it can become a real asset to anyone's portfolio."* For additional information call Ed Shafer at 618-644-5411. □

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# EAA AIRVENTURE-OSHKOSH 2011

## Naval Celebration, Tributes To Rutan & Hoover Among Many Top Highlights For EAA AirVenture

OSHKOSH, WIS. — Themed days dedicated to a notable centennial as well as aviation legends are shaping up for EAA AirVenture 2011. The 59th EAA fly-in convention will be held July 25-31 at Wittman Regional Airport in Oshkosh, Wisconsin.

Among the themed days are tributes to aviation pioneers and legends Burt Rutan and Robert A. "Bob" Hoover, as well as a "Navy Day" as part of the week-long Centennial of Naval Aviation festivities. EAA AirVenture 2011 has been classified a Tier 1 event by the U.S. Navy as the service celebrates 100 years of naval aviation.

Additionally, several attractions and events in 2011 will commemorate the 100th anniversary of airmail service. Progress is also continuing on a number of other top-level attractions and programs for 2011, including the World Symposium on Electric Aircraft on featuring influential industry leaders discussing this emerging era.

Daily highlights at AirVenture 2011 are as follows:

**Monday, July 25 – Opening Day:** For the sixth consecutive year, AirVenture will get off to a rockin' start thanks to a marquee musical act to be announced performing in the Opening Day Concert, courtesy of Ford Motor Company. The concert, free of charge to all AirVenture attendees that day, will be held on the west ramp following the afternoon air show.

**Tuesday, July 26 – Bob Hoover Tribute:** Considered by many to be one of the founding fathers of modern aerobatics, Hoover enjoyed a legendary air show and air racing career after flying 59 missions in World War II and escaping a POW camp by commandeering a German Focke-Wulf 190. The afternoon air show will feature many of the legendary aircraft flown by Hoover

over the years, in addition to programs chronicling his experiences and achievements.

**Wednesday, July 27 – Navy Day:** As part of the week-long Centennial of Naval Aviation celebration, Navy Day will feature a variety of legendary naval aircraft spanning the past 100 years, showcased in the afternoon air show and featured on the west ramp throughout the week.

**Thursday, July 28 – Burt Rutan Tribute:** Many of the unique, innovative airplane designs from Rutan, who recently announced his upcoming retirement, will be featured in the afternoon air show. AirVenture attendees with Rutan-designed aircraft are encouraged to take part in a major gathering, including a special parking area for them on the flightline. Well-known Rutan aircraft designs will also be on prominent display on the west ramp and serve as a backdrop for various presentations during the week. AirVenture 2011 programming will also celebrate the 25th anniversary of Rutan's Voyager aircraft around-the-world flight.

**Friday, July 29 – Salute to Veterans:** Military veterans will be honored through a Parade of Veterans, prior to an expanded afternoon air show that will include warbirds from various eras. The day will also feature several premier top-level attractions



(L/R) Dave Weiman of *Midwest Flyer Magazine* visits with legendary air show performer, Bob Hoover, during the AOPA Aviation Summit, November 12, 2010 in Long Beach, Calif.

and forums, including evening programming and entertainment.

**Saturday, July 30 – Return of the Night Air Show:** After a widely popular debut in 2010, the Night Air Show returns with an all-star cast of air show performers putting on a stunning display of precision aerobatics accompanied by pyrotechnics. Fireworks will again close out the evening.

**Sunday, July 31 – Military Scramble:** Prior to the afternoon air show on AirVenture's final day, dozens of military aircraft will leave Oshkosh with an organized departure that gives attendees one final look at seeing these majestic aircraft in flight.

Advance purchase admission tickets and camping for AirVenture 2011 are now available at a discounted rate at [www.airventure.org/tickets](http://www.airventure.org/tickets).

For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit [www.eaa.org](http://www.eaa.org). □



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Bill Blake



by Bill Blake  
AOPA Great Lakes Regional Representative

## Remain Vigilant, Educate, Promote & Protect!

**D**uring the fall, I attended state airport conferences in **Illinois, Indiana, and Michigan**. Similar issues were discussed at each conference.

Concerns expressed included: the fact that *no long-term funding* had been approved for the Federal Aviation Administration (FAA) and the difficulties associated with the many short-term continuations of the federal Airport Improvement Program (AIP); possible *future regulations* of general aviation airports by the Transportation Security Administration (TSA); diminished *student pilot training*; reduced *airport activity*; the declining number of *active pilots*; the decline in *aircraft sales*; and the possibility of additional or increased *taxes* that might be imposed on aviation by financially struggling state governments. Now is the time all of us in aviation must be vigilant and make sure our elected officials know how important aviation is to the economy and to us as individuals.

***Increasing the volume of aviation activity in the United States could solve many of our aviation issues.***

The Aircraft Owners & Pilots Association (AOPA) has been doing research to determine what causes so many student pilots to drop out of aviation before obtaining their certificates. The results of this research should be completed about the date of publication of this issue, and were announced during the AOPA Aviation Summit in Long Beach, California, November 11-13, 2010. Based on those results, it is hoped the various aviation associations and interests will work together to reduce the dropout rate and promote general aviation flying to new and veteran pilots alike.

As individual pilots, we can help right now by encouraging our non-flying friends to learn about the passion we already enjoy, and by increasing our own flying activities. Airport managers and fixed based operators can help in marketing aviation by hosting and supporting open houses, fly-ins, fly-outs, air shows and other events to garner enthusiasm. We need to develop a feeling of camaraderie reminiscent of the 1970s, particularly at small general aviation airports.

Another thing we can do is make sure that we have an AOPA Airport Support Network (ASN) *volunteer* appointed

at every airport to learn and address airport issues early, and to promote the airport. Airport managers, fixed base operators, and pilots are on the same side of most issues. Help your airport by volunteering to serve or by nominating someone to be the ASN volunteer at your airport. You can go to [www.aopa.org/asn](http://www.aopa.org/asn) to make your nomination.

**State Legislative Update:** Due to state legislative recesses and the election campaign season, all state legislation impacting aviation currently appears quiet. However, I expect there will be an effort to increase the **Michigan** state aviation fuel tax in December. As you may remember, the pending bill calls for a raise from \$.03 a gallon to ultimately 4% of the wholesale fuel price, *a very significant increase!* AOPA will continue to oppose any fuel tax based on a percentage. After the first of the year, it is likely a change in the aircraft registration fees and state aviation fuel tax will be introduced again in **Minnesota**. AOPA will be monitoring that situation and speaking out as to what it believes is to the best interest of our members.

January 2011 starts the legislative budget planning in **Indiana**. The state lowered its contribution of matching funds for federal Airport Improvement Program grants from 2.5% to 1.25% last year, increasing the share the local sponsor had to provide. It is hoped that the new budget will provide for the return to a 2.5% match and will also provide for stronger support for the INDOT Office of Aviation. Indiana airports and the state aeronautics office have been very efficient in the use of resources provided.

The economic impact of airports is several times the investment made in those airports. We all need to work to convince the legislature of the importance of the proper funding of these economic engines.

The governor of **Minnesota** recognized the importance of aviation in his state by proclaiming October 2010 "*General Aviation Appreciation Month*." The proclamation stated that Minnesota is the home to 155 airports, serving 13,529 pilots and 7,806 general aviation aircraft. The proclamation points out that the numerous aviation businesses in the state support the nation's positive trade balance and provide good paying jobs to Minnesota citizens; general aviation plays a vital role in the State's response to emergencies and natural disasters; many communities depend on general aviation for the continued flow of tourism and commerce to the state; and general aviation is an important economic engine for the state and local communities with airports. I believe similar statements could be made about general aviation in most states. We just need to remind our elected officials and citizens of the facts.

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

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## Past And Future

by Craig Fuller

President & CEO

Aircraft Owners & Pilots Association

The end of one year and the beginning of the next marks the ideal time to evaluate progress and plan for the future. And that's what I find myself doing this time of year.



Craig Fuller

At the beginning of the year, we launched into a new decade — one that promised new challenges. Now, one year in, we can safely say we've achieved a great deal, but there's still plenty of important work ahead.

Early in 2010 our hard work fighting *user fees* paid off. They're gone for now, but we remain vigilant in case this misguided idea re-emerges.

Without the user-fee battle to fight, we rolled up our sleeves and set to work on a more positive agenda for general aviation, including moving

forward with *NextGen* and working to ensure that costs are minimal and benefits are real.

Also on our agenda is shaping the future of *avgas*. We've challenged the EPA and urged the FAA to take a greater leadership role in ensuring that our piston fleet can continue to operate unimpeded. Throughout the year, we have gotten as close as we can to the innovators who are looking for alternative fuels, and there have been promising new developments.

Issues that affect groups within our membership have been pursued tenaciously and successful, too. We've worked hard to protect through-the-fence operations, rationalize TFRs, and fend off threats of new state taxes and fees — and it has worked.

We've also had big wins in the never-ending battle to keep airports open. Airports in Venice, Florida; Reno, Nevada; South Lake Tahoe, Oceano, and Hayward, California; Vista Field, Washington; and many other locations are still open thanks to the efforts of pilots working with AOPA to demonstrate the value of these fields.

We are greatly concerned about

the reduction in the number of active pilots in the United States. Our AOPA Foundation has stepped up to the challenge with comprehensive research unveiled at the AOPA Aviation Summit in Long Beach. Working with leaders in the flight training arena, we are determined to build back our pilot population. You will hear more about this early in 2011.

And we're doing so much more — creating and growing new communication tools, like AOPA Live, Aviation eBrief, ePilot, and Pilot and Flight Training magazines — and offering new products and services that return revenue to AOPA at no cost to you or to the association.

These days, no organization can afford to stand still. And, AOPA has not rested on her laurels. We are evaluating everything we are doing to support GA and actively seeking new ways to provide value for our members. There's a lot more to do as we approach 2011, and frankly, I can't wait! □

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## Green Receives Wright Brothers Award For Safe Flying

MIDDLETON, WIS. – The “Wright Brothers Master Pilot Award” for 50 years of safe flying was presented to Harold Green of Madison, Wisconsin on September 14, 2010, during a ground school Green was teaching at Morey Airplane Company in Middleton, Wisconsin, where he works full time. Green is a certified instrument flight instructor for single and multi-engine aircraft, and has been flying for 53 years. The Milwaukee Flight Standards District Office also recently named him the “2010 Flight Instructor of the Year” for Wisconsin. In addition to working at Morey’s, Green is a member of the FAA Team, which holds pilot safety programs free of charge throughout the state.

Green learned to fly in Fair Oaks Sky Park, Sacramento, Calif. in 1957. He received advanced flight training at Morey Airplane Company. He has 7600 total flight hours, 4500 as an instructor. Green has



Harold Green

been an instructor at Morey’s since 1976, and a full-time instructor since 2001 when he retired as an electrical engineer consultant.

Green made general aviation a necessary part of his business by making multiple city meetings possible within a single day. “The airplane extended my range from a three-state area to the entire United States, east of the Rockies,” said Green. Green has owned a Ryan PT-22, Beech A-23 Musketeer, Cessna 182P Skylane, and Cessna 310F. While in the United States Air Force, Green was an airborne radio operator assigned to C-119 and SA-16 aircraft (1954 -1957). He became a reliability engineer for the communication and data equipment onboard Gemini and Apollo spacecraft while with Collins Radio Company, Cedar Rapids, Iowa.


As an engineer Green also led work on the design of engine controls for numerous military and civilian aircraft including the VJ-22 power control system.

Green is a past member of the General Aviation Manufacturers Association (GAMA) Technical Policy Committee. He has taught 15 courses in electronic and electrical engineering throughout Wisconsin (1964-1978), and electronic courses at Madison Area Technical College (1993-1999). Green holds a Bachelor’s of Science Degree in Electrical Engineering from the University of Wisconsin-Madison. □

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### Ask Pete!

by Pete Schoeninger

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**Q:** A friend mentioned that his six-seat airplane has a “zero fuel weight” of such and such pounds. What is that?

**A:** For structural reasons, the engineers who design airplanes calculate the maximum cabin load that can withstand the maximum G load an airplane is designed for. To keep structural weight down, they may design the airplane to carry a maximum cabin load of say 1100 pounds, but the airplane has a useful load of 1600 pounds. The last 500 pounds then would have to be in fuel, located in the wings. So, you couldn’t load 1400 pounds of freight in the cabin, and then put in only 200 pounds of gas in the wing tanks. □

## Great Lakes Regional Representative For AOPA Receives Wright Brothers Master Pilot Award

GALENA, ILL. – The Federal Aviation Administration (FAA) has presented AOPA Great Lakes Regional Representative Bill Blake with the “Wright Brothers Master Pilot Award” for completing 50 consecutive years of safe, accident-free flying. FAA Great Lakes Regional Administrator Barry Cooper presented the award during the Illinois Public Airports Association Annual Conference, September 27, 2010, at the Eagle Ridge Resort in Galena, Illinois.

Blake and his wife, Nancy, who is a private/instrument-rated pilot, own a Cessna 172 Skyhawk.

As the Great Lakes Regional Representative for the Aircraft Owners & Pilots Association since 1999, Blake represents AOPA in Minnesota, Illinois, Michigan, Indiana and Wisconsin.

Prior to his work for AOPA, Blake was director of the Illinois Department of Transportation, Division of Aeronautics from 1992 until 1999. During that time, he served on the National Association of State Aviation Officials (NASAO) Board of Directors, and was vice-chairman at the time of his retirement. Blake was in private law practice in Peoria, Illinois, prior to being named the state director of aeronautics.

Blake previously served as chairman of the Greater Peoria Airport Authority Board of Commissioners and as Executive Director of the Illinois Aviation Trades Association.

Blake holds a Commercial Pilot Certificate with instrument, multi-engine, and helicopter ratings. The 6,000-hour pilot is type-rated in Lear Jets and SK-58 helicopters. Blake was an Army aviator assigned to the East/West German border in the early 1960s. He retained flying status with the U.S. Army through 1974 and holds the Senior Army Aviator Badge.

While attending law school,



(L/R) Barry Cooper, Bill Blake, and FAA Great Lakes Safety Team Manager, Bill Law.

Blake was a contracting officer for the Office of Naval Research in Washington, D.C. He also served as a reserve officer with the 5035th USARF School in the 1980s, and retired as a Colonel.

Blake is a graduate of the University of Illinois College of Commerce, the Georgetown University Law Center in Washington, D.C., and the U.S. Army Command and General Staff College.

You can read Bill Blake’s “AOPA Great Lakes Regional Report” in each and every issue of *Midwest Flyer Magazine*, and online at [www.midwestflyer.com](http://www.midwestflyer.com). □

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# AOPA Aviation Summit – Meeting Our Challenges Head On!

Story & Photos by Dave Weiman

Unlike past AOPA Aviation Summits and Expos, there was no general session each day of the event held November 11-13, 2010 at the convention center in Long Beach, Calif. Instead, AOPA President/CEO Craig Fuller conducted interviews with aviation leaders and personalities on *AOPA LIVE*, broadcast worldwide via the Internet.

At the opening ceremonies with full military color guard at his side, Fuller recognized the contributions of American men and women in uniform in honor of “Veteran’s Day.”

A great deal of emphasis at the Summit was placed on how best to retain student pilots. While the aviation community needs to continue to recruit new pilots through AOPA’s “Let’s Go Flying” program, and EAA’s “Young

Eagles” program, attention is now being directed to student pilots who for one reason or another, start flying but never complete their training to become certified pilots.

Fuller stated that only 40 percent of student pilots complete pilot training and obtain a private pilot certificate. Fuller said that if AOPA, through its research, promotional and educational efforts is able to increase this rate by only 10 percent, the pilot population will grow, rather than continue to decline.

“Growing the pilot population is a concern of all of us,” said Fuller. In addition to releasing research findings pinpointing where the problems of student pilot retention lies, AOPA will be featuring flight schools that seem to be doing it right, said Fuller.

Among Fuller’s special guests on *AOPA LIVE* to discuss AOPA’s “Flight Training Student Retention Initiative” was Mark Benson, chairman of the research firm APCO Insight, which has been contracted with AOPA to determine the reason for the dropout rate among student pilots. “While



AOPA President/CEO Craig Fuller at the opening ceremonies on *AOPA LIVE*, November 11, 2010 at the AOPA Aviation Summit in Long Beach, Calif. With full military color guard, Fuller recognized the contributions of American men and women in uniform in honor of “Veteran’s Day.”

many of us may have our suspicions about the reasons student pilots drop out, no one has ever done the statistical research,” said Fuller.

In a meeting held the day prior to the Summit, Jennifer Storm, AOPA’s Director of Public Relations, met with 130 student pilots, lapsed student pilots, flight instructors, and flight school operators to try and identify the stumbling blocks along the way to a certificate.

Other special guests on *AOPA LIVE* included Randy Burdette, Chairman of the National Association of State Aviation Officials (NASAO), and NASAO President Henry Ogrodzinski. NASAO was founded in 1931 to represent the air transportation interests in all 50 states, Guam and Puerto Rico ([www.nasao.org](http://www.nasao.org)).



(L/R) AOPA President/CEO Craig Fuller interviews Randy Burdette (Chairman) and Henry Ogrodzinski (President) of the National Association of State Aviation Officials (NASAO) on *AOPA LIVE*, broadcast via the Internet from the AOPA Aviation Summit.

When asked about airport security and the Transportation Security Administration (TSA), Burdette said, “It is a challenge to find reasonable solutions. We do not want fear to override reasonable solutions.”

Ogrodzinski commended AOPA for establishing the “Aviation Caucus” in Congress, and said that NASAO and other aviation organizations are using the caucus to better the aviation community.

Concerning funding of airports, Ogrodzinski emphasized the importance of reauthorizing the federal Airport Improvement Program as states and municipalities are dependent on the program for long-range planning.

Next, Fuller interviewed the president of the National Air Transportation Association (NATA), Jim Coyne. Coyne, a former member of Congress himself, said that despite the loss of 36 members of the Aviation Caucus in Congress in the November 2010 election, including Representative Jim Oberstar of Minnesota, who chaired the Committee on Transportation and Infrastructure (2007-2010), and prior to that, chaired the Subcommittee on Aviation in Congress





(L/R) AOPA President/CEO Craig Fuller interviews the president of the National Air Transportation Association (NATA), Jim Coyne, on *AOPA LIVE*.

(1989-95), there are still ways those former members of Congress can support general aviation. Coyne went on to say that general aviation needs to be concerned with possible budget cuts, locally and nationally, and concluded by stating, “Let’s get more people flying!”



Former National Aerobatic Champion and air show performer, Patty Wagstaff (right), is interviewed on *AOPA LIVE* by aviation news anchor and ATP-certified pilot, Maycay Beeler (left).

Fuller shared the emcee duties with members of his staff, and aviation news anchor and ATP-certified pilot, Maycay Beeler. Among Beeler’s guests was former National Aerobatic Champion, Patty Wagstaff, who described her adventures in flight from teaching evasive flight maneuvers to game wardens in Africa, to aerobatic competition and performing in air shows in her Extra 300 ([www.pattywagstaff.com](http://www.pattywagstaff.com)).

Wagstaff was the first woman to win the title of U.S. National Aerobatic Champion and one of few pilots to win the championships three times. Wagstaff was also a six-time member of the U.S. Aerobatic Team, winning gold, silver and bronze medals in the Olympic-level international aerobatic competition. Wagstaff received top honors in 1998 when she received the “Bill Barber Award for Showmanship” for her showmanship as an air show

performer. A dozen or more aircraft parts manufacturers and vendors currently sponsor Wagstaff. Always looking for excitement and challenge in her flying, Wagstaff is now flying for the California Department of Forestry & Fire Protection, “Cal Fire!”

When asked about her career in aviation, Wagstaff said that she used the Alaskan Student Loan Program to fund her initial flight training, and urges prospective pilots not to let *time and money* keep them from becoming a pilot.

“I did not have the discipline and focus in life that I do now,” said Wagstaff. “Flying has taught me a lot!”



Women In Aviation International hosted a breakfast on the *Queen Mary* November 12, 2010, during the AOPA Aviation Summit. Special guests included (L/R) Dr. Peggy Chabrian, President of Women In Aviation; World War II WASP, Bee Haydu; air show performers Julie Clark and Patty Wagstaff; and U.S. Air Force Thunderbird pilot, Major Samantha Weeks.

Wagstaff also appeared at the “Women In Aviation International” breakfast on the *Queen Mary* earlier that day. Other special guests included air show performer, Julie Clark; World War II WASP, Bee Haydu; and U.S. Air Force Thunderbird pilot, Major Samantha Weeks. Dr. Peggy Chabrian, President and Founder of Women In Aviation International, emceed the event.

Women In Aviation International encourages women to become pilots and pursue careers in aviation. For additional information about the organization and their upcoming cruise, visit [www.wai.org](http://www.wai.org).

### **Melvill & Rutan**

*AOPA Pilot* Editor-In-Chief Tom Haines emceed a presentation with Michael Melvill and Dick Rutan of Scaled Composites, Burt Rutan’s aircraft research and development company in Mojave, Calif. Melvill became the first employee of Scaled Composites in 1987, when he and his wife, Sally, flew their Vari-Eze to Mojave to meet Burt Rutan for the first time. Melvill also became the first pilot to go into space on “*SpaceShipOne*” on June 21, 2004, and was awarded the title of “commercial astronaut.” Dick Rutan, decorated Air Force pilot and test pilot, is best



(L/R) AOPA Pilot magazine Editor-In-Chief Tom Haines emcees a presentation by Michael Melvill and Dick Rutan of Scaled Composites.

known for his non-stop flight around the world with Jeana Yeager in "Voyager" in December 1986.

The two test pilots described their many projects over the years, as well as their flights around the world, including their two-ship flight in 1997.

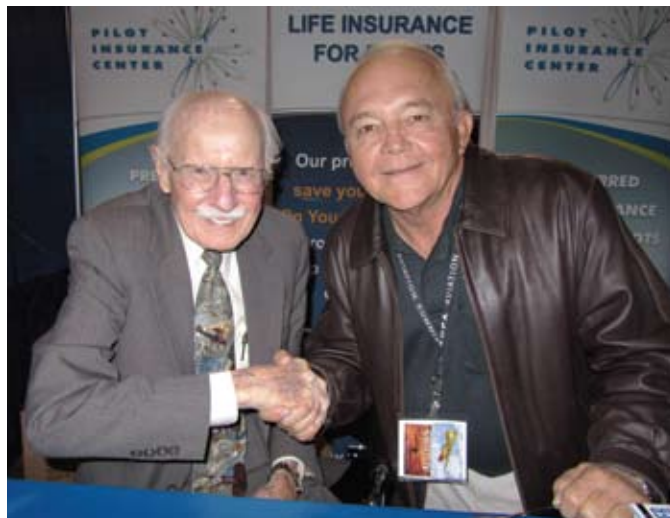
Melvill and Rutan refer to themselves as "flying cowboys," and credit Burt Rutan for his vision and seat-of-the-pants ingenuity that will eventually propel the common person into space in "SpaceShipTwo" and an entire fleet of

commercial spacecraft to follow.

"SpaceShipOne was not done by some government agency with thousands of employees," said Dick Rutan. "It was made possible by a handful of people and the spacecraft now hangs in the Smithsonian Air & Space Museum in Washington, D.C., next to the Spirit of St. Louis, where it stands for the spirit of America." Rutan's Voyager also hangs in the Smithsonian next to the Wright Flyer and an Apollo space capsule.

"No one in government was doing anything to get you and me into space, so my brother decided to do just that," said Rutan. "Nothing has ever been accomplished without risk or daring."

The SpaceShipOne project was financed by Microsoft cofounder, Paul Allen. Rutan's commercial spacecraft program "Virgin Galactic" is being financed by Sir Richard Branson of Virgin Airlines and the Abu-Dhabi-based investment group "Aabar."



(L/R) Legendary air show performer Bob Hoover visits with legendary Hollywood stunt pilot Corkey Forno. Hoover was at the AOPA Aviation Summit to autograph copies of his book "Forever Flying." Forno was a featured luncheon speaker.

### Bob Hoover

Legendary air show performer, Bob Hoover, was autographing copies of his autobiography "Forever Flying" in the exhibit hall. It was great to spend some time with Hoover and Hollywood stunt pilot, Corkey Forno, who also stopped by for a visit.

It was in December 1993 when the FAA unjustly revoked Bob Hoover's pilot certificate, claiming that he was medically unfit to fly (he was 72 at the time). In October 1995, the FAA returned his certificate to him. The entire ordeal cost Hoover a tremendous amount of money in loss performance fees and medical examinations to prove he was fit to fly.

The aviation industry came together to voice its objections to the revocation, which may have been politically motivated because the mandatory age for airline



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pilots to retire was 60. After all, how could a pilot 72 years old perform the aerobatic maneuvers he did in a twin-engine aircraft, including a dead stick routine?

It was a terrible period in aviation history, and one no pilot will ever forget. David Hinson was the FAA Administrator at the time, and we believe the agency has improved since then under the leadership of Randy Babbitt.

At the Summit, FAA's Acting Associate Administrator for Airports, Catherine M. Lang, met with AOPA Airport Support Network volunteers. See the article entitled "Airport Support Network Volunteers Meet At AOPA Aviation Summit" elsewhere in this issue of *Midwest Flyer Magazine*.

### Exhibitors

Wipaire, Inc., Fleming Field, South St. Paul, Minnesota, held a sweepstakes drawing on November



Chuck Wiplinger of Wipaire, Inc., Fleming Field, South St. Paul, Minnesota, holds the box of sweepstakes entries as Audrie Crane of Aurora, Oregon, draws the winning entry.



Wipaire, Inc. held a sweepstakes drawing on November 13, 2010, during the AOPA Aviation Summit in celebration of their 50th anniversary. The winning pilot from Escondido, Calif., will receive a pair of Wipline floats. (L/R) Sara and Chuck Wiplinger of Wipaire, Inc., Fleming Field, South St. Paul, Minnesota, with Audrie Crane of Aurora, Oregon. Crane was chosen at random from among Summit attendees to draw the winning entry.

13, 2010, during the Summit in celebration of their 50th anniversary. Entries were collected throughout the year at fly-ins and trade shows. The winning entry is a pilot from

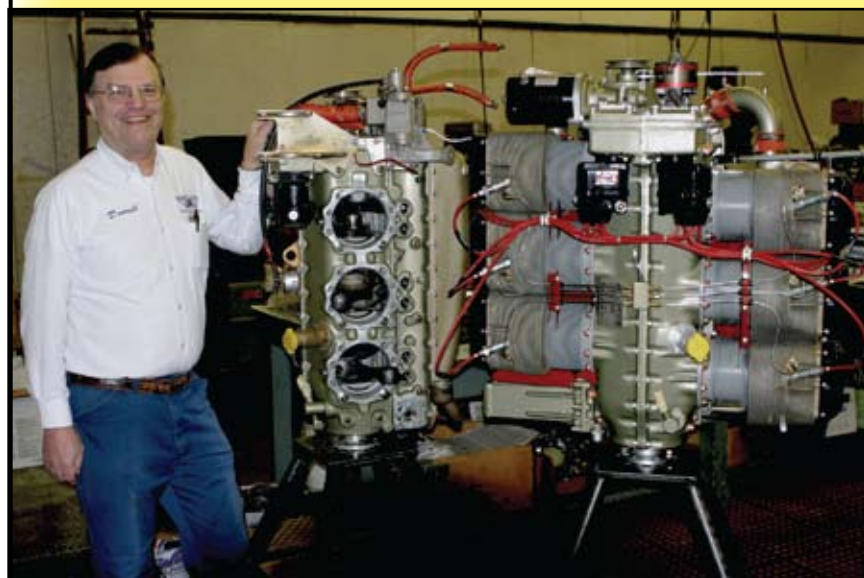
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Escondido, Calif., who will receive a pair of Wipline floats (name to be announced following notification).

Sara and Chuck Wiplinger, Mike Aune, and Dan Gutz of Wipaire, Inc., were on hand for the drawing. Audrie Crane of Aurora, Oregon, was chosen at random to draw the winning entry.

Other Midwest flyers that exhibited at the Summit included Field Morey, formerly of Morey Airplane Company and Morey Airport in Middleton, Wis. Morey has turned those reins over to his son, Richard, and has moved to Medford, Oregon where he continues to provide instrument flight training and adventure trips to Alaska through his company, "Morey's West Coast Adventures" ([www.ifrwest.com](http://www.ifrwest.com)).

Mark Gaulke of Rapco, Inc., Hartland, Wisconsin, also exhibited. Gaulke was visited by Mary and Herb Zimmers of Milwaukee, Wis., who flew their Mooney Ovation on the



Mark Gaulke of Rapco, Inc., Hartland, Wisconsin (center), welcomes Mary and Herb Zimmers of Milwaukee, Wis. to the AOPA Aviation Summit.

"Midwest Flyer Canadian Fishing Fly-Out" this past August. This was the Zimmers' second fly-out, and their second time to the Summit. The Zimmers enjoyed the forums and the gala event, "A Night For Flight," on the *Queen Mary* on Saturday, November 13, 2010 in support of the AOPA Foundation.

### Online Auction

The AOPA Foundation's first-ever online auction closed November 13 after raising more than \$250,000 to support the organization's major initiatives. Foundation President Bruce Landsberg made the announcement at a fundraising dinner aboard the *Queen Mary*. The former cruise ship is permanently docked in California's Long Beach Harbor, near the convention center. The highest priced item in the auction was a new Classic Aircraft Waco YMF-5D, which Virginia AOPA member Mark Rossi bid \$330,000.

The auction featured 96 items. Among the other unusual items were a lunch and a flight with actor/pilot Harrison Ford, which netted \$55,000.

Special guest Chris Kunze, former Long Beach Airport manager, shared details of challenges associated with protecting the airports he has been associated with in California, including Long Beach and Camarillo. Long Beach is the oldest municipal airport in the country, having opened in 1923, yet it deals with encroachment and noise issues every day. Kunze acknowledged AOPA's proactive approach to helping communities establish compatible land-use areas around airports.

Among the other dignitaries at the dinner were air show performers Bob Hoover and Julie Clark, Clay Lacy of Clay Lacy Aviation, and former AOPA President Phil Boyer.

### AOPA Block Party

A block party was held Friday evening during the Summit for the first time and was well received. AOPA President Craig Fuller joined a rock and roll band on stage set up in the middle of Long Beach's celebrated Pine Avenue to launch the aviation celebration. Icon Aircraft had its full-size wing-folding aircraft on the street in front of George's Greek Café to add to the décor of the event.

### Airportfest

The new and the old blended seamlessly at Airportfest, AOPA's outdoor exhibit of aircraft, as visitors to Long

An advertisement for Johnson Aviation Insurance. The top half features the text "WE SHARE YOUR PASSION." in large, bold, red capital letters against a background of a bright blue sky with white clouds. Below the text is a small illustration of a biplane. Underneath the illustration is the logo "JOHNSON AVIATION INSURANCE" in a serif font. At the bottom, there is a block of text: "Started by the founder of the EAA's Young Eagles' program, Sam Johnson, we understand the aviation industry and its unique insurance needs. To find out how our passion for aviation equals your best protection call 1.800.477.IFLY or visit [johnsonins.com/aviation](http://johnsonins.com/aviation)."



The Boeing B-29 Superfortress of the Commemorative Air Force known as "Fifi" was back flying after extended downtime for maintenance and displayed at Airportfest during the AOPA Aviation Summit.



A DC2 painted in Trans World Airlines colors and referred to as "The Lindbergh Line" was displayed at "Airportfest."

Beach/Daugherty Field got a chance to see a mix of aircraft dating from pre-World War II to today's sleekest business jets. An array of 100 aircraft provided a chance to see how far aviation has advanced in just the last 50 years.

Older aircraft included the Lockheed Electra Junior; a Douglas DC2 in Trans World Airlines colors and referred to as "The Lindbergh Line;" and the legendary Boeing B-29 Superfortress known as "Fifi," just back to flying status, having been down for extensive maintenance.

AOPA's sweepstakes airplanes, the 2010 Fun to Fly Remos and the 2011 Crossover Classic Cessna 182, were on prominent display near the welcome tent. This is the first year AOPA has made two sweepstakes airplanes available. AOPA President Craig Fuller announced on November 12 that New Hampshire pilot, Yorke J. Brown, was the winner of the Fun to Fly Remos. The winner of the Crossover Classic Cessna 182 will be announced at AOPA Aviation Summit 2011, September 22-24 in Hartford, Ct.

Flying to Hartford Brainard Airport (HFD) is a

comfortable one-day cross-country flight for most general aviation aircraft in the Midwest, and fall colors should be at full peak.

Home of Mark Twain, abolitionist Harriet Beecher Stowe, and the Bushnell performing arts center, Hartford can entertain pilots and non-pilots alike.

Aviation points of interest include United Technologies, owner of Pratt and Whitney engines and Sikorsky

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(TOP PHOTO) A mock-up of the Diamond D-Jet on display at Airportfest.

(TOP PHOTO) A mock-up of the PiperJet was displayed among many models of Piper aircraft at Airportfest.

(BOTTOM PHOTO) Glaser displayed its aircraft with and without floats.

(BOTTOM PHOTO) Piper Aircraft was at Airportfest with its full line of single-engine aircraft.

Helicopters, and the New England Air Museum.

Make your hotel reservations early by calling AOPA at 1-800-USA-AOPA, or check for information online at [www.aopa.org](http://www.aopa.org).

Attendance this year at the AOPA Aviation Summit was 9,746, and attendance at Airportfest was 11,373. Airportfest was a free event, and it is believed that the event attracted many people from the local community. □

## Airport Support Network Volunteers Meet At AOPA Aviation Summit

LONG BEACH, CALIF. – AOPA Airport Support Network (ASN) volunteers met November 12, 2010 at the Hyatt Regency Hotel in Long Beach, Calif., during the AOPA

Aviation Summit, to review accomplishments and issues requiring attention. The room was packed, obviously showing the importance pilots and aircraft owners place on protecting their airports through effective monitoring and involvement.

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### The Kings' Incident

John and Martha King of King Ground Schools told ASN volunteers about their recent ordeal with the Santa Barbara, Calif. Police Department. Upon landing at the Santa Barbara Municipal Airport on August 28, 2010, the Kings were immediately arrested for allegedly stealing an aircraft. The 2009 Cessna 172 they were flying had registration numbers previously assigned to a 1968 Cessna 150 reported stolen and never recovered.





John and Martha King with their "Aircraft Interception Checklist."

Following the incident, the Kings learned that once information is placed in the FBI database, it is next to impossible to remove it. When the Kings filed an instrument flight plan, a red flag went up and local law enforcement officials at Santa Barbara were notified by the El Paso Intelligence Center.

*"The Santa Barbara Police were set up by the El Paso Intelligence Center," said John King. "The police did what they were trained to do, but they do not have any training on how to intercept a real stolen aircraft," said Martha King. "It was ineffective police work, but not their fault."*

Instead of having ATC instruct the Kings to taxi towards a squadron of police cars away from the fixed base operation, the police should have allowed them to taxi to the ramp and arrest them when they exited the aircraft. *"Had this been an actual theft, the criminals would have been tipped off and could have easily taken off from a taxiway or from the ramp," said Martha King. "AOPA Airport Support Network volunteers should be the focal point to change this."*

Being the professional aviation educators they are, the Kings have developed an "Aircraft Interception Planning Guide" and "Checklist" for

ASN volunteers to personally give to local law enforcement. This will demonstrate to local law enforcement that pilots are trying to police themselves, and therefore do not require more outside and undesirable intervention. For a free copy of the guide and checklist, go to [www.johnandmartha.kingschools.com](http://www.johnandmartha.kingschools.com).

The Kings learned that arrests like theirs happen all the time, but they hope to change this with the help of the FAA. Eventually, it is hoped

the FAA will not reassign aircraft registration numbers.

This incident earned the Kings AOPA's Pilot's Choice Award for Most Watched Video on *AOPA Live* for 2010.

### **FAA's Top Administrator For Airports Catherine Lang**

The Acting Associate Administrator for Airports for the FAA, Catherine M. Lang, briefed

## Looking back, looking ahead

The beginning of 2010 also marked the beginning of a new decade—one that promised new challenges and new rewards. Now, one year in, I'd like to contemplate our achievements and prepare for the important, and sometimes difficult, work ahead.

The year began with a victory over user fees—one that freed us up to pursue a more positive agenda for GA. Topping the list was moving forward with NextGen modernization. We've made progress, but we're still a long way from realizing NextGen's full potential. You can count on AOPA to continue to work with the FAA to keep costs down and maximize benefits for GA as we move toward full implementation.

(And don't imagine that user fees are gone for good. We'll be watching closely to make sure this misguided idea doesn't re-emerge.)

Also high on our list was shaping the future of avgas. Over the course of the year we've collaborated with others in the aviation and petroleum industries, challenged EPA assumptions, and urged the FAA to ensure that the piston fleet can continue to operate without disruption while an alternative is found. There have been some promising new developments, but we've got a long way to go before we find an acceptable solution, so count on hearing more about avgas in 2011 and beyond.

We've worked hard on a variety of issues that affect our members, including preserving through-the-fence access, and staving off new state taxes and fees. And it's worked. The FAA has backed down somewhat from proposed regulations and there hasn't been a single cent in tax or fee increases despite the overwhelming budget deficits many states are facing.

We've also had big wins in the never-ending battle to keep airports open. Airports in Florida, Nevada, California, and Washington are among those still operating thanks to the efforts of pilots working with AOPA to demonstrate the value of their fields.

We're also worried about the decline in the number of active pilots in the United States. With as many as 80 percent of student pilots dropping out of training without earning a certificate, the AOPA Foundation is leading the charge to find real-world solutions that will help students succeed. Research results were unveiled at AOPA's Aviation Summit, and we're collaborating with leaders in the flight training industry to find ways to change the statistics.

There's a lot more to do as we approach 2011, and frankly, I can't wait!

*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.

ASN volunteers on what the FAA is doing to protect general aviation airports.

*"If you hear that a public-use airport is closing, let us know,"* said Lang, who noted that the FAA will enforce grant assurances included with any federal funding of airport improvement projects.

Lang went on to discuss the FAA's concern with bird strikes, and urged pilots to report incidents as they occur, no matter how minor.

Concerning the development of general aviation airports, Lang said that she is sick and tired of hearing media outlets reporting that the \$1 billion spent each year on general aviation airports is coming from commercial airports, and not from general aviation airport users, because it is not true. *"We have to set the record straight!"* said Lang. The FAA is currently undertaking a study to correct this misperception created by the general media and public.

Lang went on to explain that the FAA has six categories of requirements for approximately 500 commercial airports to get federal funding, but only one category for all 2700 general aviation airports.

According to Lang, local pilots need to be telling their elected officials of the benefits of their local airport to the health and economic



Catherine M. Lang, FAA's Acting Associate Administrator for Airports, briefs AOPA Airport Support Network volunteers on the importance of notifying both the FAA and AOPA when issues arise at their local airport.

wellbeing of their community. Medivac helicopters and fixed-wing air ambulances, and the business the local airport brings to a community, need to be emphasized, she said.

#### First ASN Volunteer Recognized

Jim Gates of Torrance, Calif., the first ASN volunteer named in 1997, and the recipient of both AOPA's Sharples and Crotti Awards

for contributions to general aviation, received FAA's *"Master Pilot Award"* at the meeting for completing 50 years of safe flying. Presenting the award was Kenneth Kelly, FAASTeam program manager for the Western-Pacific Region of the FAA.

Representing Clow International Airport in Bolingbrook, Illinois, at the meeting was ASN volunteer Grant Prellwitz and his wife, Leslie.

#### ASN Volunteer Numbers Increasing

In closing comments, Joey Colleran, AOPA Manager of State Legislative Affairs, announced that 74 new ASN volunteers have been recruited in November 2010 alone. There are now 2160 ASN volunteers nationwide.

ASN volunteers are the first line of defense in protecting GA airports. The second line of defense is local pilots and businesses that use the airport. The third line of

defense is AOPA headquarters, which can only lend its support if AOPA is notified of local issues. Pilots are urged to know who their local ASN volunteer is by checking the AOPA



Joey Colleran

website: [www.aopa.org/asn](http://www.aopa.org/asn). Go to *"Search For Volunteers,"* and click *"Find My Volunteer."* If your airport does not have an ASN volunteer, become one by contacting Joey Colleran at 301-695-2201 or email [Joey.Colleran@aopa.org](mailto:Joey.Colleran@aopa.org). □



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# AOPA Recognizes Contributions To GA At Summit

LONG BEACH, CALIF. – The Aircraft Owners & Pilots Association (AOPA) each year presents several awards at its annual AOPA Aviation Summit, held this year at the Long Beach, California Convention Center, November 11-13, 2010.

Receiving the “*Joseph B. (Doc) Hartranft, Jr. Award*” for contributions to general aviation by a government official was Victor Bird, director of the Oklahoma Aeronautics Commission.

Bird has used the state’s resources to advance the cause of the state’s 113 public airports, creating a climate in which general aviation can grow and thrive.

In 2007, Bird was instrumental in winning support for the Oklahoma Airport Modernization Bill, which would have made 49 of the state’s regional airports eligible for grants for specific airport improvement projects, including the costs for projects primarily used for general aviation.

In 2005, Bird led the push for House Bill 1577, which exempted aircraft maintenance, repairs, and overhauls performed by Oklahoma aerospace companies from sales tax.

In 2008, Bird facilitated passage of the Aerospace Industry Engineer Work Force Bill, which provided new engineers with a \$5,000 state tax credit for choosing to work for an Oklahoma aerospace company, and also provided state tax credits for the companies that hire them.

Bird’s most recent accomplishment centered on the passage in 2010 of the Aircraft Pilot & Passenger Protection Act, which protects the state’s public-use airports and military bases from height obstructions and incompatible land-use by giving the Oklahoma Aeronautics Commission authority to regulate construction in designated approach areas. With the increasing prevalence of tall, manmade obstructions all over the country, this legislation provides a model for other states to follow to ensure that such obstructions will not undermine aviation safety.

The Joseph B. “Doc” Hartranft, Jr. Award is named in honor of AOPA’s first employee, longtime president and former chairman of the board.

AOPA awarded its highest honor for individuals, the “*Laurence P. Sharples Perpetual Award*” to Marjy Leggett, a volunteer for AOPA’s Airport Support Network, for her efforts to promote and protect her home airport, Vista Field



Victor Bird, director of the Oklahoma Aeronautics Commission, received the “Joseph B. (Doc) Hartranft, Jr. Award” for contributions to general aviation by a government official.

in Kennewick, Washington.

With back-up support from AOPA’s airports staff, Leggett and her fellow airport supporters were able to educate the community about the value of Vista Field.

The Laurence P. Sharples Perpetual Award is named for AOPA’s first chairman of the board and is given each year to the person or persons who best emulate unselfish contributions to general aviation, which characterized the life of Sharples.

Self-described as the “*Mooney Girl*,” Jolie Lucas of San Luis Obispo, Calif., received AOPA’s “*Joseph Crotti Award*” for her work to protect Oceano Airport (L52) in San Luis Obispo County.

Lucas, founder of the *Mooney Ambassadors*, successfully fought off a local developer who had his own thoughts on how to use the land

the airport sits on, over the objections of county officials who held highly controlled *public* meetings to try to win community support to close the airport for development.

California is home to 255 public-use landing facilities and 10 percent of the U.S. pilot population, or 61,709 pilots. The Crotti Award is named for Joseph Crotti, longtime California State Aviation Director and AOPA Regional Representative.

AOPA presented the second annual “*Let’s Go Flying Award*” to U.S. Marine Corps Captain Gabriel Glinisky for his efforts to organize and teach a ground school for his fellow unit members while on active duty in Afghanistan.

A V-22 “Osprey” tilt-rotor pilot and certified flight instructor (CFI), Capt. Glinisky volunteered to teach ground school for more than a dozen fellow Marines in 2009. □

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# Water Ditching Gets Wave Reviews At Summit

by Dave Weiman



Wreckage of a small plane.



Different styles of life vests or personal flotation devices (PFDs) and life rafts were inflated during the "Ditching and Water Survival" forum during the AOPA Aviation Summit.

Exploring new travel destinations remains an all-time-favorite forum topic at the AOPA Aviation Summit, such as flying to the Caribbean with Rick

Gardner and "Caribbean Sky Tours" ([www.caribbeanskytours.com](http://www.caribbeanskytours.com)). A trip like that can only be done safely if you know what to do if you have to ditch at sea.

How to safely "ditch" your aircraft in water, "egress" your aircraft once down, "summon for help" before and after touchdown, and "survive" the elements, were the topics at the "Ditching and Water Survival" forum held during the AOPA Aviation Summit in Long Beach, Calif., November 11 and 12, 2010.

Led by aviation survival expert Doug Ritter of the *Equipped To Survive Foundation*, an organization dedicated to saving lives through education and the promotion of survival equipment ([www.equipped.org](http://www.equipped.org)), the presentation was so popular that Ritter held two sessions during the Summit. Ritter communicates well the importance of knowing how to ditch and survive with the same determination you will need in an emergency situation. He's like the school teacher that doesn't give you much leeway.

Remember three words when an emergency occurs: "Mayday, Mayday, Mayday!" Ritter strongly encourages pilots to make their distress call earlier than later, and to be prepared for the

expected.

Giving your "location" is the most important message you can communicate to air traffic control and other pilots on common frequencies (i.e. 121.5 Mhz). If you have a GPS, identify your coordinates and relay your exact position. Then explain your situation, whether it is an engine failure or fuel shortage that put you into this emergency situation.

Next, announce your altitude, course, and your intentions (i.e. ditching, diverting, 180-dreee turn back to your departure point).

You want "time" on your side, said Ritter, yet time is of the essence. You do not want to waste the time of rescuers by having them search an area where you cannot be found.

And don't worry if you make a mayday call and end up not needing help, said Ritter. "I've never known of a rescuer who was mad because you did not need their help in the end."

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(PLB). Unlike an emergency location transmitter (ELT), which will not transmit under water, PLBs are waterproof and stay with you, and therefore, will not sink with your aircraft. Ritter recommends the McMurdo "FastFind 210" PLB (\$250.00) and the ACR "SarLink" PLB (\$350). The "SPOT" GPS satellite messenger is not recommended by Ritter because it uses a computerized database, and if your subscription has expired or been lost, there will be no distress signal. The SPOT also does not have global coverage or a Doppler backup location like PLBs do.

In the water, you will drift from where you ditched. That's why it is important to communicate early not only your *position* (latitude and longitude preferred), but also your *altitude*, so rescuers can determine how far you might glide, and then determine how far you will drift from your actual touch-down location based on the current at the time. The higher your altitude, the more time you will have to communicate, glide and prepare to ditch, so fly as high as you can whenever crossing water.

In preparing to ditch, remind your passengers what to expect once you touch down on the water, assuming you have thoroughly briefed them prior to takeoff. Remind passengers to make sure the *constant wear* personal flotation device (PFD) they have been wearing throughout the entire flight is securely fastened. BTW, Ritter does not recommend the less expensive airline-type life vests. His demonstration of the different life vests proved that the only life vest to own is a constant wear. For less than \$100.00, you can buy a quality constant wear life vest. The "ComfortMax" inflatable PFD is available through "Revere Survival Products" at [www.reveresurvival.com](http://www.reveresurvival.com). *Do not cut corners when purchasing your life saving equipment!*

Have your passengers stow away and secure anything loose in the cockpit, such as headsets, as well as false teeth and eyeglasses; tighten their seatbelts; and keep their shoes on for warmth and protection.

Check to make sure your personal locator beacon is connected to your belt or jacket; and make sure your life raft and survival kit are within easy reach.

Unless you are headed somewhere in particular, like shore or a ship, establish your "*minimum sink rate*," which will give you the maximum amount of time aloft, says Ritter. If not listed in your pilot operator's handbook, this speed is typically approximately half way between your stall speed and best glide speed. Once you reach 1,000 feet above the water, establish your normal approach speed, which will enable you to make a better landing.

Know where your main and alternate exits are, and open windows and wedge doors open prior to touch down to allow water to enter the cockpit (the exception being a Columbia/Cessna Corvalis with gull wing doors). You do not want to have your door jammed shut because the fuselage is twisted from the impact with the water. Expect the windshield or windscreen to cave in, but don't count on it.

If you have sea or air sickness medication, Ritter

encourages you to take it prior to touchdown if appropriate, and do not worry about getting drowsy. Ritter says that he has never known of anyone falling asleep during a water-ditching emergency. Ritter also recommends carrying swimming goggles and putting them on prior to touchdown.

*Landing Direction:* Rivers, land with the current. Lakes, land into the wind. Oceans and large lakes, land parallel to swells and waves. It is best to land on top of a swell; landing on the bottom of a swell is okay; and landing on the side of a swell is the most challenging. If you cannot land parallel to the swell, land on the backside of it, but avoid landing in the face of it. Landing into a headwind can reduce your airspeed by 1/3 to 1/2.

Expect *rapid deceleration* once you touch down (approximately 50-100 feet, depending on airspeed). The slower your touchdown speed, the better – 5-10 knots above stall speed with power on is preferred. Avoid a full stall and land slightly nose high, 9-12 degrees.

Low-wing aircraft should use minimum flaps (no more than 50 percent) because of the tendency to nose over, and high-wing aircraft should use maximum flaps, except for the Cessna 206. If you have retractable landing gear, keep it in the retracted position. Whether you have fixed or retractable landing gear does not affect survivability, says Ritter.

Announce to passengers no sooner than one minute prior to touchdown, "*Assume the crash position!*" Too much



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advance notice can cause passengers to look up just prior or during touchdown, resulting in possible injury.

Your aircraft will either skip, splash, or flip over. Skipping is most likely for retracts; just keep flying the aircraft. Flipping over is rare and unlikely if you keep the nose up. Regardless, people still usually manage to get out over 92% of the time, according to Ritter.

Don't release your seatbelt until after the aircraft comes to a standstill, and always maintain a reference point in the aircraft as you exit. Once out of the aircraft, if you cannot distinguish up from down, inflate your life vest, and it will take you to the surface. Do not inflate your life vest or raft before exiting the aircraft. To inflate your vest, jerk or pull hard the inflation strap. *"Once out of the aircraft, do not go back inside,"* warned Ritter.

*Cold Gasp Reflex (CGR)* is an uncontrollable exhalation that occurs with rapid immersion in water starting at 77 degrees Fahrenheit and is fully involved at 50 degrees. It only lasts a short time, but can be deadly if you are not prepared.

If you are concerned about holding your breath long enough to get out, get a *Spare Air tank*, which requires brief training in advance. Spare Air is used by scuba divers as a backup device, and should not be confused with onboard supplemental oxygen devices on aircraft. Always exhale as you surface.

Exposure is a big concern,

especially if you like to take chances and fly across the Great Lakes. You can do everything right and land without a scratch, but unless you are wearing a survival suit and/or have a life raft, time is not on your side. Even with the water temperature at 72 degrees Fahrenheit, you have about 1 hour before hypothermia sets in.

Limit your movement in water to reduce heat loss. Close up your groin by crossing your legs and hold your arms closed.

Keep a *knife* in your pocket at all times. You never know when you might need it to cut seat belts, tether lines or use as a prying device.

A life raft is your best bet for survival, especially in colder waters or during long exposure. Life rafts can be rented at many airports along the coast, or purchased for \$1,000 to \$3,000. The more expensive rafts have canopies and more well-equipped emergency kits, which are nice features that could make your experience safer and more comfortable. Life rafts need to be serviced every one to three years, depending on the manufacturer and packaging. It generally costs about \$600 to have a life raft reconditioned.

If you get out of the aircraft on the surface, tether the life raft to the aircraft, then pull the inflation line. Life raft tethers are designed to break in the event your aircraft sinks, so don't worry about that; worry about losing the life raft in windy conditions, says Ritter.

Avoid hypothermia by huddling

your body or huddling with others.

No matter how thirsty you might become, do not drink seawater, urine or blood.

A person floating in the middle of a large body of water is very difficult to spot. Ritter recommends acquiring a *rescue streamer*, *signal mirror* and *rescue laser flare* to attract attention.

Ritter warns pilots of the hazards to people and life rafts when flares are used. *"Be extremely careful using any pyrotechnic flare,"* warns Ritter. Green rescue laser flares are supposed to be the preferred color for signaling both during the day and night. A bright flashlight is also safe and can be very effective signaling at night.

A *signal mirror* is the most inexpensive signal tool you can have. The holographic image on a credit card has been used to signal for rescue, but a good signal mirror is less than \$15 and can be used to signal rescue boats and aircraft as far as 50 miles away, depending on visibility. *Rescue streamers* are excellent as well.

Make sure you keep your handheld radio in a waterproof pouch (can be purchased at most boating supply stores), and not a ziplock bag, which has a tendency to open and leak.

Above everything else, maintain a *"positive mental attitude"* and encourage your passengers to do likewise, and *"never give up!"* says Ritter. Ritter believes that preparation is everything. The more prepared you are, the more confident you will be and competent in your lifesaving efforts. *"Smart people survive!"* says Ritter.

You will be glad to know that 88 percent of all aircraft water ditchings are not fatal, and 92 percent of the time, the occupants are able to get out of the aircraft after landing.

For additional information on water ditching and survival, refer to [www.equipped.org](http://www.equipped.org), [www.aopa.org](http://www.aopa.org) and [www.faa.gov](http://www.faa.gov).

The next time you see a U.S. Coast Guard or Canada Search and Rescue crewman, or a member of the Civil Air Patrol, thank them for their service! □



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# Pilots Get Together For Fun Air Tour



Hiroshi Takeuchi

Watching all of your friends come in, not before scoring every landing of course, enjoying a gorgeous day sharing the passion of flying, cannot be described in words! We managed to cover  $\frac{3}{4}$  of a mile of taxiway with aircraft wingtip-to-wingtip.

*by Ben McQuillan*

**D**espite the threat of fog, low clouds, and a couple of last minute maintenance delays, this year's 7th Annual Flying Cloud Air Tour, Flying Cloud Airport, Eden Prairie, Minnesota, was a terrific success! Twenty-six (26) airplanes and a total of 62 people participated; our largest group yet.

Following our weekly FAA Safety Seminar on Saturday, August 14, 2010 we began the pilot briefing for the most entertaining flying day of the year. The thorough briefing ran one full hour. By the time we wrapped it up at 10:00 am, the sun was shining at Flying Cloud, the low clouds in southern Minnesota lifted, the wind was calm, and all of our airplanes were neatly parked in line, begging to be started. It was time to go flying!

The Flying Cloud Air Tour was started in 2004 to motivate local pilots to break the routine of short, local flights and branch out to the many airports within an hour's flight of the metro area. That first flight included 14 airplanes from a Taylorcraft to a T-34 that trekked across northern Minnesota and western Wisconsin to four wonderful destinations: Breezy Point, Duluth and Sky Harbor in Minnesota, and Madeline Island and Cable Union in Wisconsin. Since 2004, we've grown to 26 airplanes and have visited the Cottage Café in Amboy, Minn.; the Warbird Museum in Granite Falls, Minn.; the Cirrus factory in Duluth, Minn.; the fly-in golf course in Voyager, Wisconsin; Madden's in East Gull Lake, Minn.; and participated



Hiroshi Takeuchi

Following the mighty Mississippi River with its incredible scenery, reminds me of one of the reasons I love aviation so much!



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in a Flight Service Station tour in Princeton, Minn.

By the time the last airplane took off from Flying Cloud last Saturday, the fastest airplane in line – a V-Tail Bonanza – had already landed at our first destination, the Fillmore County Airport in Preston, Minn. Along the way, controllers at Rochester, Minn., observed “*what looked like a line of ants heading back to the hill in Preston,*” which this year consisted of some antiques like Peter Gabrail’s Ercoupe, Craig Nelson’s gorgeous Kitfox, Pete Strommen’s Amphib 182, a Tecnam LSA, a handful of Cessnas, Pipers, and Beechcrafts, and even a couple of Navions flown in formation by Paul Jachman and Dick Bihler. Preston’s airport manager, Larry Tammel, had arranged for the director of the local tourism board to meet us at the airport to promote the local communities and attractions of beautiful southeast Minnesota.

After looking around a bit, we wasted no time departing

Preston as lunch was waiting for us in Winona. Particularly for pilots who had never flown into the area, the view of the Mississippi River valley as we descended into Winona’s traffic pattern was among the best in the state. George Bolon and his staff at Win-Air topped us off and let us take over their office for a welcomed break from the heat for lunch.

The route back to Flying Cloud took us north along the river valley and over Red Wing before turning toward home. The bluffs and scenery of the river proved a perfect backdrop for the air-to-air photos that Jason Dotray, a student pilot, toiled over from the back of the Bonanza. See all of this year’s tour photos on the air tour website at [www.inflightpilottraining.com](http://www.inflightpilottraining.com).

Thanks to the behind-the-scenes work of Bill Bittman and Hiroshi Takeuchi, and the performance of all of the pilots who flew with us, 2010’s Flying Cloud Air Tour was the best yet. □

## Private Air Show Benefits Wings of Mercy-Minnesota

by Wayne Flury

If you’ve ever imagined how the “other half” lives, picture yourself attending a benefit event featuring a catered pig roast, with a brass ensemble for entertainment while you dine among airplanes within a colorful hangar. To further entice you, the dinner is preceded by a private airshow for the guests, put on by one of the best airshow performers in the United States.

This was exactly the scenario that unfolded October 2, 2010 at the Buffalo, Minnesota airport for approximately 150 attendees at a fund-raiser for *Wings of Mercy, Minnesota*.



Mike Wiskus and the Lucas Oil Pitts Special at the conclusion of his performance.

It was hosted by West Metro Aviation in their hangar, which just happens to be home base for Mike Wiskus who flies his “Lucas Oil Pitts Special” in air shows all over North America.

*Wings of Mercy, Minnesota* is a 501(c) 3 charitable organization, established in 1995, specializing in medical



An appreciative crowd watching an airshow.

air transportation for people with limited financial means who need treatment at distant medical facilities. The volunteer pilots, nurses and other professionals donate their time, planes and expertise to transport beneficiaries who are in medical and financial need. However, the organization does reimburse pilots for fuel costs, and funding for that expense was the main purpose of this evening event.

Wayne Horntvedt, president of *Wings of Mercy, Minnesota*, recapped the history and mission of the organization. Though their primary mission region is Minnesota, South Dakota, North Dakota, Iowa and Wisconsin, Richard LaBute, vice president and flight director, noted that their flight destinations range to all borders and coasts.

Wayne Horntvedt commented that the fund-raiser would bring in just a small portion of the yearly income needed to cover the cost of fuel for volunteer pilots, and offered to contribute another \$500 to anyone who would match the amount. Almost like an auctioneer working the crowd, he quickly received three additional commitments...a very uplifting ending for a very fine event.

Contributions or gifts to *Wings of Mercy* are tax deductible. For more information, see [www.wingsofmercy.org](http://www.wingsofmercy.org). □

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## Wipaire Named Quest KODIAK Service Center

SOUTH ST. PAUL, MINN. – Wipaire, Inc. with facilities at Fleming Field, South St. Paul, Minnesota, has been named the first factory-approved service center for the Quest KODIAK. Wipaire has a long tradition of providing turbo prop aircraft services for a variety of aircraft including the Quest KODIAK, having completed its certification on Wipline 7000 floats. The Wipaire engineering group is currently working on additional performance and convenience modifications for the aircraft.

“We are pleased that KODIAK owners will have access to a proven provider like Wipaire,” said Keith Anderson, Quest Director of Customer Service.

For 50 years, Wipaire has been engineering and manufacturing a full line of aircraft floats for all sizes of aircraft from the Piper Cub to the de Havilland Twin Otter, and has over 100 Supplemental Type Certificates (STCs) for a variety of useful aircraft modifications. In addition, Wipaire provides aircraft maintenance, avionics



Quest KODIAK aircraft ready for delivery.

installation and repair, custom interior design and installation, and exterior refinishing.

For additional information on Quest KODIAK service at Wipaire, Inc., contact Jason Erickson, director of maintenance: 866-277-1146 ([www.wipaire.com](http://www.wipaire.com)). □

## Ice Protection For The KODIAK

SALINA, KAN. – Quest Aircraft Company has received final approval from the FAA for the KODIAK's Ice Protection System (IPS). The system has been installed on three KODIAKs so far, and is now fully operational. KODIAK's TKS™ ice protection system is manufactured by CAV Aerospace Inc., and is widely recognized as the most effective ice protection available for today's general aviation aircraft for flight-into-known-icing (FIKI).

CAV's TKS ice protection system works by exuding a measured amount of glycol-based ice protection fluid through precision laser-drilled microscopic holes in wing leading edges fashioned of titanium, along with a dispersion mechanism for propellers. IPS can be *retrofitted* to any existing KODIAK or installed new during production. The system does not require additional external fittings such as a cargo pod and fits directly to the standard airframe. It protects the wing leading edges, vertical tail, horizontal tail, landing gear, struts, propeller and the windshield. The robust system meets all flight-into-known-icing requirements (FIKI). □

## TIP OF THE MONTH

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# PiperJet Goes Through Major Changes... Mockup Displayed At NBAA



PiperJet PA-47 Altaire


ATLANTA, GA. – Piper Aircraft, Inc. displayed its complete line of single-engine aircraft at the National Business Aviation Association's (NBAA) 63rd Annual Meeting and Convention, October 19-21, 2010 in the Georgia World Congress Center in Atlanta, including a mockup of the PiperJet, recently named the "Altaire!" The single-engine PiperJet PA-47 Altaire very light jet features a larger and an improved cabin than the original prototype, and definitely has the "lines" to make it appealing.

The PiperJet Altaire offers comfortable seating for up to seven people, including crew. Other improvements include a significantly larger cross section; 9-inch taller and 4-inch wider cabin; larger wing; round fuselage and nosecone; slimmer, longer nacelle; shorter vertical tail, which is farther aft; fuselage-mounted on top of the wing; no spar intrusion; and streamline belly faring.

Piper Aircraft believes that the company's longevity and reliability, combined with single-engine efficiency, will make the PiperJet Altaire a very popular very light jet!

The PiperJet Altaire costs an average of 25 percent less to operate per hour than comparable production very light jets at \$727.36 per hour at 320 kts, compared with \$867.16 per hour at 310 kts for the Cessna Mustang, and \$972.88 per hour at 324 kts for the Embraer Phenom 100.

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## Single-Engine vs. Twin-Engine

Piper Aircraft went with a single-engine design to lower operating costs, and because of the proven reliability of the Williams engine. Piper believes that the corporate world is looking to have a fiscally responsible image, and the single-engine very light jet does that, says Jacqueline Carlon, Director of Marketing at Piper Aircraft. Carlon believes that Pilatus Aircraft set the stage for single-engine corporate operations, and the stigma associated with single-engine jets is decreasing.

## Performance

The PiperJet Altaire's maximum range is targeted at 1,300 nautical miles with a maximum cruise speed planned at 360 knots. The airplane is designed to fly 1,200 nautical miles with a full fuel payload of 800 pounds.

## State-of-Art Flight Deck

The PiperJet Altaire is equipped with an integrated flight deck, featuring Garmin G3000 avionics complete with the first touch screen-controlled glass panel designed for light turbine aircraft, three displays, two touch screens and a GFC 700 automatic flight control system.

Flight controls in the PiperJet Altaire cockpit uses "yokes," replacing the side stick controls flown on the PiperJet proof of concept test aircraft. The improved aircraft also has crew seats that are easier to access and an ergo dynamic interface between pilot and avionics.

## Interior

The PiperJet Altaire has a 3-ft wide cabin door for ease of passenger entry and exit while providing excellent cargo flexibility.

The PiperJet Altaire has dynamic crew and passenger seats for increased safety and comfort. The airplane also has comfortable club seating with an optional seventh seat located across the aisle from the entry door. A lavatory, storage compartment, or entertainment center is easily interchangeable for that seat. With a wide drop-down aisle, no wing spar intrusion, LED lighting, and dual controlled environmental system, the PiperJet Altaire's interior has been styled for superior passenger comfort.

## Altaire – The New Name

If anyone thought that employee morale was low in the aviation industry, think again! The PiperJet Altaire was the idea of Piper marketing director, Jacqueline Carlon, although the final selection of the name went through the committee approval process, which involves the dealer

network.

While Piper is known for naming aircraft after the American Indian, there has been a shift from this to try to be more politically correct.

New names at Piper follow a “celestial” path, which makes sense considering that flying is associated with the sky, said Carlon. The name “Altaire” means a variable double star in the constellation Aquila, and “Alt” stands for “altitude,” and “aire” is air! As additional models of the PiperJet are designed, they will also have celestial names.

### Testing & Delivery Dates

The baseline proof of concept PiperJet has flown more than 375 flight test hours and executed more than 350 takeoffs and landings. Now undergoing CAD modeling and analysis in the program’s detail design phase, the first of four conforming PiperJet Altaire flight test aircraft will begin flying in 2012. Certification and first customer deliveries are planned for 2014, slightly after the previously scheduled date.

Price point for the PiperJet Altaire is \$2.5 million, with a typically equipped aircraft priced at \$2.6 million.

### About Piper Aircraft

Piper Aircraft Inc. is headquartered in Vero Beach, Fla., and offers nine models of single-engine and twin-engine trainer, personal and business aircraft.

Other Piper aircraft on display at NBAA included the Piper Meridian, the most cost-effective, pressurized turboprop in its class; the Piper Mirage, a single-engine, piston-powered pressurized aircraft; and the Piper Matrix, a single-engine piston-powered, cabin-class aircraft. The Brunei-linked investment firm, “Imprimis,” acquired Piper Aircraft in 2009.

[www.piper.com](http://www.piper.com)

## Lakeland College Establishes Aviation Program

SHEBOYGAN, WIS. – A recent study by the International Civil Aviation Organization reported that between 2010-2030 airlines around the world will need an average of 49,900 pilots per year, and current training is not keeping pace with that need.

As the airline industry braces for this shortage of pilots, *Lakeland College* – a private college in Sheboygan, Wisconsin – has established a new four-year college aviation program to help fill the void being left by state-funded programs, such as that at St. Cloud State University in St. Cloud, Minnesota. The administration at St. Cloud State University decided recently to drop its highly acclaimed aviation program in favor of non-aviation programs.

In a partnership with Frontline Aviation, a flight school with locations at the Sheboygan County Memorial Airport in Sheboygan and Austin Straubel International Airport in Green Bay, *Lakeland College* is now offering an aviation minor. The program will prepare students for professional careers in aviation and give them the added benefit of a four-year college degree.

“Graduates from Lakeland’s program will have the technical skills needed to fly, along with the critical

thinking and other academic skills that come with a four-year liberal arts education,” said Kathy Rath Marr, chair of Lakeland’s Natural Science Division.

Lakeland will offer aviation courses beginning in the fall of 2011. Since students must pursue a four-year degree, they can enroll at Lakeland and begin their general studies and major coursework as early as this spring.

Bruce Bressler, president of Jet Air Group, Frontline’s parent corporation, said Lakeland’s four-year degree will provide graduates a broad academic foundation that will allow them to explore a variety of aviation careers. “Aviation students learn about weather, the physics of flying and managing a business that uses aircraft,” said Bressler. Frontline Aviation will provide basic training aircraft to more advanced glass cockpit airplanes and multi-engine aircraft.

Lakeland’s aviation minor is 31 credits of coursework, which includes ground school courses at Lakeland’s main Sheboygan County campus, and flight training at the Sheboygan County Memorial Airport.

<http://lakeland.edu/aviation>



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**Wisconsin Bureau of Aeronautics**

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## Frost Is A Big Deal

*by Jeffery Taylor*

*Aviation Consultant*



**A**s you walk out to your aircraft, left outside overnight on a trip, you notice some frost on the wings. It doesn't look like much so your initial reaction is to ignore the frost and get busy with loading, pre-flighting and all the other "little" things we must do before a flight.



Jeff Taylor

opportunity to break a major link in an accident chain.

Frost is insidious. It forms easily, even when the free air temperature might be above freezing; all it needs is some visible moisture and cold air. Many pilots wrongly assume the frost they see is not significant enough to cause a problem, or they don't even look. Pilots of high-wing aircraft should be especially careful and use a ladder to inspect their wings, since high-wing aircraft account for two-thirds of all general aviation icing takeoff accidents.

Here are some (cold) hard facts:

- When an aircraft manufacturer certifies an aircraft, they assume it's free of ice contamination. They never test or demonstrate that an aircraft can take off safely with any amount of frost or ice. This makes you a test pilot if you attempt it.
- Even small amounts of frost, snow or ice can increase drag significantly.
- Frost with a roughness similar to medium sandpaper on a wing's leading edge and upper surface can reduce lift by 30 percent and increase





Any frost on aircraft surfaces is unacceptable.

generate thrust. Also, check engine inlets, pitot tubes, static ports, and any angle of attack or stall warning devices.

### Can I polish frost?

In the past it was thought the roughness of frost was the problem and it could be mitigated by smoothing or polishing frost instead of removing it. Forget about polishing frost, since at least 15 percent of all small aircraft takeoff icing accidents involved aircraft with polished frost. Take the time to ensure that you clear all contaminants, including polished frost, from wings, stabilizing and control surfaces.

Earlier this year the FAA removed permission to takeoff with polished frost from Part 91, 125 and 135. In the Notice of Proposed Rule Making (NPRM), the FAA identified four alternatives to polishing frost to comply with this rule. They are: (1) using wing covers to prevent frost accumulation on wings, (2) waiting for frost to melt, (3) storing aircraft in heated hangars, and (4) deicing the wing surface. Snow can also pose a serious threat. While some light snow on the wings may not look threatening, never assume it will blow off during takeoff. While it might blow away, there could be a layer of ice concealed underneath. In addition, it is NOT enough to clean just the leading edge of the wing or only around vortex generators. You need to clear **all contaminants** from the entire wing surface, including flaps, ailerons, horizontal tail and elevator.

drag by 40 percent.

All surfaces of an aircraft are important. Any amount of frozen contamination creates a significant drag penalty. Don't forget to check the propeller; the blades are airfoils and your ability to climb depends on their ability to

When confronted with frost, snow or ice on an aircraft, the decision is easy. The bottom line is: Make sure your airplane is free of any and all ice contamination prior to takeoff. □

### PERSONNEL PROFILE

#### Judy Harding

#### Program & Policy Analyst

#### Wisconsin Bureau of Aeronautics

**J**udy Harding joined the WisDOT's Bureau of Aeronautics (BOA) in 1997. In her position as a program and policy analyst, Judy is responsible for developing and maintaining the State Airport System Plan, policies related to



Judy Harding

aviation system planning, and developing economic impact reports for Wisconsin's state system of airports. Prior to joining the bureau, she worked for the Federal Aviation Administration in Washington, DC as a program analyst. Judy has a Bachelor's Degree in Organization Behavior. For questions regarding aviation system planning or airport economic impact reports, please email Judy Harding at [judy.harding@dot.wi.gov](mailto:judy.harding@dot.wi.gov) or call 608-267-1223. □



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AND TO PROMOTE AERONAUTICAL PROGRESS IN THE STATE AND THE NATION

**Christopher Roy, Director**

**Dan McDowell, Editor**

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## A New Year's Resolution To Benefit Aviation

by Christopher Roy  
Director

The year has just about ended and we are in the middle of winter's grasp. With the New Year upon us, the possibilities for exciting things to happen are great! We, in the Minnesota Office of Aeronautics, look forward to working with you throughout 2011 to continue to keep aviation safe, successful, and growing in Minnesota.



Christopher Roy



Mankato Regional Airport-Sohler Field, Mankato, Minnesota

Gary Chambers

We appreciate you, our customers and friends. Your input and support are an important part of our success. Information provided by you is often the "heads-up" we need to help make things happen or not happen, as you, the system user, may need. But we need your continued efforts directly and indirectly to help assure we have a strong and vibrant aviation industry

throughout the state.

Please make New Year resolutions to actively participate in local, regional, and national aviation groups and organizations. Include in your resolutions the efforts to speak publicly for aviation. Get active at your local airport whether it is through an *adopt-an-airport* program, the "EAA Young Eagles" program, or just

planting some flowers by the airport sign. It is important to be involved and informed about your local airport.

We want everyone to have a safe and happy holiday season, and an even safer and better new year. On behalf of everyone here in your Minnesota Office of Aeronautics, I wish you a safe and happy holiday season, and a *Happy New Year!* □

## A New Way To Fly

by Dan McDowell

The holidays and winter travel season are in full swing, and once again there are changes to procedures at the airline ticket counter and security clearing points at the airport. But there are also changes in what *airline* passengers are now required to do well before their planned flight.

According to the Transportation Security Administration's (TSA) website, the following information is effective as of *November 01, 2010*:

Secure Flight, the Transportation Security Administration's (TSA) behind-the-scenes watch list matching program, fulfills a key recommendation of the 9/11 Commission by assuming responsibility of watch list matching from individual airlines. By establishing a consistent watch list

matching system, Secure Flight enhances aviation security and more effectively facilitates air travel for passengers.

**Secure Flight requires airlines to collect a passenger's full name (as it appears on government-issued ID), date of birth, gender and Redress Number (if applicable)\*.**

By providing complete information, passengers can significantly decrease the likelihood of watch list misidentification. Secure



Flight watch list matching takes a matter of seconds to complete, and providing this data enables passengers to print their boarding passes at home or at an airline kiosk.

For airlines, November 1, 2010, marks the end of the year-long grace period to clear out their systems of older reservations made before Secure Flight requirements took effect in October 2009. **After November 1, 2010, Secure Flight will not conduct watch list matching or approve the issuance of a boarding pass by an airline if complete passenger data is not submitted.**

The above raises the question; can anyone make reservations within a 72-hour window? The answer is “Yes” according to the TSA:

TSA’s Secure Flight program can conduct watch list matching for passengers up until the time of the flight. Passengers will be prompted to provide Secure Flight information when booking travel. For reservations booked on short notice, or within 72 hours of the scheduled flight departure time, airlines must submit the required passenger information as soon as the reservation is made.

One more very important point to pay close attention to is that your name and all information given

must match the name on your ticket, boarding pass, reservation, and government ID that you will use while traveling via the airlines. In TSA’s own words:

Due to a difference in boarding pass systems, boarding passes may not always display the exact name you provided when booking your travel. The name you provide when booking your travel is used to perform the watch list matching before a boarding pass is ever issued, so small differences should not impact your travel. You should ensure that the name provided when booking your travel matches the government ID that you will use when traveling. Small differences between the passenger’s ID, the passenger’s reservation information, and the boarding pass (such as the use of a middle initial instead of a full middle name or no middle name/initial at all, hyphens or apostrophes) should not cause a problem for the passenger.

It is important to avoid using nicknames. For instance, if your name is Catherine, don’t use Cath or Cat, or Kitty for the name submitted to the airlines. If your name does not match the name on your government ID (like a driver’s license, or passport), it could cause you to be delayed as extra time

may then be required to verify your identity.

And by the way, if you were recently married or changed your name for instance, you should be sure to make your reservations under the same name that is listed on your passport or driver’s license that you plan to use for travel ID. Also verify that your name is spelled correctly on your ticket. If it isn’t, you should contact the airline and get it corrected.

Checkout the TSA information on their website and verify what items can and cannot be taken onboard an airliner. Also verify what amounts can be carried aboard as well. If you prepare and plan well before you leave your home, your trip through security will very likely be smooth and reasonably fast.

This article is not meant to cover everything the TSA might want you to know, so you are urged to go to the TSA website and thoroughly review the information they provide for everyone at: [http://www.tsa.gov/what\\_we\\_do/layers/secureflight/](http://www.tsa.gov/what_we_do/layers/secureflight/)

Information in this article was taken directly from the TSA website. The **bold** items are bold ONLY for emphasis to readers, and were made bold by this author’s choice. □

## Preparing For Winter’s Grasp!

**I**t appears at times that Minnesota and Wisconsin have inordinately long winters. But most inhabitants of this region either love it or fly south for the cold season. Those who stay seem to revel in the crystal clear, yet often frigid days when breathing outside air is almost painful! They look forward to being outside and enjoying the snow, ice and cold. They see some of the beauty that abounds, but sadly, too many miss the exquisite beauty of winter from the vantage-point of flight.

Flying in the winter does require knowledge and use of some different skill sets, like the proper methods of preheating and deicing aircraft,

or taxiing on ice or snow-packed taxiways and runways, for instance. The few extra elements added to the preparation for a winter flight, however, are minimal compared to the beauty and pleasure that flight will bring to you. But, one might ask, is that all I need to do to be prepared?

The answer is a resounding no! There really is no excuse for failing to properly prepare yourself and your aircraft for flight, and tailoring those preparations to meet the environmental conditions you may, or will face.

You have a complete checklist for your aircraft, but too few people make or use a personal checklist. If you think about where you are flying, the season and the expected weather conditions you will or could

encounter, it should bring to mind a number of items you should plan to take with you, for that “just-in-case” potentiality.

Think about what you would do in the following scenarios.

What if your aircraft heater fails 100 miles from your intended destination? What if you lose electrical power to your panel? What if your engine quits and you have to make an emergency landing miles from the nearest airport or town? What would you need to have with you to survive?

Allowing the assumption that you landed the aircraft safely and no one was hurt, besides the trauma of the emergency itself, you are now faced with a significant survival situation.

Assume also that just before landing you spotted a farm house about 1 mile from your location. Do you have adequate footgear to protect you from the cold? Are your gloves dry and will they protect you properly for the 1-mile trek to the farm house? Do you have a compass so you can take a bearing on that house?

If you have to walk through a wooded area, is it level? What if you step into a stream or pond that was covered with snow and ice and you couldn't see it? Do you have a quality

flashlight with fresh batteries? Do you have water, food, or any type of temporary shelter? Are you carrying waterproof matches? Did you bring a first aid kit?

Clearly, this article is not meant to tell you what to do, but rather to provoke your thoughts for survival preparation for winter flying (and driving). Bear in mind that the longest mile you may ever walk will be that one in the dead of winter when you have an emergency that you were not prepared to handle.

There are a number of excellent books available today about survival preparations and techniques. Get several and read them thoroughly. Develop a personal checklist. Build and carry in your car and aircraft a seasonally adjusted and inspected survival pack. You never know when it might make the difference between a large inconvenience and a serious nightmare. Then if you are caught in the grasp of winter, you'll be prepared to survive and continue to enjoy the beauty that winter has to offer! □

## IMPORTANT News Update For Travelers

**T**he new MacBook Air 11-inch electronic notebook, can remain in a passenger's bag when going through airport security, according to a Transportation Security Administration (TSA) spokesperson.

iPad owners were surprised when the TSA indicated that the iPad

tablet did not need special attention from TSA workers. Other E-readers, like the Kindle, iRex, and Nook for instance, can also remain in carry-on baggage. If the screener can see a clear image of the device, there will probably not be a need to remove it for inspection.

Be aware that airlines still forbid opening and operating an e-book, computer device, and phones during takeoff and landing, without regard to

the size of the device. For additional information and updates, and a complete list of prohibited items, go to: [www.tsa.gov](http://www.tsa.gov).

*\*The inclusion of a brand name in this update in no way implies endorsement of any kind. It is included for reader information in reference to air travel via airlines during this travel season, only. For additional information and updates, go to: [www.tsa.gov](http://www.tsa.gov).* □

## ADS-B-Out & In Update!

**E**xcerpt from an article recently posted on AvWeb, Volume 16, #40b, 07 October 2010:

"The FAA said recently that ADS-B will be fully operational in the U.S. by 2013. By 2020, aircraft operating in controlled airspace will be required to have ADS-B-out

capability to announce their position and identification. Optional ADS-B-in will provide cockpit displays of traffic and weather." □

## Fly Your Face In Space

by Larry E. Nazimek

**W**ant to have your picture flown into space aboard the Space Shuttle? *It's absolutely free!* (I thought I'd answer your first question before you asked.)

NASA is giving you an opportunity to have your photo flown on your choice of the last two Space Shuttle missions.

To start, go to <http://faceinspace.nasa.gov/> and follow the instructions. After you upload a photo, you will be required to crop it, because the final product will have your face in the left front window of the Shuttle. Therefore, there is no point in selecting a photo on the basis of what you may be doing in the photo or whom you are doing it with. Family

portraits are appropriate for displaying on your mantle piece or scrapbook, but not here.

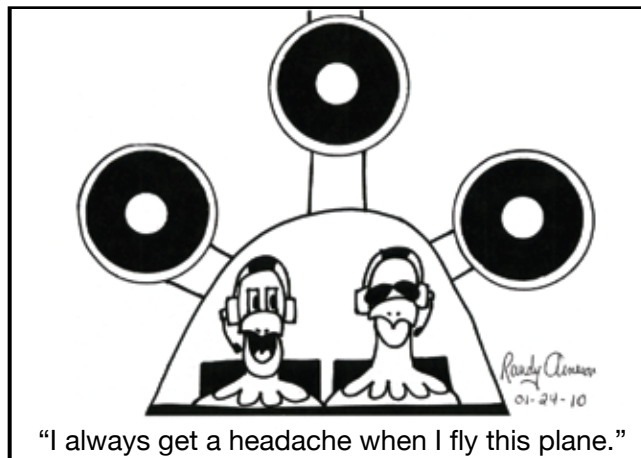
Once you complete the process, you will have a confirmation statement to print for your records.

Following the mission, you can download and print a commemorative "flight certificate" signed by the mission commander.

If you do not have a photo to upload, but still want to participate, you can still submit your name without a photo, and you will still get the flight certificate, since your name will be onboard the Space

Shuttle.

As this article goes to press, the launch of STS-133 is on hold due to a maintenance problem, and will launch not earlier than December 3, 2010. STS-134, the last Space Shuttle mission, is tentatively slated for launch February 27, 2011. □



"I always get a headache when I fly this plane."



## Minnesota Aviation Hall of Fame To Induct Inventor of Tanis Aircraft Preheater

BLOOMINGTON, MINN. – This spring the Minnesota Aviation Hall of Fame (MAHF) will honor nine leaders in aviation at the Ramada Thunderbird Hotel in Bloomington, Minnesota. The Thunderbird is located across I-494 from Minneapolis-St. Paul International Airport, with full view of the airport from the reception area.

This will be the first year in the history of MAHF in which inductees will actually be inducted in the same year in which they were named. So rather induct 2010 inductees in ceremonies held in 2011, 2011 inductees will be inducted in 2011. Noel Allard of Menahga, Minn., pilot, author and aviation historian, will be the only 2010 inductee.

Among the 2011 inductees will be Arthur Donahue of St. Charles, Minn., WWII Battle of Britain pilot and author; Dale "Red" Jackson, of Faribault, Minn., long-distance flyer and record-setter; John R. Mohr of Virginia, Minn., renowned air show performer, aircraft technician, airline captain, and fixed base operator; Donald and John Stuber, brothers who operated American Aviation at Flying Cloud Airport in Eden Prairie, Minn.; Col. Leo K. Thorsness, Viet-Nam pilot and POW, for which he earned the Congressional



Peter G. Tanis

Medal of Honor; Brian G. Utley, soaring champion and NAA contest board member; and Peter G. Tanis of Glenwood, Minn., inventor and manufacturer of the Tanis aircraft preheater.

### Peter G. Tanis

Peter G. Tanis founded Tanis Aircraft Products and invented and patented the Tanis aircraft preheater to solve the serious problem of starting piston aircraft engines in cold weather. Tanis sold his first preheater in 1973, and expanded the business until his death in 2000. In addition to inventing and manufacturing Tanis aircraft preheaters, which includes seven patents for engine, battery, helicopter and induction systems, Tanis manufactured insulated engine blankets. Tanis also owned and operated Tanis Flight Services, the fixed base operation in Glenwood,



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Minnesota, providing flight training, aircraft rental, maintenance, fuel, and avionics sales and service.

Tanis was an airframe and powerplant (A&P) technician, a designated manufacturer's inspection representative (DMIR), and a commercial pilot, flight instructor, and advanced ground instructor. In 1988, Tanis was named Minnesota's General Aviation Maintenance Technician of the Year.

In 1994, Tanis – a longtime member of the Minnesota Aviation Trades Association (MATA) and contributing editor to *Midwest Flyer Magazine* – was presented a "Distinguished Service Award" for outstanding industry service and contributions by the National Air Transportation Association (NATA) at the organization's 54th annual convention and trade show in Nashville, Tenn.

When Peter Tanis died in 2000, Tanis Aircraft Products was purchased by Gary Schmidt, an entrepreneur who expanded the company's product line even more! Schmidt served on the MATA Board of Directors until he was killed while making an instrument approach to the Glenwood, Minnesota airport on December 9, 2004.

Schmidt's widow, Sandy, owned the company until it was purchased in 2006 by Linda Cole, a longtime employee at Tanis, and Bob Krueger, an engineer from the Twin Cities. On November 10, 2010, Krueger became sole owner of the company when Cole announced her retirement and sold her interests.

Today, Tanis Aircraft Products manufactures and distributes engine preheaters for piston-powered and

turbine aircraft in both fixed-wing and helicopters, as well as aircraft instrument heaters, battery heaters, cabin heaters, insulated engine blankets, wing covers and other accessories.

## Al Zdon

The "Best Aviation Writing" by a Minnesotan for 2011 will be presented to Al Zdon at the Minnesota Aviation Hall of Fame banquet for his work on the autobiography, "*One Step Forward: The Life of Ken Dahlberg*" by Minnesota native and 1997 MAHF inductee, Kenneth H. Dahlberg. Dahlberg is a World War II ace and the manufacturer of the "Miracle-Ear" hearing aid. Also involved with writing Dahlberg's book was Warren Mack, an attorney with Fredrikson and Byron in Minneapolis, who shares Dahlberg's love for history and aviation.

In addition to assisting Dahlberg with his book, Al Zdon wrote "*War Stories, Accounts of Minnesotans Who Defended Their Nation.*"

The Minnesota Aviation Hall of Fame will present two or more scholarships to young people entering careers in aviation. Several FAA awards will also be presented at the banquet.

The public is invited to attend the 2011 Minnesota Aviation Hall of Fame banquet on April 30. To receive a reservation form, write to the Minnesota Aviation Hall of Fame, P.O. Box 53, Park Rapids, MN 56470, or email [nallard@unitelc.com](mailto:nallard@unitelc.com). □

## More About Kenneth H. Dahlberg



Ken Dahlberg with his P51 Mustang "Shillelaugh" during World War II.

**T**he stories Kenneth H. Dahlberg, a St. Paul, Minn., native, tells in "*One Step Forward: The Life of Ken Dahlberg*" with the help of writers Al Zdon and Warren Mack, capture the drive — and the luck — behind this great American.

From a Wisconsin dairy farm to the battlefields of World War II, from starting a small post-war business to running an international company, Ken Dahlberg's life is a stellar example from the "Greatest Generation." He milked cows

as a kid, was drafted into the U.S. Army after high school, joined the Army Air Corps at age 24, and passed a college equivalency test so he could attend pilot officers' school at Luke Field, Arizona. He became an instructor at Yuma Air Base, Arizona and taught Nationalist Chinese pilots the fine points of aerial gunnery.

During the war Dahlberg flew cover after the D-Day invasion of Normandy, and shot down 15 German planes flying the P-51 Mustang and P-47 Thunderbolt to become one of America's few triple aces. In addition to earning 15 air medals, Dahlberg was awarded two Purple Hearts, the Silver Star, the Distinguished Service Cross, the Distinguished Flying Cross, and the Bronze Star.

Dahlberg was shot down three times and successfully evaded capture on two occasions before becoming a prisoner of war in 1945. After the war, Dahlberg commanded the 109th Fighter Squadron of the Minnesota Air National Guard until 1951.

The tank driver who rescued Dahlberg the second time he was shot down entered his life again during the Watergate years. (You may recall President Richard Nixon asking, "Who the hell is Ken Dahlberg?" in the movie "*All the President's Men.*")

Dahlberg was serving as the Midwest Campaign Finance Chairman for the committee to re-elect President Richard





Kendra Mack

Kendra Mack

Standing in front of Ken Dahlberg's Cessna Citation CJ3 is (L/R) Warren Mack, longtime associate of Ken Dahlberg; Carl Hensel, Dahlberg's grandson; Ken Dahlberg; and Bill Mavencamp of Wright Aero, Inc., pilot.

Ken Dahlberg flying right seat in his Cessna Citation CJ2.

Nixon in 1972 when he was handed \$25,000 in cash, which he had made into a cashier's check in his name because he did not want to carry that much cash around. That was enough to drag him into the Watergate scandal.

Bob Woodward of the *Washington Post* later commented that finding Dahlberg's check was a turning point in his Watergate investigation because it led to the discovery of how the Watergate burglars were financed through a money-laundering scheme. Dahlberg was neither accused of nor implicated in any wrongdoing as a result of the scandal.

The title of Dahlberg's book *"One Step Forward"* comes from when he was in boot camp and his corporal asked for a volunteer to step forward.

*"We were standing at attention and we were very uncomfortable in our ill-fitting uniforms,"* recalled Dahlberg. *"We were making \$21 a month. Being unsatisfied with where I was at, I took one step forward."*

The corporal barked out, *"Men, look at Private Dahlberg. He's a leader, he's one step ahead of all of you."*

*"It was a step into the unknown, a response to curiosity, a response to be more confident. It was one of the great lessons in my life,"* says Dahlberg.

Nowadays, Ken Dahlberg lives in the Minneapolis area

in the summer, and the rest of the year in Carefree, Arizona and Jackson Hole, Wyoming. He has been married for over 60 years.

Although recuperating from a recent fall, Dahlberg, now 90, plays golf, runs a venture capital company, and still flies his own Cessna Citation with MATA member, and former board member and president, Bill Mavencamp of Wright Aero, Inc., Maple Lake, Minn., and St. Cloud Aviation, St. Cloud, Minn. Mavencamp is also a military veteran, having served in Viet Nam and elsewhere as an aircraft technician.

Ken Dahlberg was featured in the aviation series *"Dogfights"* on The History Channel, and he serves on the boards of the Museum of Flight in Seattle, the Air Force Academy Board of Visitors, and Augustana College and Hamline University, Minnesota's first institution of higher learning, which culminated with an honorary doctorate. In addition to being inducted into the Minnesota Aviation Hall of Fame, Dahlberg was inducted into the Minnesota Business Hall of Fame.

*"One Step Forward: The Life of Ken Dahlberg"* can be purchased at [www.kendahlberg.com](http://www.kendahlberg.com). All proceeds from the book go toward the Minnesotans' Military Appreciation Fund. □

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Bob Krueger, president of Tanis Aircraft Products, at EAA AirVenture.

## Krueger Acquires 100% of Tanis Aircraft Products

GLENWOOD, MINN. – Tanis Aircraft Products has announced the 100-percent acquisition of company assets by its president Bob Krueger. Serving in this role and as majority shareholder since 2006, Krueger purchased the remaining shares of Tanis Aircraft Products from its former vice president, Linda Cole. A 30-plus-year employee, Cole recently announced her retirement from Tanis.

Tanis Aircraft Products offers a vast product line

of custom-designed aircraft engine preheater systems, numerous FAA-PMA certificates and U.S. patents dating back to 1976, as well as auxiliary heater products such as oil sump and battery heaters, and custom-fitted insulated covers. The Tanis product line was designed for the most popular aircraft engines including Lycoming, Continental, Pratt & Whitney, Garrett, SMA diesel, Thielert, Rotax, and Jabiru. Tanis also holds numerous FAA Letters of Acceptance from most light sport aircraft manufacturers for installations of a Tanis preheat system. Custom preheat solutions can be configured by Tanis for any aircraft including experimental aircraft.

Tanis Aircraft Products was founded by the late Peter Tanis in 1973. Prior to joining Tanis as president in 2006, Bob Krueger previously started and led other companies through their growth cycles. As a private pilot and strong advocate of general aviation, Krueger has seized this opportunity to bring the Tanis line of aircraft and engine preheaters into its second half-century.

*"I see tremendous potential in the Tanis product line," says Krueger. "Aircraft engine preheaters and protection accessories allow operators to safely keep their aircraft flying when inclement weather would normally limit productivity. Tanis products enable safe operations and prolong the life of engines that can be severely reduced, or damaged, by cold starting. I have great faith in the product and the team that has been in place for many years. We plan to continue our leadership role with innovative products."* (www.TanisAircraft.com). □

## Exclusive Aviation Locates At St. Paul Downtown Airport



Exclusive Aviation at St. Paul Downtown Airport.

ST. PAUL, MINN. – Midwest Cessna dealer, Exclusive Aviation, has purchased an aircraft hangar on St. Paul Downtown Airport (STP) and increased its sales staff. The 17,000 square foot facility includes 1700 square feet of office space including a lobby, conference room and sales offices.

"The decision to move our operation to the St. Paul Downtown Airport was crucial for our long-term success in the regional community and worldwide market," says Jim Sweeney, president of Fargo Jet Center (FJC), Fargo, North Dakota. Exclusive Aviation is the aircraft sales division

of Fargo Jet Center, Inc. St. Paul Downtown Airport is a popular reliever airport in the Twin Cities, and known for its corporate flight activities.

Dave Monacell was hired to expand the company's turbine and jet aircraft sales, acquisitions and brokerage, not just in the Midwest, but worldwide! Monacell comes to Exclusive Aviation with 18 years in the industry, 12 of which have been devoted to aircraft sales. Monacell is a graduate of the University of North Dakota - John D. Odegard School of Aerospace Sciences, and holds a commercial pilot certificate with multi-engine, instrument and single-engine sea ratings.

Exclusive Aviation is a CSTAR (Cessna Sales Team Authorized Representative) for new Cessna piston single-engine aircraft in North Dakota, Minnesota and part of Wisconsin. □



Dave Monacell





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### Lakeshore Aviation Expands Facilities At Manitowoc



Ground-breaking ceremonies for a new 5,000 square foot hangar at Lakeshore Aviation.

MANITOWOC, WIS. – Lakeshore Aviation broke ground October 29, 2010 on a new 5,000 square foot aircraft hangar next to its existing facilities at Manitowoc County Airport (MTW). Curt Drumm, president of Lakeshore Aviation, cited new corporate aircraft based at the airport as the reason for the expansion. Flight training, aircraft maintenance and charter are also up.

*"We are one of the fortunate airports in the area where things have really turned around, and we are ready to take on new challenges,"* said Drumm. *"Everything is pointing toward a steady recovery in the aviation business in 2011, and we want to be ready."*

Drumm said that Manitowoc County Airport is a good facility with newly paved runways, updated lighting equipment, and the latest technology in aircraft navigation equipment.

A new fuel farm with significantly larger fuel tanks and a self-service fuel system are also being installed. The

larger fuel tanks will allow Lakeshore Aviation to manage their fuel inventories more carefully, and take advantage of pricing trends to keep

prices competitive with other airports in the area. The new system will be capable of storing nearly 35,000 gallons of three different types of fuel. FAA funding is primarily paying for the fuel system with money that comes from user-funded aviation fuel and ticket taxes.

A portion of the funding is being provided by the Manitowoc County Revolving Loan Fund Program, with matching funds from Lakeshore Aviation and several private investors interested in expanding business at the airport.

During ribbon cutting ceremonies, Drumm commended Manitowoc County Board members *"for their forward thinking and investment in this critical piece of the area's transportation infrastructure."* Manitowoc County Executive, Bob Ziegelbauer, spoke at the ribbon-cutting luncheon, as did Congressman

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Tom Petri, representing Wisconsin's 6th District. Rep. Petri spoke of the importance of general aviation to both national and local economies, citing the \$150 billion general aviation pumps into the nation's economy, and the 1.2 million people the industry employs.

Drumm described how the corporation General Fisher needed an air compressor to keep their plant operating that day, and without general aviation and the Manitowoc County Airport, 500 people would be without work. Drumm further noted that of the 130 public-use airports in Wisconsin, only eight (8) are served by the airlines, while general aviation serves all 130 airports.

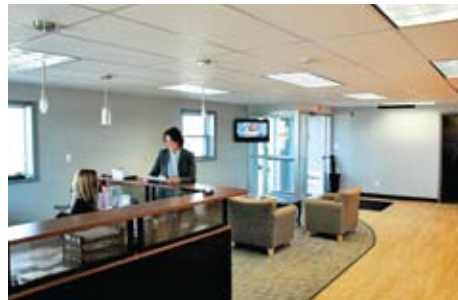
Manitowoc County Airport is home to more than 70 aircraft, and has an economic impact of nearly \$10 million to the community. The airport has over 60 acres available for future business development.

The hangar, due to be completed in early December, is being built by Morton Buildings, with local contractors providing all sub-contract services. The hangar will be large enough to house at least six aircraft, and provide shelter for Lakeshore Aviation's airport support equipment during bad weather.

Lakeshore Aviation is about to celebrate its sixth anniversary, and employs 10 people. Lakeshore Aviation has an active flight school, including the state's only full time seaplane flight school. They also operate air charter/air cargo flights, provide hangar facilities, aircraft management and sales, and piston engine aircraft maintenance.

For more information, contact Curt Drumm at 920-682-0043, or [cdrumm@lakeshoreaviation.com](mailto:cdrumm@lakeshoreaviation.com) ([www.lakeshoreaviation.com](http://www.lakeshoreaviation.com)). □

## Outagamie County Regional Airport Now In The FBO Business



(TOP LEFT) Ribbon cutting ceremonies for Platinum Flight Center, Outagamie County Regional Airport, Appleton, Wisconsin.

(TOP RIGHT) Outagamie County Regional Airport Director Marty Lenss.

(BOTTOM LEFT) Remodeled offices at Platinum Flight Center.

APPLETON, WIS. – An open house was held October 14, 2010, at Outagamie County Regional Airport (ATW) to showcase *Platinum Flight Center*, a new fixed base operation (FBO), which is owned by the airport.

*"We are committed to the revitalization and future growth of corporate and general aviation at ATW,"* said Marty Lenss, director for Outagamie County Regional Airport.

*"An FBO in a community can be viewed as our front door. It is the first and last impression of many business people traveling through the Fox Valley. We will be putting our best foot forward with polished facilities and excellent customer service."*

Lenss said that his airport tried the traditional model for FBO services and it wasn't working any more, in large part *"because the economy turned everything upside down."* He believes having a municipal airport own the fixed base operation will become a new model for other airports that find themselves in the same predicament Outagamie County

Regional Airport found itself in.

*"I want to help revitalize general aviation,"* said Lenss, who is a private/

instrument-rated pilot, himself. *"We want to provide a good product for a good value."*

The former fixed base operation, Maxair, Inc., which continues to provide air charter services at ATW, found it challenging to provide the level of flight center services the community needed for future economic growth. Lenss explained that it was not an easy decision for the county to get into the FBO business, but a necessary one, and one shared by the county board.

Lenss continued to explain that many months of planning and preparation went into how Outagamie County Regional Airport would reinvent and expand its FBO services.

*"Platinum Flight Center will have many great new aspects. There will be concierge services for private flight crews and passengers, rest lounges, and a flight school that will be open to the general public with a state-of-the-art flight simulator,"* he added. Platinum Flight Center has also developed a smart phone application that will allow the crews of inbound aircraft to arrange ground transportation, check gasoline prices, make hotel reservations, and select restaurants and local activities.

The Outagamie County Regional Airport staff also put many months

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Platinum Flight Center.



Outagamie County Regional Airport.



The new Redbird full motion flight simulator at Tailwind Flight Center.

of planning and preparation into how they would reinvent the current FBO building.

*"We put a great deal of thought into the entire Platinum Flight Center," said Lenss. "It really needed to be an outstanding facility so it would properly represent the Fox Cities and the surrounding area. This is just the beginning, though, as we will continue to grow our services."*

The airport has developed a two-year plan to build a new, environmentally friendly building for their FBO on its south side. Ground breaking is expected in 2012. Self-service fuel is expected in 2011.

The response to the changes for the FBO has been well received by local business.

*"Having a clean, modern, and updated FBO at the Outagamie County Airport, staffed by a first-class, service-driven organization, will be a very positive benefit for the businesses in our area," says John Bergstrom of Bergstrom Automotive. "This move by the county in starting the Platinum Flight Center is a very necessary and positive step forward for our community."*

Express Air Services has partnered with Outagamie County Regional Airport to help support the FBO services, and Tailwind Flight Center will operate the flight school.

Outagamie County Regional Airport will have direct impact on fuel pricing and services. Lenss says this will allow the airport to better control fluctuating costs and other factors.

In addition to the FBO, the

Platinum Flight Center includes the *Tailwind Flight Center*, an on-site flight school where students can also earn up to a four-year degree through Utah Valley University's Aviation Science Degree Program. As one of the largest flight schools in Wisconsin, Tailwind Flight Center is also one of only three facilities in the state to hold Cessna Pilot Center Certification. This was achieved through having high-quality standards, and modern aircraft and facilities. The school also has state-of-the-art equipment including a Redbird full motion flight simulator, which has a fully enclosed traditional glass cockpit with a 180-degree wrap and visuals. Patrick Heil co-owns Tailwind Flight Center.

Outagamie County Regional

Airport is home to many unique tenants including Gulfstream, Air Wisconsin Airlines Corporation, Charlie's Specialty Detailing, and Fox Valley Technical College. Lenss is actively soliciting additional tenants, and companies that want to "partner" with the airport. He recognizes the importance of EAA AirVenture to the Fox Valley, and feels that the event can attract businesses to locate or relocate at his airport.

One person at the ribbon cutting ceremonies said to Lenss that his attitude is contagious. *"Timing is everything,"* said Lenss, who sees the economy rebounding.

Outagamie County Regional Airport offers passenger services from four major airlines: Allegiant Air,

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Robert W. Kunkel, Inductee



Tom Thomas, Presenter



Dick Wixom, Inductee



Chuck Swain, Presenter

## Kunkel, Wixom, Brabazon, Lutz & Kapus Inducted Into Wisconsin Aviation Hall of Fame

OSHKOSH, WIS. – Robert W. Kunkel of Madison, Richard Wixom of Janesville, Jesse Brabazon of Delavan, Richard Lutz of Oshkosh, and Jeannette C. Kapus of Milwaukee were inducted into the Wisconsin Aviation Hall of Fame (WAHF), October 30, 2010, at investiture ceremonies held at the EAA AirVenture Museum, Oshkosh, Wis. This was the organization's 25th anniversary, since WAHF was founded by former Wisconsin Bureau of Aeronautics Director Carl E. Guell.

Robert W. Kunkel was born in

Montana and was already a pilot when he earned a bachelor's degree in Civil Engineering in 1966. Commissioned as a Navy Ensign, he served two tours building roads and airports in South Viet Nam.

Kunkel joined the Wisconsin Division of Aeronautics in 1970 as an airport planning engineer, and earned additional pilot ratings through Certified Flight Instructor. He became chief of airport operations, chief airport development engineer, deputy director, and in 1989, director of the Wisconsin Bureau of Aeronautics.

Among his greatest achievements

as director were the creation of the satellite-based Weatheration reporting system; the development of 5000-foot runways throughout the state, knowing that is the minimum runway length for most jet aircraft; the Milwaukee heliport system; remote controlled runway lighting; and a pioneering 3D GPS landing system. He was highly regarded for using the airport system he helped to develop by flying aircraft around the state to meet with airport managers and committees.

Kunkel has served on numerous national aviation committees, testified

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before Congress on federal Airport Improvement Programs, and was elected director and chair of the National Association of State Aviation Officials.

Upon retiring from state service in 2000, Kunkel became a senior aviation consultant for Mead & Hunt, helped develop and publish the "Guide For Managing Small Airports," and has volunteered one month a year at EAA AirVenture in Oshkosh, Wis., working on everything from the wireless internet system, to escorting dignitaries.

Richard Wixom grew up in Janesville; learned to fly at what is now Southern Wisconsin Regional Airport in Janesville; graduated from Blackhawk Technical Institute in Janesville, earning his airframe and powerplant certificate; flew for Parker Pen Company until they closed their corporate flight department in 1965; and owned and operated Blackhawk Airways from 1971 to 1996, flying parts for General Motors in Twin Beeches. In 1996, Wixom started the Flight Training Center with his son, Kevin, who passed away in 2000.

In retirement, Wixom has donated many hours to raise funds for charitable causes, and serves on the boards of the Staggerwing Foundation and the Wisconsin Aviation Academy in Janesville. In 2005, Wixom received the Wright Brothers Master Pilot Award for 50 consecutive years of safe flying.

Jesse Brabazon of Delavan, Wis. (1885-1969) was a "pioneer" inductee to the hall of fame. He enrolled at Max Little's flight school in the Chicago suburb of Cicero in 1912, where he became one of the first Wisconsin natives to learn to fly a Wright Brothers Model B two-place aircraft. He relocated to Lima, Ohio to embark on a barnstorming tour of the Midwest, but returned to Wisconsin when the United States entered World War II, at which time he became the oldest pilot in the Civil Air Patrol in Beloit.

Richard Lutz of Oshkosh, Wis.



2010 WAHF inductees or their representatives: (L/R) Peter Moll for Richard Lutz, Robert W. Kunkel, Richard Wixom, Nancy Dotter for Jennette C. Kapus, and Gene and Gary Brabazon for Jesse Brabazon.

(1896-1965), joined the U.S. Army Air Service as an airplane mechanic in 1917, and in 1919, he traveled to Texas where he bought a JN4-D and barnstormed throughout the oil boomtowns. Lutz returned to Oshkosh in 1920 and started the city's first airport with fellow pilot, Florian Manor, and the two teamed up to create a wingwalking act, with Lutz on the wing. In 1927, Lutz started a company, bought 100 acres of land on the south edge of Oshkosh, and established the airport that is still there today.

Jeannette C. Kapus of Milwaukee (1920-2009) entered the Civilian Pilot Training Program at the onset of World War II, enlisted and became a Women Air Service Pilot (WASP) in which she ferried aircraft. Following World War II, she became a flight instructor at Timmerman Field and performed in Amvets-sponsored air shows in eastern Wisconsin, setting an official record of 64 spins in light aircraft and an unofficial record of 73 spins. She enlisted in the new U.S. Air Force in 1947, retiring in 1972 as a Lt. Colonel. □

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# Blakesburg, Where You Can Still Find A Piece of Americana & Apple Pie

by Robbie Culver

**F**ly-ins offer a special, unique experience no matter where they are, and no matter who runs them. This past fall, I was fortunate to attend a very special and unique fly-in, one with a down-home Midwest look and feel, and the kind of camaraderie and fellowship we need so much more of today. The event definitely refreshed my deep love of aviation and the people involved in it.

Hidden among the cornfields and rural highways in Blakesburg, Iowa – near the town of Ottumwa – lies a small grass airfield, where each fall hundreds of antique aircraft owners and fans gather to “keep them flying!” The 2300-foot north-south grass strip is “challenging” and definitely requires pilots to be on their best game when arriving, departing, or merely operating on the airport grounds.

Antique Airfield is a beautiful, quiet country airport that, one week each year, hosts what is for all intents and purposes a very large family reunion. A dedicated core group of volunteers works for the better part of the month of August to prepare the site, and their efforts showed. The facilities are basic, yet comfortable, and the environment rural, but not rustic. The site also hosts a museum dedicated to American airpower. It was as if I was transported back in time, to an America from 60 years ago or longer, except my cell phone worked. Sometimes.

The Antique Airplane Association (AAA) runs the fly-in, and it is open to members and guests only, due to insurance and liability concerns. However, anyone may join AAA, and the on-site registration allows for fly-in attendees to join on site.

I have rarely experienced such a true piece of Americana as I have at this fly-in, and the event truly reminded me of an era that seems long gone in America, yet much to my surprise, is alive and well. In an age of economic uncertainty, where cynicism and apathy seem abundant, it was refreshing to find something that felt as if it was a part of our national heritage that we forgot we had. My friends, the golden age of aviation still lives, and quite strongly, in Iowa.

According to *Wikipedia*, the term Americana “refers



to artifacts, or a collection of artifacts, related to the history, geography, folklore and cultural heritage of the United States.” What I found at the annual Antique Aircraft Association Fly-In was as true red, white and blue Americana that cannot easily be found today.

What magic lay hidden in the fields of Iowa? Homemade ice cream – real homemade ice cream – and, yes, homemade apple pie. Antique airplanes, most with loud round engines. Labrador retrievers that knew to stay off the runways, but were delighted to sit next to a stranger for some good old ear scratching. Friendly people. Good conversation. Old fashioned Midwest values.

Over 360 aircraft attended, most of them antiques, almost all of them actively flown, many with passengers to experience the treasured moments old aircraft offer. From all corners of America, not just the Midwest, old aerial steeds carried their caretakers, low and slow, to Iowa to park on the grass and share with friends and family the common threads of aviation.

Dave Denton and Tom Farmer flew a Call Air A-2 from Silom Springs, Arkansas in a flight that took over 6 hours due to weather and wind. The trip normally takes 3.5 hours. Dave loved to talk airplanes and aviation, and was quick to start a conversation over breakfast. Tom was content to sit back, listen, and observe the aircraft and people nearby. Both were a pleasure to meet and chat with.

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Ted Miller flew his 1943 Stearman from Santa Rosa, California, all the way to Blakesburg. Ted stated he makes at least two long cross-country trips each year in the Stearman, but it was apparent talking to him that his idea of a long cross-country is a hard core epic journey many pilots, including this reporter, can only dream of. Ted stopped in western Kansas to visit, and spent nearly a week wandering low and slow across America to get to the event. He flew the aircraft on to the Stearman Fly-In at Galesburg, Illinois, and to the Midwest Antique Airplane Club GrassRoots Fly-In in Brodhead, Wisconsin, prior to heading back to California.

The AAA dates back to the same year the Experimental Aircraft Association (EAA) was founded, 1953. Antique Airfield was established in 1970 on a private family airstrip. In early 1971, the AAA moved from the nearby Ottumwa airport to the current site. Since then, the fly-in has relocated several times, eventually ending up back in Blakesburg. The airport is privately held, receiving no federal, state, or local assistance to operate.

For those fans of antique aircraft and an age in America that seems to have vanished, a visit to the AAA Fly-In is



Antique Airfield, Blakesburg, Iowa

a must-do item. Put it on your bucket list, schedule your vacation now, but get to Blakesburg while the gettin' is good! The event runs the week before Labor Day weekend every year, and once you go, it will be on your annual list of events to return to ([www.antiqueairfield.com](http://www.antiqueairfield.com)). □

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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  
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# SPORT PILOT – LIGHT SPORT AIRCRAFT



## Use of Ultralight E-LSA For Training Activities...

### Heated Controversy Has Good Arguments On Each Side

### Don't Sell Your Old E-LSA Just Yet!

by Ed Leineweber

**T**he poet Robert Burns famously wrote that the best laid schemes of mice and men often go astray. And so it seems, looking at the dust-up now taking place in the Sport Pilot-Light Sport Aircraft world over the continued use of two-seat ultralight Experimental Light Sport Aircraft (E-LSA) for flight training.



Ed Leineweber

Especially in this very light segment of low-mass/high-drag, slow speed aircraft, things just haven't worked out as envisioned by the drafters of the 2004 rules, and where we go from here remains in doubt. What follows is background information on the controversy, the arguments on both sides, and some suggestions for individual pilots, flight instructors and ultralight E-LSA owners.

#### What's the Problem?

You might recall that a prime purpose of the rules which created the sub-category of Experimental Light Sport Aircraft described in 14 CFR (FAR) section 21.191(i)(1) was to bring into legal status all the "fat ultralights;" that is, two-seat aircraft that were not compliant with the Part 103 ultralight rules. These machines

were earlier permitted exemptions for use as trainers, but under the new SP-LSA rules, such continued use would not be permitted. (The widely-known fact is that most of these aircraft were not used for training at all, but were flown for purposes not included in the exemption.)

The vision of the planners of the new Sport Pilot-Light Sport Aircraft movement was that all LSA used for compensation or hire, including flight training, would be factory-built and professionally maintained new aircraft with Special-Light Sport Aircraft (S-LSA) airworthiness certificates. Of course, for this vision to become reality it would be necessary for S-LSA to start populating the training fleet in enough numbers to adequately serve the training demands of students and flight instructors.

Recognizing that this new fleet of S-LSA training aircraft wouldn't materialize overnight, FAR section 91.319(e) permitted the use of properly registered and newly N-numbered transitioning aircraft, now sporting E-LSA airworthiness certificates, which had been used for flight training prior to the adoption of the SP-LSA rules to continue to be used for flight training by the same owner until January 31, 2010, upon which date the Operating Limitations permitting flight training would expire and further use of the aircraft for flight training would no longer be permitted. It seemed reasonable then

to believe that six years would be long enough to get the new S-LSA trainers into service, and for existing trainer owners to get their investment out of their machines and purchase new training aircraft.

Unfortunately, it hasn't happened that way, especially for ultralight trainers. In many areas of the country very few S-LSA aircraft in this segment have made it to the flight lines of the nation's flight schools and FBOs. There are many reasons for this, but whatever the cause, the net effect of the expiration of the Operating Limitations training permission for the transitioned E-LSA fleet and the absence of ultralight S-LSA in the field has caused training in the lightest segment of light aviation to virtually come to a halt. A moment's reflection on this situation will easily bring to mind some pretty significant safety concerns.

These safety concerns arise from the fact that so many pilots who honed their pilot skills in heavier aircraft are transitioning down to this very light aviation segment consisting mostly of low-mass/high-drag aircraft like Quicksilver and Challenger models, which handle very differently than heavier GA aircraft. (Even heavier Light Sport Aircraft like Remos, Flight Design or Evektor models, while exhibiting some of the same transition problems, do not present them to the degree seen in the ultralight segment.) Ample evidence



Two-seat ultralight trainers with Special-Light Sport Aircraft (S-LSA) airworthiness certificates, like this M-Squared Breese 2, are available on the market for use in ultralight flight training, but have not yet found their way into many flight training operations, leading to pressure on the FAA to continue to permit the use of transitioned E-LSA for flight training through liberal issuance of "Letters of Deviation Authority" (LODAs).

of the nature of this problem began showing up early after the adoption of the SP-LSA rules in accident reports and insurance claims.

While the need for transition training from standard type-certificated aircraft to experimental amateur-built aircraft has been recognized for years, the problem has become more acute with the advent of the Sport Pilot rules and the increasing popularity of low-mass/high-drag ultralight aircraft. Under the present circumstances, people are buying these aircraft and attempting to fly them without professional flight training.

Finally, in response to the problem just described, but further aggravating the problem caused by the expiration of E-LSA flight training permission and the lack of ultralight S-LSA training aircraft, the FAA earlier this year adopted a requirement that Sport Pilots wishing to fly aircraft with a Vh (maximum speed in level flight with maximum continuous power) of 87 knots or less must receive training in such an aircraft and obtain a flight instructor's endorsement. This training has become nearly impossible to get in most areas of the country.

### **The Plot Thickens: Letters of Deviation Authority**

Apparently anticipating that there might be a problem with developing an adequate S-LSA training fleet by the January 31, 2010 deadline for the use of E-LSA as trainers, the drafters of the SP-LSA rules included sub-section (h) in FAR section 91.319. It states that the FAA may issue "deviation authority" allowing E-LSA to continue to be used for flight training after the deadline. The document setting forth this permission is known as a "letter of deviation authority" (LODA).

The LODA process is not new to the FARs and is used in other situations where official permission is granted by the FAA to vary from the requirements of specified



(TOP PHOTO) With dual ultralight flight training virtually halted across the country due to the January 31, 2010, expiration of FAA permission to use transitioned E-LSA for this purpose, many inexperienced pilots transitioning to single-seat Part 103 ultralights and transitioned two-seat E-LSA are expected to take to the skies without adequate instruction, leading to a spike in accidents and a decline in safety. LODAs (Letters of Deviation Authority) for old E-LSA and new two-seat S-LSA trainers can provide the solution, but progress toward these goals has been very slow to develop.

(BOTTOM PHOTO) Heavier S-LSA do not pose as much of a transition problem as the two-place ultralight-like E-LSA, and although still relatively scarce, they are much more plentiful in flight schools than their much lighter brethren.

regulations. Like many grants of authority by the FAA (e.g. Part 135 air taxi operations, Part 141 flight schools, certified repair stations, PMA approvals), LODAs are only issued following an exhaustive application, documentation and inspection process.

Guidance specific to issuance of LODAs for continued use of E-LSAs for flight training was issued by the agency on September 7, (Change 104 to FAA Order 8900.1), and it appears nobody is happy with what they see. Depending on your perspective, either LODAs for this purpose should not be issued at all, or the flight training activities permitted by the newly-announced guidance is far too restrictive to adequately address the problem. Here are the arguments for each side.

### **No LODAs; New S-LSA Are Available**

Paul L. Mather, president of M-Squared, Inc., makes this argument eloquently and passionately. He points out



that the ground rules were set out for everybody at the time of the adoption of the SP-LSA rules. Flight instructors who were teaching in two-seat ultralights knew they had six years to transition to S-LSA aircraft from their E-LSA machines. Investors in the development of new S-LSA to meet the anticipated market demand were induced to rely upon the expiration of the training permission in setting up their business plans.

Mather points out that all transitioned two-place ultralights are now at least six years old, and most are probably much older, dating to the 1980s or '90s. They have not been required to be maintained to any standard and likely do not have airframe service manuals. Many have component parts, such as cable sets, that have not been replaced according to any known standard, and have old technology parts, such as fuel lines, that are not as safe and reliable as those on current S-LSA.

New S-LSA are now available, Mather argues, at reasonable prices, especially considering the costs which should be associated with bringing an old E-LSA into compliance with the demands of the FAA concerning aircraft condition before issuing a LODA. There is no justification, he asserts, for the FAA to undermine the market for new ultralight S-LSA by ill-advised issuance of LODAs, either from a safety perspective or for economic reasons, and it is fundamentally unfair to companies like his who invested in the

development of S-LSA suitable for use in ultralight flight training.

A perhaps less-than-exhaustive search of the industry offerings finds only two companies that have two-seat ultralight-type S-LSA: M-Squared, with its Breese 2 priced in the vicinity of \$35,000; and CGS Aviation, with its Hawk Arrow II, carrying a \$40,000 price tag, depending upon options, etc.

### **The LODA Guidance Is Too Restrictive, Stifling The Flight Training Industry & Compromising Safety**

The other side of the argument goes like this: with no viable ultralight training options available to transitioning pilots and primary students, people will just get into these low-mass/high-drag aircraft and attempt to fly them, with predictable results showing up in the accident statistics. Perfectly good E-LSA, carefully maintained for years by their flight instructor owners, will sit idle, while flight instructors fly with students who purchase their own older ultralight E-LSA, the maintenance history for which is largely unknown and probably deficient.

Further, even if a flight instructor applies for a LODA and jumps through all the hoops, except as discussed in the next paragraph, the deviation authority granted will only be for transition training. And the LODA will expire 24 months after it is issued.

Another twist: Under the terms

of the FAA guidance issued on September 7, LODAs will be issued for primary training in E-LSA with an empty weight of less than 500 pounds and a Vh of 87 knots or less only if there is no ultralight-type S-LSA available for flight training anywhere in the geographic area covered by the Flight Standards District Office (FSDO). The net result of this, so the argument goes, is that pilots will be forced to travel long distances to get to available aircraft, and will largely be discouraged from pursuing their flight training.

### **What's Next? Wait & See!**

Knowledgeable industry insiders, many aviation journalists and EAA itself are generally critical of what they feel is a too-restrictive LODA policy announced by the FAA in September, and they are actively advocating for revisions expanding the circumstances and purposes for which LODAs may be issued. The arguments focus mainly on safety and the need to increase and maintain the number of active pilots. Rumors circulating suggest that the FAA is indeed re-evaluating its policy and might make it more accommodating soon.

On the other hand, safety arguments can be made in support of pushing for the transition to new state-of-the-art S-LSA, manufactured in controlled, quality-assured facilities and maintained according to closely regulated standards by professionally trained maintenance technicians. And the manufacturers who have invested in the facilities, equipment, processes and development costs to produce these new aircraft on the implicit promise that a market would develop with the forced retirement of the transitioned training fleet, have an appealing economic case to make as well.

*So what to do?* How about holding on to that transitioned E-LSA you were using for flight training back in 2004 while you seriously investigate a new S-LSA for your flight school? ☐

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## Wicks & Remos To Assist Combs In Finale



Michael Combs

CORINTH, TEXAS – It is 49 down and one to go in the Michael Combs

Odyssey. Combs' venture, to become the first Sport Pilot to visit all 50 states in a Light Sport Aircraft, has already covered 23,800 miles, logged 282 hours of flying time and touched the lives of 22 million people through newspaper, television and radio interviews. His project, titled "Flight for the Human Spirit," has inspired a lot of people.

With one state left, Combs is facing a financial obstacle: "Hawaii's a big nut." Combs has to ship his

REMOS GX over there in a container and it's going to cost \$8,600 each way. Wicks Aircraft Supply and REMOS Aircraft have already pledged to help out with the expenses, but Combs will need to line up additional financial support before he can head for the islands. Anyone wishing to contribute to the mission can do so by visiting The Flight for the Human Spirit store: <http://nspired.mybigcommerce.com/index.php>. For more information on the journey of Michael Combs, visit <http://www.flightforthehumanspirit.com/>. □

## Midwest LSA Expo Remains Very Accessible To Buyers



MT. VERNON, ILL. – A common complaint among prospective aircraft buyers shopping at trade shows is the lack of accessibility to demo aircraft. Such was not the case at the "Second Annual Midwest LSA Expo," September 23-25, 2010 at Mt. Vernon Outland Airport (KMVN) in Mt. Vernon, Illinois. Airport manager, Chris Collins, organized the event to promote aviation, the airport, and the community.

All of the major Light Sport Aircraft were on display and flying! The Illinois Department of Transportation-Division of Aeronautics, the Illinois Ultralight Advisory Council, Ultraflight Radio, and Sweeney Corp hosted forums and seminars.

Collins says that the date of their

event in late September does not compete with the Light Sport Aircraft show in Sebring, Florida in the spring, or with EAA AirVenture in Oshkosh, Wisconsin in the summer. He sees the greatest strength of the Midwest LSA Expo is that it is low-key and more accessible to pilots than the other shows. You can literally walk along the aircraft display, pick out one or two models you want to fly on a demo flight, and then go fly! There's no air show to schedule around, and the traffic volume is low.

Representing Light Sport Aircraft companies from the Midwest were Kris Siuba of Nu Group in DeKalb, Illinois, promoting the "Ekolot" ([www.NIU-G.com](http://www.NIU-G.com)); Todd Kyle of North Iowa Air Service in Mason City, Iowa, promoting the "PiperSport"

([www.northiowaair.com](http://www.northiowaair.com)); Chip Osborn of Sting Sport Kansas City in Kansas City, Missouri, promoting the "ICub," "Sting," and the "Sirius" ([www.stingsportkc.com](http://www.stingsportkc.com)); Eric Evans of Eric Evans Aviation, Ltd. in Mt. Vernon, Illinois, promoting the "Jabiru" and "Expedition" ([www.ericavansaviation.com](http://www.ericavansaviation.com)); Eric Rieke of Sportair in Fort Wayne, Indiana, promoting the "TL-3000 Sirius, and "TL-2000 Sting S-3" and "S-4," "Bush ICub," and the "SeaRey" amphibian; and the Syvertson brothers – Jon, Paul and Steve – of Midwest Sport Aviation in Richland Center, Wis., promoting the "Cheetah XLS" ([www.MWSPortAviation.com](http://www.MWSPortAviation.com)). Light Sport Aircraft companies came from as far as Georgia, Tennessee and South Carolina.

The infrastructure and logistics at the Mt. Vernon Outland Airport (KMVN) are ideal for hosting the Midwest LSA Expo. The airport is laid out well, Mt. Vernon, Illinois is at the crossroads of two interstate highways, and there's ample hotel and restaurant amenities located nearby. Probably the show's greatest asset is airport manager, Chris Collins, who is as energetic as they come, and realizes that it will take time to build the show.

For additional information contact Chris Collins at (618) 242-7016, or via email at [managermvaa@mvn.net](mailto:managermvaa@mvn.net) ([www.midwestlsashow.com](http://www.midwestlsashow.com)). Dates for 2011 to be announced! □



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## DECEMBER 2010

- 11\* **BOWSTRING (9YO), MINN.** - Bigfork Fly-by Knights Lunch at Noon. 218-743-6175.
- 17\* **OSHKOSH, WIS.** - EAA Wright Brothers Memorial Dinner. 920-426-6880. <https://secure.eaa.org/museum/dec17banquet.asp>

## JANUARY 2011

- 8\* **SPRINGFIELD, ILL.** - Super Safety Seminar. At the IDOT Hanley Building from 9 am-3 pm. This program will offer safety seminars for pilots on a variety of topics. Sponsored by IDOT Division of Aeronautics and FAA Springfield FSDO. Contact Dale Rust at Dale.Rust@Illinois.gov 217-524-5269.
- 8\* **YPSILANTI, MICH.** - Great Lakes Aviation Conference. Interact and socialize with the Midwest's aviation community. We feature over 150 different exhibitors! At the Eastern Michigan University-Student Center. 517-548-1200. [www.GreatLakesAviationConference.com](http://www.GreatLakesAviationConference.com)
- 29\* **ITASCA, ILL.** - Chicago Aviation EXPO, IFR/VFR Seminar. To be held at the Itasca Country Club. This program will offer seminars for pilots on a variety of IFR, VFR and Helicopter topics. Sponsored by the Chicago Area Chapter 99s, IDOT Division of Aeronautics, FAA DuPage FSDO and Illinois FAAS Team. Contact Carol Para at Carol.Para@Illinois.gov 217-785-4989.

## FEBRUARY 2011

- 17\* **ROMEVILLE, ILL.** - The 36th Annual Midwest General Aviation Maintenance Seminar. Held at the Lewis University. Contact Donald Cramer at Donald.Cramer@Illinois.gov 217-785-5798.
- 25-26\* **RENO, NEV.** - International Women In Aviation Conference. [www.wai.org](http://www.wai.org)
- 26\* **SPRINGFIELD, ILL.** - Illinois Ultralight & Sport

Plane Safety Seminar at the Illinois State Fairgrounds. Contact Dale Rust at Dale.Rust@Illinois.gov 217-524-5269.

- 27\* **WARROAD (RRT), MINN.** - Ski Plane Fly-In & Breakfast. Ski Planes land on the Warroad River, wheel planes at the Warroad Airport (KRRT). Shuttle service available. 100LL available on river 8 a.m. - 12 noon. 218/386-1818 or 218/386-2098. E-mail: dpaulson@ssbwarroad.com.

## MARCH 2011

- 3-4\* **SPRINGFIELD, ILL.** - Illinois General Aviation IA Renewal Maintenance Seminar. Contact Donald Cramer at Donald.Cramer@Illinois.gov 217-785-5798.
- 6-8 **MINOT, N.D.** - Upper Midwest Aviation Symposium. Contact North Dakota Aviation Council at 701-328-9650.
- 19\* **OCONOMOWOC, WIS.** - Mechanics refresher and inspection authorization (IA) renewal seminar. At the Olympia Resort and Convention Center 800-558-9573. For further information contact: Tami Weaver, tamera.weaver@dot.wi.gov, (608) 267-7110.
- 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)
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- 1-3\* **LAKELAND, FLA.** - Sun 'n Fun Fly-In. [www.sun-n-fun.org](http://www.sun-n-fun.org)
- 20-21\* **WEST DES MOINES, IOWA** - Iowa Aviation Conference at the Sheraton West Des Moines Hotel. For more information, visit [www.iowaairports.org/conference/index.htm](http://www.iowaairports.org/conference/index.htm).
- 30\* **BLOOMINGTON, MINN.** - Minnesota Aviation Hall of Fame (MAHF). Held at the Ramada Thunderbird Hotel. To receive a reservation form, write to the Minnesota Aviation Hall of Fame, P.O. Box 53, Park Rapids, MN 56470, or email [nallard@unitelc.com](mailto:nallard@unitelc.com).

## MAY 2011

- 2-4 **GREEN BAY, WIS.** - 56th Annual Wisconsin Aviation Conference at the Hotel Sierra. [www.wiama.org](http://www.wiama.org)
- 5\* **WEST CHICAGO, ILL.** - CABAA Safety-Stand Down! The Chicago Area Business Aviation Association is holding Business Aviation Safety seminar at the Hilton Garden Inn across from the DuPage Airport. For more info contact David Coleman 847-249-8557 or [dcoleman@airbpaviation.com](mailto:dcoleman@airbpaviation.com)
- 6-8\* **BRAINERD, MINN.** - Minnesota Seaplane Pilots Safety Seminar at Madden's Resort on Gull Lake (800-642-5363). 612-240-0123 [www.mnseaplanes.com](http://www.mnseaplanes.com).
- 24-25 **SPRINGFIELD, ILL.** - Illinois Aviation Conference held at President Abraham Lincoln

Hotel & Conference Center  
[www.illinoisaviation.org](http://www.illinoisaviation.org)

## JUNE 2011

- 13\* **MISHICOT, WIS.** - Inaugural Wisconsin Business Aviation Association Golf Outing and Dinner. To be held at the Fox Hills Resort. Participants and Sponsors Welcome to RSVP. More Details to Come. Respond to Luke Krepsky at [lkrepsky@oesx.com](mailto:lkrepsky@oesx.com), Mike Voechting at [mvoechting@oesx.com](mailto:mvoechting@oesx.com) or Steven Rehwinkel at [srehwinkel@wbaa.aero](mailto:srehwinkel@wbaa.aero).
- 19\* **EAGLE RIVER (EGV), WIS.** - Fathers Day Fly-In & Airport Expo. Ribbon-cutting Dedication of New Ramp, Parade of Planes, Aircraft Static Displays, Pancake Breakfast, Chicken and Fix-ns Dinner, Airplane Rides, Helicopter Rides, Radio Control Models, Aircraft Fly-bys & Wisconsin Aviation Hall of Fame Display. Call Robert Hom at 715-479-7442. [fbo@erairport.com](mailto:fbo@erairport.com)

## JULY 2011

- 1-2\* **PHILLIPS, WIS.** - Price County Float/Fly-In - Friday evening Aerobic Show; Saturday - Breakfast 8-11 a.m., Aerobic Show, Planes/Seaplanes on display. 800-269-4505. [www.pricecountywi.net](http://www.pricecountywi.net)
- 25-31 **OSHKOSH, WIS.** - AirVenture Oshkosh. [www.airventure.org](http://www.airventure.org)

## AUGUST 2011

- 10-14\* **MIMINISKA LODGE, ONTARIO, CANADA** - Midwest Flyer Canadian Fishing Fly-Out. Enjoy camaraderie with fellow aviators and great fishing. For details email: [info@midwestflyer.com](mailto:info@midwestflyer.com) or call 608-835-7063. To make your reservation call 1-888-465-3474.
- 13-14\* **FARGO, ND** - Fargo AirSho at the Fargo International Airport. Contact 701-241-1501.
- 14\* **LAND O' LAKES, MINN.** - Minnesota Seaplane Pilots Association Annual Pig Roast, 12-4 pm at Surfside. 612-240-0123.
- 17-21\* **MIMINISKA LODGE, ONTARIO, CANADA** - Midwest Flyer Canadian Fishing Fly-Out. Enjoy camaraderie with fellow aviators and great fishing. For details email: [info@midwestflyer.com](mailto:info@midwestflyer.com) or call 608-835-7063. To make your reservation call 1-888-465-3474.

## SEPTEMBER 2011

- 22-24\* **HARTFORD, CONN.** - AOPA Aviation Summit 2011. [www.aopa.org](http://www.aopa.org)
- 27-28\* **KANSAS CITY, MO** - FAA Central Region Airports Conference at the Westin-Crown Center. 816-795-6616 [eventplanz@sbcglobal.net](mailto:eventplanz@sbcglobal.net)

## OCTOBER 2011

- 10-12\* **LAS VEGAS, NEV.** - NBAA 64th Annual Meeting & Convention at the Las Vegas Convention Center. [www.nbaa.org](http://www.nbaa.org)

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