

MIDWEST FLYER

MAGAZINE

OCTOBER/NOVEMBER 2011



Published For & By The Midwest Aviation Community Since 1978

midwestflyer.com

2011 Piper[®] Meridian

Is Power, Pure & Simple.

- Pratt & Whitney Power
- 260 KTAS
- 1,000 NM Range
- 30,000 Max. Altitude
- Known Ice Protection



- True Cabin-Class Comfort
- Excellent Useful Load
- Complete De-Ice System
- Now Featuring GARMIN G1000



DES MOINES
FLYING SERVICE

CHICAGO
Piper

800-622-8311

www.dmfs.com

- 72+ Years Piper Sales/Service Experience!
- Our Staff Averages 20+ Years of Experience
- Extensive Parts Inventory & Expertise
- Piper Authorized Dealer
- HondaJet Authorized Sales & Service

800-247-2560 Parts Direct

Committed To Aviation Yesterday, Today & Tomorrow



It's important to have someone you can count on when it comes to aviation fuel.

You can count on Eastern Aviation Fuels and the people that stand behind the brand. With an aviation heritage already spanning nearly a century, we take great pride in our commitment to the aviation industry. We are continually renewing that commitment by delivering innovative products, consistent quality, competitive pricing, dependable supply, and specialized support programs all tailored to the business of aviation and its customers.

Yesterday, today and tomorrow, the aviation industry relies on Shell Aviation.

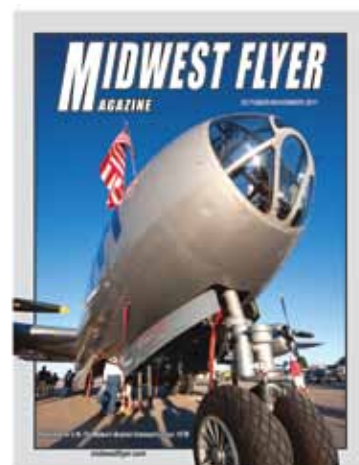
To discuss your aviation fuel supply needs please call Bill Kovac, Midwest Regional Sales Manager at 262-902-8682 or visit www.easternaviationfuels.com.



**Distributor of
Shell Aviation products**

ON THE COVER: The Boeing B-29 Superfortress "FiFi," which is owned by the Commemorative Air Force (CAF), was a major attraction at EAA AirVenture Oshkosh 2011. Complete story beginning on page 32.

Photo by Geoff Sobering



HEADLINES

FAA Administrator Not Pleased With GA Accident Rate... Has Ordered Study To Change Testing Standards	25
AOPA Expands Commitment To State-Level Advocacy	26
Wouters Replaced Klapmeier, Klapmeier Replaces Wouters... Future of Cirrus Jet Now In Hands of Chinese	28
Klapmeier & Honeywell To Power Kestrel Turboprop	29
Lucasfilm's Red Tails Will Take Flight January 20, 2012	29
The Rutan Brothers Stole Our Hearts, But Gave Us Dreams	37
Wisconsin Governor Scott Walker Proclaims July 25-31, 2011 "AirVenture Week"	37
Redbird Teams Up With King & Cessna To Help Reduce Student Dropout Rate	39
The End of An Era... Tom Poberezny Retires As Chairman of EAA & AirVenture	40
Paul Poberezny Celebrates 90th Birthday At EAA Museum	41
GA Rallies In Iowa & South Dakota	57

COLUMNS

AOPA Great Lakes Regional Report - by Bill Blake From Rallies To Alternate Fuels	20
Ask Pete - by Pete Schoeninger Do I Buy A Used Cherokee Six or Cessna 206?	62
Aviation Law - by Gregory J. Reigel AOPA Upgrades Legal Services Plan	15
Dialogue - by Dave Weiman FAA & Industry Reform Needed	8
Flight Training - by Harold Green How To Fly Like A Pro	19
From AOPA Headquarters - by Craig Fuller This Time It's Personal	21
Guest Editorial - by Jim Hanson Part IV – FAA Reforms Needed To Help Recruit & Retain Pilots	50
High On Health - by Dr. John Beasley, M.D. Time For Me To Join The Modern World – MedXpress	16
Instrument Flight - by Michael Kaufman Autopilots Part III... How To Use A Flight Director	17
Minnesota Aeronautics Bulletin - by Christopher Roy The First Vestiges of Fall	52
Sport Pilot – Light Sport Aircraft - by Ed Leineweber Once Again, It's A "Sport Cruiser!"	56
Wisconsin Aeronautics Report - by Jeffery Taylor Wildlife Avoidance	54

FEATURES

Aviation Education – Flight Plan Changes - by Dr. Patrick Mattson	12
AOPA Summit 2011... Learning From The Past, Looking To The Future - by Jack Elliott Schapiro	22
EAA AirVenture – Always Something For Everyone! - by Jim LaMalfa	32
The Life of A Corporate Pilot & Airport Engineer - by Dave Weiman	44
In Business For 30 Years – Wisconsin Aviation, Inc. - by Dave Weiman	46

SECTIONS

Aircraft	30
At Our Airports	58
Calendar	59
Classifieds	60
Education	12
Fly-Ins, Air Shows & Special Events	31
Industry News	57
Letters	10
Minnesota Aviation Industry News	50
People In The News	40
WATA Difference	46

App-solutely Easy.

NEW! Mobile Banking App



Secure, one-click account access:

- Find branches & ATMs
- See cleared checks
- Check current rates
- Transfer funds
- Pay bills

App downloads & new upgraded mobile site
at mobile.wingsfinancial.com



Membership open to all air transportation employees, as well as
residents of the MSP and SEA metro areas.

Wings Financial Credit Union is federally insured by NCUA.

Internet access is required. There is no charge for the mobile banking service; however, you may be charged web access rates, depending on your mobile carrier.
Check with your provider for specific fees and charges.

REAL VALUE. EVERY DAY.



EDITOR/PUBLISHER

Dave Weiman

PRODUCTION DIRECTOR

Peggy Weiman

PRODUCTION ASSISTANTS

Jenifer Weiman & Stacy Wilk

PHOTO JOURNALISTS

Don Winkler & Geoff Sobering

CONTRIBUTING EDITORS & PHOTOGRAPHERS

Randy Arneson	Michael Kaufman
Alan Barbor	Jim Koepnick
Dr. John Beasley	Ed Leineweber
Jim Bildilli	Dr. Patrick Mattson
Bill Blake	Dan McDowell
Rick Braunig	Richard Morey
Tim Busch	Larry E. Nazimek
John Chmiel	Greg Reigel
Robbie Culver	Christopher Roy
Craig Fuller	Guilherme Schmidt
Harold Green	Pete Schoeninger
Philip Handleman	Geoff Sobering
Jim Hanson	Jeffery Taylor
Rod Hightower	Karen Workman

ADVERTISING

PHONE: (608) 835-7063

FAX: (608) 835-7063

E-MAIL: dave@midwestflyer.com

WEBSITE: www.midwestflyer.com

ISSUE CLOSING DATES

DEADLINE	ISSUE
November 1	December - January
January 1	February - March
March 1	April - May
May 1	June - July
July 1	August - September
September 1	October - November

COPYRIGHTS

MIDWEST FLYER MAGAZINE is published bimonthly by Flyer Publications, Inc. Copyright 2011 by Flyer Publications, Inc. All rights reserved. Nothing in whole or in part may be reproduced without the written permission of the publisher.

DISTRIBUTION

Readership consists principally of aircraft owners, fixed base operators, and airport managers in Wisconsin, Minnesota, North Dakota, South Dakota, Illinois, Iowa, Michigan, Indiana, Missouri, Kansas, and Nebraska.

SUBSCRIPTIONS

\$19 per year,
or \$29 for two years.

MAIL ALL ORDERS

& CORRESPONDENCE TO:

MIDWEST FLYER MAGAZINE
P.O. BOX 199
OREGON, WI 53575-0199 USA

EXPRESS SHIPMENTS TO:

MIDWEST FLYER MAGAZINE
6031 LAWRY COURT
OREGON, WI 53575-2617 USA

Index To Advertisers

Academy College.....	10
Aero Fabricators, Inc.....	17
Aero Insurance, Inc.....	38 & 46
Aeronautical Adventures, LLC.....	60
Aircraft Owners & Pilots Association (AOPA).....	11
Aircraft Propeller Service, Inc.....	31
AircraftInsurance.com.....	60
airpac.com.....	48
ARMA Research, Inc.....	60
Avfuel Corporation.....	40 & 61
Basler Turbo Conversions, LLC.....	46
Beaver Aviation, Inc.....	33 & 46
Bell, Moore & Richter, S.C.....	47
Best Oil Company.....	27
Bolduc Aviation Specialized Serv.....	12 & 46
Bolton & Menk, Inc.....	22
Brackett Aircraft Co., Inc.....	30 & 46
Cessna Aircraft Co.....	41, 46 & 61
Chicago Piper.....	2
Cirrus Aircraft.....	61
DAHER-SOCATA (TBM 850).....	61
Dawley Aviation Corp.....	46
Des Moines Flying Service, Inc.....	2
E-Z Heat, Inc.....	36 & 60
Eastern Aviation Fuels (Shell Aviation).....	3
Eagle Air.....	35
Eagle Fuel Cells.....	34
Eagle River Union Airport.....	34
Express Airport Services.....	7
Field of Dreams.....	35
Fond du Lac Skyport.....	46
Garmin.....	61 & 64
Gran-Aire, Inc.....	41 & 46
Harbor View Pub & Eatery.....	43
Hi-Fold Door Corporation.....	60
International Flying Farmers.....	60
Johnson Aviation Insurance.....	23 & 46
Lakeshore Aviation.....	40
Leineweber, Edward E. (Attorney).....	47
M-B Companies, Inc.....	9
Maxwell Aircraft Service.....	48
Mead & Hunt, Inc.....	8
Metropolitan Airports Commission.....	14
Mid-Continent Aircraft Corp. (Cessna C-Star).....	60
Mid-Continent Insurance.....	60
Midwest Aircraft Appraisal.....	60

Midwest Flyer Magazine.....	46, 49, 59 & 64
Miminiska Lodge.....	49
Minn. Av. Maintenance Technician Conf.....	15
Minnesota DOT Office of Aeronautics.....	52
Minnesota Petroleum Services.....	39
Morey Airplane Company.....	60
NationAir Aviation Insurance.....	46
National Air Transportation Ass'n.....	46
NewView Technologies, Inc.....	46
OMNNI Associates.....	60
Orr, Minn. Regional Airport (Hangar Sites).....	60
Outagamie County Regional Airport.....	7
Pat O'Malley's "Jet Room" Restaurant.....	42
Phillips 66.....	26, 27, 29, 35 & 41
Piper Aircraft, Inc.....	2 & 61
Platinum Flight Center.....	7
Price County Airport, Fly-In & Air Show.....	43
Racine Commercial Airport.....	46
Rapco Fleet Support, Inc.....	46
Red Wing Aeroplane Company.....	24
Reigel Law Firm, Ltd/Aero Legal Services.....	28
Schweiss Doors.....	39
Shell Aviation.....	3
Short Elliott Hendrickson Inc.....	16
Skycom Avionics, Inc.....	64
S. St. Paul Municipal Airport (Fleming Field).....	29
Southern Illinois University Carbondale.....	13
Southern Wisconsin Regional Airport.....	60
St. Cloud Regional Airport.....	49
Stoughton Airport.....	60
Tailwind Flight Center.....	7
Tanis Aircraft Products, Inc.....	37
The Upper Deck Restaurant & Lounge.....	62
Thunderbird Aviation.....	10 & 64
Tri-County Regional Airport (Lone Rock, Wis.).....	35
Trimcraft Aviation.....	46
Ulteig.....	25
West Bend Air, Inc.....	46
Western Petroleum Company.....	26
Wicks Aircraft Supply.....	21
Wings Financial.....	5
Winona State University.....	34
Wipaire, Inc.....	63
Wisconsin Aviation, Inc.....	32, 46 & 61
Wisconsin Aviation Trades Ass'n.....	46
Wisconsin DOT Bureau of Aeronautics.....	54

If Your Business Is Not Listed Above

Call 608-835-7063.

***This also means your business
does not have a link from
www.midwestflyer.com***

DISCLAIMER: MIDWEST FLYER MAGAZINE is a publication of Flyer Publications, Inc. *Midwest Flyer Magazine* endeavors to accept only reliable advertisements, but shall not be responsible for the reliability of advertisements nor are the views expressed in advertisements and articles necessarily those of *Midwest Flyer Magazine*. The right to decline or discontinue any advertisement without explanation is reserved.



We are ready for take-off at Platinum Flight Center.

- Full Service FBO
- Precision Maintenance
- Complimentary Concierge Service
- Flight School
- State-of-the-art Simulator
- Cessna Certified

Please visit us for all of your General Aviation needs!



Get us on-the-go...download our free App to any smart phone or call us at 920-738-3034.

FAA & Industry Reform Needed!

by Dave Weiman

In this issue, contributing editor Jim Hanson continues his series on “Student Starts & Pilot Retention,” and expands on why he thinks our industry is not growing. He believes that reforms are needed by the Federal Aviation Administration (FAA) in regards to aircraft categories, flight training, pilot certification and medical requirements (*see page 50*).



Especially take note of Jim’s discussion over the maximum permissible weight of 1320 lbs for the Light Sport Aircraft (LSA) category. If we as an industry are serious about increasing our pilot numbers, we better get serious about lobbying the Federal Aviation Administration to place aircraft, such as the Cessna 150 and 152, within the LSA category, so more people can train in – and buy – these affordable aircraft as Sport Pilots.

There are those who believe that the weight limitation for LSAs was set at 1320 lbs – not over concern for flight safety – but rather to deliberately exclude the Cessna 150, 152 and other similar “used” aircraft from the LSA category. The idea may have been to force flight schools

and newly certificated Sport Pilots to buy a “new” airplane for \$125,000 or more, instead of a used airplane for \$20,000. *Forced to buy?* I don’t think so. Most flight schools do not even offer Sport Pilot training because they do not have enough demand to justify putting a new LSA on their flightline. Likewise, potential student pilots see the price tag of a new LSA, and decide that learning to fly, then buying a new airplane, is cost-prohibitive.

As the LSA rule currently exists, if aircraft ownership is the goal of the student pilot, it is more affordable to bypass the Sport Pilot Certificate and get a Private Pilot Certificate, so the student can train in, then purchase upon completion of training, a used aircraft. This obviously defeats the two-tier approach in recruiting new pilots (first Sport Pilot, then Private Pilot), but it does preserve the multi-tier approach to aircraft ownership.

Very often a new private pilot gets into the aircraft market by purchasing a relatively inexpensive, used aircraft, then upgrades to a newer, larger or better-equipped aircraft over time. Obviously, if the pilot certificate does not permit the newly certificated pilot to fly and purchase a used aircraft for the first time, the pilot will not be upgrading.

We welcome your feedback on this and all issues of *Midwest Flyer Magazine* via email at Info@MidwestFlyer.com. We also welcome your support and encourage you to subscribe at www.MidwestFlyer.com.

Thank you!



COLLABORATIVE EFFICIENT RELIABLE RESPONSIVE DEDICATED SOLID PRACTICAL RESOURCEFUL



Aviation consultants

Specializing in airport development for 70 years

**Mead
& Hunt**

- Engineering
- Architecture
- Planning
- Air service consulting
- Business and financial planning
- Environmental services

Offices nationwide • meadhunt.com • 888-364-7272

Complete Family of Airport Snow Removal Chassis and Products

MB1

**Heavy Duty
Four Wheel
Drive Chassis**

MB2

**Heavy Duty
Tractor
Chassis**

MB3

**Front Mount
Airport
Broom
Chassis**

MB4

**Front Mount
Snow Blower
Chassis**

MB5

**Mid-Mount
Broom
Chassis**

- **Turnkey, integrated, single source, factory direct pricing and product support**
- **Your One Stop Shop for all your Airport Snow Removal Products needs**

Please contact us, your **Established Expert and Problem Solver**, for information on all our solutions to your airport snow removal needs.

M-B Companies, Inc. / Airport Snow Removal Products

1200 Park Street / Chilton, Wisconsin 53014

1-800-558-5800 / Fax: 920-849-2629 sales@m-bco.com / www.m-bco.com



Quality You Can See. People You Can Trust.™

LETTERS

Dave:

Your comments on why students do not complete their private pilot training are, sadly, mostly correct. There has always been a high dropout rate of students, often just after solo, or just after their first cross-country flight. Perhaps the percentage of drops is a little higher now than in previous decades on account of more complexities and ever-increasing costs.

But to some degree, drops have to be taken with a grain of salt. Some people start lessons with no intention of finishing...they just want some "stick time" and perhaps enough training to solo, or land safely if a "real" pilot sitting next to them has a medical emergency.

We as an industry have to do a much better job of selling the joy and practicality of flying to the general public!

Pete Schoeninger
Hartland, Wisconsin

Peggy & Dave:

Read the current issue online and I'm more impressed with each issue. The subject of each of the stories is interesting. In reading the major magazines these days, I get the impression that I've read this before. The bigger magazines seem boring to me. So many of them are made up of regular columnists who often leave me with the feeling that they really didn't know what to write about and winged it.

The stories in *Midwest Flyer Magazine* are interestingly written and the photos are great. I enjoyed your story on the farmer who runs a flight school. The ads are all good looking too. And while most of the major magazines are less than half the size they used to be, *Midwest Flyer Magazine* seems to be larger than ever, and has more stuff in it. You're doing a great job!

Jack Elliott
Aviation Journalist
Warren, New Jersey

Dave:

I have noticed that your website keeps improving, month after month. Keep up the great work and contribution to the aviation industry. It is very much appreciated.

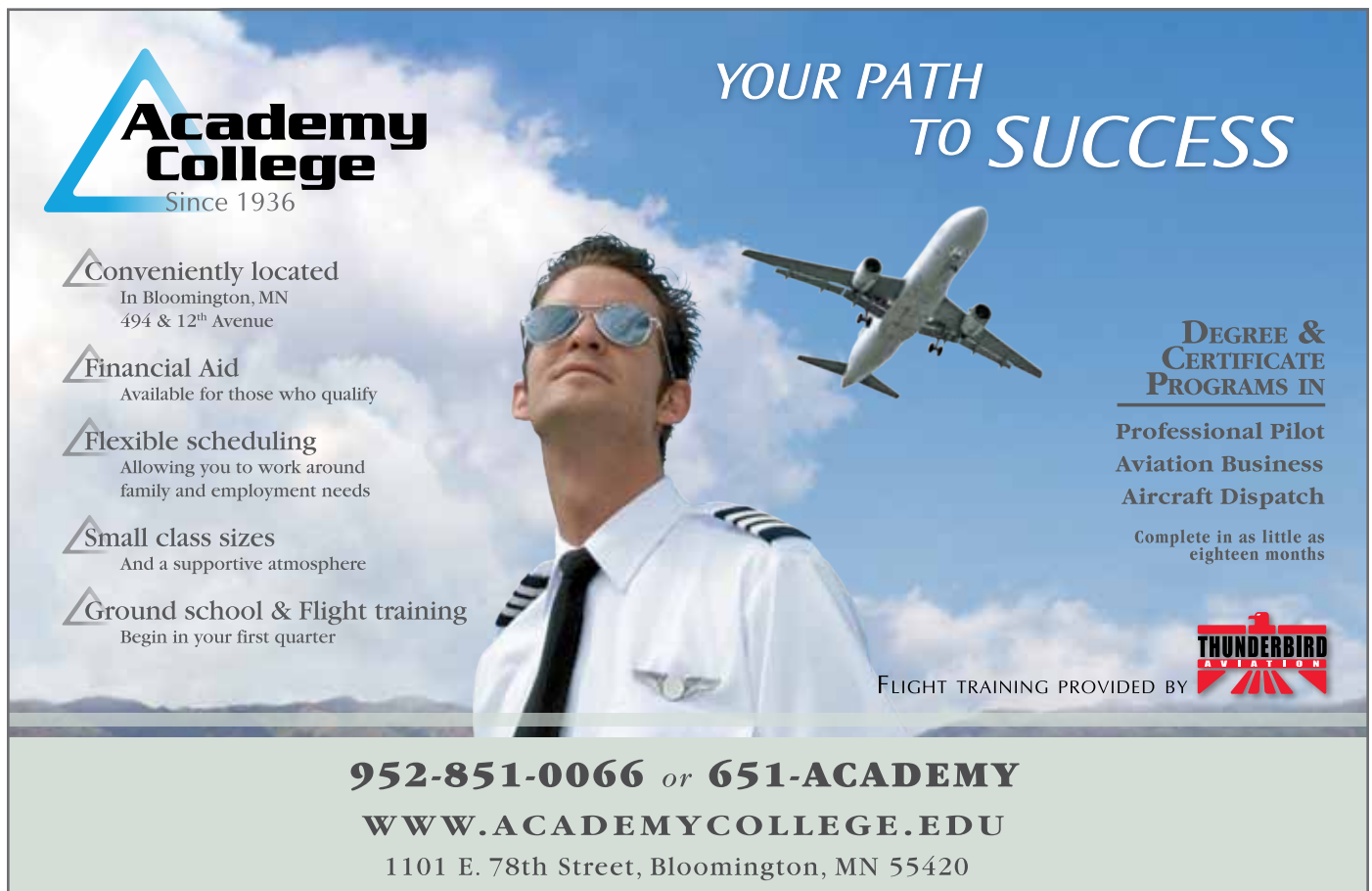
P.S. Loved your latest (issue) on pilot starts and finishes. This hits home as our youngest (of 5 boys) had his instructor move on just prior to my son's solo. After some encouraging words (and having him read your article), our son, Terry, soloed this past Friday!

Ron A. Reister
West Salem, Wisconsin

EDITOR'S REPLY: Ron, that's great! Congratulations to you and your son. Just soloing is a great accomplishment, but actually making the commitment and getting one's pilot certificate will reap benefits for a lifetime.

DW

LETTERS CONTINUED ON PAGE 12



Academy College
Since 1936

YOUR PATH TO SUCCESS

- Conveniently located**
In Bloomington, MN
494 & 12th Avenue
- Financial Aid**
Available for those who qualify
- Flexible scheduling**
Allowing you to work around family and employment needs
- Small class sizes**
And a supportive atmosphere
- Ground school & Flight training**
Begin in your first quarter

DEGREE & CERTIFICATE PROGRAMS IN
Professional Pilot
Aviation Business
Aircraft Dispatch

Complete in as little as eighteen months

FLIGHT TRAINING PROVIDED BY **THUNDERBIRD AVIATION**

952-851-0066 or 651-ACADEMY
WWW.ACADEMYCOLLEGE.EDU
1101 E. 78th Street, Bloomington, MN 55420



Drive and Fly

In some ways it's hard to believe that the Sport Pilot certificate has been around for more than five years. To be a Sport Pilot, or a balloon or glider pilot for that matter, you don't need an FAA medical certification. If you're healthy enough to drive a car, you're healthy enough to fly. Now AOPA and EAA have joined forces to petition the FAA to expand that standard.



Our organizations are asking the FAA to make the driver's license medical available to thousands more pilots, provided those pilots fly under certain conditions. I'll get to those conditions in a moment. First, let's talk about why we think this can work.

In more than five years of pilots flying with so-called "driver's license medicals" there hasn't been a single incident of pilot incapacitation for medical reasons. And think of the savings! By not having to get a medical every couple of years, or more, depending on your certificate, we estimate that pilots can save \$241 million over ten years—and the government can save \$11 million in that same period.

Of course, a driver's license medical wouldn't be for everyone. You would be allowed to use it if you hold a private, commercial, or even ATP certificate as long as you meet the rest of the requirements. To take part, you'd need to participate in online training, including recurrent training, about aeromedical factors. And you could only fly for recreation, not in furtherance of a business. You'd be limited to carrying a single passenger in a single-engine fixed-wing aircraft with no more than four seats and 180-hp. You could only fly in daylight and good weather, and you'd generally need to stay below 10,000 feet.

But let's get real—that's exactly how thousands of us fly now.

We expect to file this petition early in 2012, and we're hopeful that it will help thousands of pilots keep flying while making it easier for thousands of others to get involved. Any time we can fly safely while eliminating unnecessary expense and hassle, that's what we want to do. All of us at AOPA and EAA believe that expanding the driver's license medical standard is a great way to do just that. Now, we just need the FAA to agree. I'll keep you posted.

A handwritten signature in black ink.

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 today.

Dear Mr. Weiman:

We wish to express our thanks for your publication of our submission to your magazine. We were honored that you saw our article as fitting for your magazine.

Your sharp and considerate editing made for a smooth read, and we are grateful for your efforts.

We have received some very positive feedback as a direct result. We certainly welcome the opportunity to make new friends, and include you under that banner. As an all-volunteer

organization, each such opportunity is special, and appreciated.

We are in the process of setting up our website with "Links to our Friends" informational URLs. We expect that to be available to our membership within a few weeks. In the meantime, we've posted a link to your website within our message boards.

Thank you again!

Board of Directors
The Cessna Pilots Society
Dorset, Vermont

Dear Dave:

Great piece on Duluth-Sky Harbor Airport. Much appreciated! Fabulous issue, too. Can't imagine how you two do that, but every issue is great and the covers are always fresh and eye catching. Well done...but then that is the baseline for *Midwest Flyer Magazine*!

Daniel McDowell

Public Affairs Coordinator
& Emergency Services Coordinator
Mn/DOT Office of Aeronautics
St. Paul, Minnesota

EDUCATION

Aviation Education – Flight Plan Changes

by Dr. Patrick Mattson

Professor Emeritus,
St. Cloud State
University-Aviation
(1986-2010)

In the early 1990s, during my first years as an aviation professor at St.



Cloud State University (SCSU), we saw an increasing number of students enroll in the aviation program. It was with sadness then that I wrote in the May/June 2011 issue of *Midwest Flyer Magazine* about the closure of SCSU's aviation program, one of two Midwestern university aviation programs (each dating back to the

late 1940s). Despite the logical arguments presented by the respective program supporters, it appears that the short-sightedness of the respective administrations will prevail.

Our nation's higher public education institutions answered the call from 1938–1944 to educate and train young people for the aviation sector of the war effort by participating in the Civilian Pilot Training Program. The Women Air

From Shop To Finished Product, You Can Depend On BOLDUC AVIATION

SPECIALIZED SERVICES

ENGINE REBUILDING & REPAIR TO FACTORY ZERO-TIME SPECIFICATIONS

SERVICES INCLUDE, BUT NOT LIMITED TO:

- Engine Balancing
- Cylinder Grinding
- Rebush & Line Boring of Connecting Rods & Rocker Arms
- Overhauls & Repairs of Cylinders, Magnetos, Starter Adapters & Float-Type Carburetors

NON-DESTRUCTIVE TESTING

- Magnetic Particle (Magnaflux) Inspection
- Liquid Penetrate (Zyglo) Inspection

PRORATED WARRANTY TO TBO!

Install a Tanis Preheater at overhaul &
Bolduc Aviation
will warranty your engine to TBO!

(763) 780-1185

www.bolducaviation.com
darrell@bolducaviation.com

Anoka County - Blaine Airport
Minneapolis, Minnesota
FAA Repair Station KM5R993M



2011 NIFA National Champions

FLYING SALUKIS

aviation.siuc.edu
(618) 453-1147



Aviation

Southern Illinois University Carbondale



SOUTHERN ILLINOIS UNIVERSITY
CARBONDALE

NOW

OFFERING DEGREE PROGRAMS IN:

AVIATION FLIGHT

AVIATION MANAGEMENT

MINOR IN AIR TRAFFIC CONTROL

MINOR IN AIRPORT MANAGEMENT AND PLANNING

MINOR IN AIRCRAFT PRODUCT SUPPORT

AVIATION TECHNOLOGIES

WITH SPECIALIZATIONS IN AIRCRAFT MAINTENANCE, ELECTRONICS AND HELICOPTERS

MINOR IN AIRCRAFT PRODUCT SUPPORT

MASTER OF PUBLIC ADMINISTRATION

IN AVIATION ADMINISTRATION



2011 NIFA National Champions

FLYING SALUKIS



Force Service Pilots (WASP) group was later developed to get women flying in roles that supported the war effort. Many of these programs were centered on a strong math and science curriculum. The men and women who survived their World War II flying assignments later were influential in the development and growth of the aviation industry. Today, the United States faces another crisis in that the same effort is needed to increase students' interest in science, technology, engineering, and mathematics (STEM) related classes. Aviation is a great field of study to emphasize STEM classes given its application of science, math and technology.

Many of the national and international aviation industry groups are telling the world that we face a growing shortage of qualified aviation professionals in all areas. Today, we don't have the luxury of ex-military pilots filling the flight decks of

modern airliners. In 2009, the USAF started to train more unmanned aerial vehicle (UAV) pilots than those who fly fighters and bombers. A strong aviation industry is essential if we want a robust, growing economy. The people who run the nation's airports, from the smallest to the largest, can tell you this with great certainty as they witness people and cargo being moved worldwide. A safe and reliable air transportation system needs professionals, educated and trained men and women who understand that aviation science and business are complimentary and not contradictory to one another. Aviation as an academic discipline is part science and part business and all passion. Most of the two and four-year higher education programs offer a broad assortment of fields applicable to aviation: business, engineering, information technology, communication skills and of course, aviation subjects.

I saw a renewed sense of pride and passion in the aviation industry at this year's EAA AirVenture in Oshkosh, Wis. The capacity to educate and train the next generation is in place as many new and/or expanded aviation higher education programs have joined the established ones across the nation. They need our help to fill classroom and flightline seats. Groups like the Society of Aviation & Flight Educators (SAFE), Youth Aviation Adventure (YAA), EAA Young Eagles, Civil Air Patrol (CAP), and Aviation Explorer Scouts all have a spot waiting for pilots to step up and share their expertise and passion for aviation.

Pilots can volunteer at their local schools, serve on a collegiate advisory board or look into guest speaking opportunities for a local community organization meeting. Inspiring that passion in the next generation of professional aviators is the job of each and every one of us if we want to see the industry grow. □



Flying in or out of the Twin Cities? We've got an airport for you.

Check out our six strategically-located general aviation facilities with all the services you need and no hassles. Whether you're flying corporate or piloting your own plane, you'll like the personal connection.

MetroAirports.org/relievers

St. Paul Downtown | Flying Cloud | Anoka County-Blaine | Crystal | Lake Elmo | Airlake



AOPA Upgrades Legal Services Plan

by Gregory J. Reigel
Attorney At Law

As you may know, one of the benefits you can add onto your AOPA membership is membership in the Legal Services Plan (LSP).



Greg Reigel

Recently, AOPA upgraded the LSP to a two-tiered structure – the Essential level and the PLUS level. The main differences in the LSP's two levels are (1) the PLUS level provides higher limits on the number of hours that the LSP will cover (in most cases double the hours and a corresponding increase in fees; and (2) LSP panel attorneys are now permitted to charge covered members

for attorney time spent beyond the hourly limits for those members in the Essential level (but not for those in the PLUS level). Changes in AOPA members' benefits under the LSP will become effective as they join or renew their membership in the LSP.

What type of coverage do you get with the LSP? The LSP provides coverage that pays for attorneys' fees for a variety of aviation legal matters including FAA enforcement actions, aircraft accidents, alcohol and drug testing, U.S. Customs matters, and certain aviation-related tax matters.

Members are entitled to unlimited consultation on most covered matters with the LSP's legal staff and will also have qualified panel attorneys available to provide guidance and representation when needed. Additionally, members are able to receive legal advice on aircraft

purchases or sales, and an annual review of key aviation documents including leaseback, hangar and tie-down agreements, and aircraft rentals.

Membership at the Essential level is \$39/year and the PLUS level is \$99/year. When compared with the amount of money you might otherwise spend on an attorney in an aviation legal matter, this is very affordable insurance!

For additional information, or to sign up for AOPA's Legal Services Plan, call AOPA at 1-800-USA-AOPA, or visit www.aopa.org.

© Reigel Law Firm, Ltd.-Aero Legal Services 2002-Present. All rights reserved.

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, 952-238-1060, greigel@aerolegalservices.com). □

Pro.fes.sion.al.ism Leadership for a Safer Tomorrow

**March 19-20
2012 Minnesota
Aviation Maintenance
Technician Conference**

- Education
- Networking
- IA Renewal
- Industry Exhibits
- Career Opportunities
- Aviation Awards

**Earle Brown
Heritage Center
6155 Earle Brown Drive
Brooklyn Center, MN 55430
800.657.3922 ext. 7183
www.dot.state.mn.us/aero**



Time For Me To Join The Modern World – MedXpress

by Dr. John Beasley, M.D.

Aviation Medical Examiner

Professor Emeritus and Clinical Professor

Department of Family Medicine

University of Wisconsin - Madison



Dr. John Beasley

Ah, for the good old days when the Wrights were a couple of kids, medical records were kept on stone tablets, the earth was flat, and I was a young doctor! Some older stuff really works. Hey, I still have steam gauges in the Mooney.

However, some changes are helpful. As I noted a few months ago in a previous column, I had a “medical ramp check” in my office by a Friendly Fed (really, the guy was), and he suggested that I invite my patients to use MedXpress, the FAA’s internet-based system for entry for the pilot’s portion of the FAA medical form, our old friend the 8500-8.

I first ran into this the last time I got my own Class III (never go for a class higher than what you need*) and went through the process last year. However, I must confess that I had just not gotten around to asking people to do this for me. Just inertia, I guess.

Nonetheless for me, and a lot of other AMEs, the time

has come. My introduction came recently when an airman showed up at my office having entered his information through MedXpress, and it really facilitated the process. Some AMEs are now insisting that all applicants use the system.

If your AME is using MedXpress (check when you make your appointment), you no longer have to fill out the 8500-8 in the doctor’s office

If you haven’t done it before, here’s what you do. You log in to: <https://medxpress.faa.gov/> (or you can just use your search engine and put in “MedXpress” and it will pop up). This will take you to their login page and from there you can set up an account that will let you fill in your own electronic form 8500-8.

You establish an account and then log in with your email and the password you select. Following that, you enter your information on the computerized application form (which looks pretty much like the paper one you were used to). You should have handy records of any medications you take and any physician visits when you do this. (By the way, as far as I can tell, the exact dates for physician visits are not necessary... it seems to be acceptable if you just make the best honest guess you can.) If you do make an error, don’t worry too much...your AME can make corrections once you are in his/her office.

You get an email confirmation letter, which you need to print out. This has a confirmation number that your AME will use to access your form. Bring this letter with you when you visit your AME.

Now, with the paper forms there was a third copy that your AME could give to you, so you don’t have to remember everything for the next exam. The MedXpress system doesn’t keep a record of your last exam that will be available to you, so you may want to print out a copy yourself or get a copy of the printout from your AME at the time of the exam to help you the next time around.

Overall, I do think the system will save time and reduce errors. I’m looking forward to having more of my own applicants use it. I’m sure many AMEs have been using this system longer – but then they probably have those new-fangled whiz-bang flat panels in their airplanes, too.

**The higher the medical certificate, the more the FAA scrutinizes the application and the more stringent the requirements become. In some cases, there is more testing required for a First or Second Class Medical Certificate, versus a Third Class Medical Certificate (e.g. ECG), which would add to the cost for the applicant. So unless there is a need for a higher medical certificate, it is generally not worth the additional time and money. If, however, a pilot is planning a career as a commercial pilot, the applicant may want to go for a Class I just to be sure they qualify before they go to the expense of training.* □

80 years of Trusted Solutions and Client Satisfaction.

800.325.2055 • www.sehinc.com
ENGINEERS | ARCHITECTS | PLANNERS | SCIENTISTS

SEH



Dr. Scott Heun and his Bonanza.



King KFC200 Autopilot with flight director.

Autopilots – Part III

How To Use A Flight Director

by Michael Kaufman



Michael Kaufman

This is the third article in a continuing series I have been writing on “autopilots.” Since beginning this series, I have encountered

more issues with malfunctioning autopilots than in the previous 40 years I have been flying with them. Some of these issues were mentioned in previous articles, except for those of Galen Manternach and Dr. Scott Heun, both flight students and customers of mine. I recently finished Scott’s instrument training in his Bonanza, and he needed to do his checkride without any assistance from “George,” a term often used to describe flying on autopilot.

This article is on “flight directors,” and how to properly use them. I will put an emphasis on the King KFC200 autopilot with flight director, because there are so many of them flying in the field, but many others have similar features. Most of the pilots that come

to our Beechcraft Pilot Proficiency Programs (BPPP) who have flight directors, do not know how to properly use them. In fact 80 percent do not. The remaining 20 percent who do are mostly professional pilots.

In the professional pilot world, pilots refer to flying an approach in three ways – “autopilot,” “flight director,” and “raw data.” Let me explain.

The autopilot is the easiest to understand, and I will not further address this method. Using the flight director, which is misunderstood by most, means that the pilot is hand flying the aircraft with the assistance of the flight director. In other words, the pilot is using his eyes to interoperate what the flight

director is telling him, and he is using his muscles in place of the autopilot servos. The third method, which is known as “raw data,” has the autopilot and flight director off, and the pilot is interpreting what he sees on his horizontal situation indicator (HSI) or course deviation indicator (CDI), and making the necessary corrections.

The flight director method requires that the flight director is turned on, but the autopilot (servo mussel) remains off. The pilot then selects what he wants to do via the available modes. An example of this would be flying radar vectors to join the final approach course using the flight director and “GPS assist” from a Garmin 430 on the King KFC200 autopilot with flight director, but other autopilots with

EXHAUST SYSTEMS

50 YEARS OF QUALITY REPAIR SERVICE

NO CORE CHARGE!

WE MAKE REPAIRS AFFORDABLE!



CHECK OUT OUR DIGITAL CATALOG
[onlinecatalog.wagaero.com!](http://onlinecatalog.wagaero.com)

FAST SERVICE

MOST SYSTEMS RECEIVED ARE REPAIRABLE!

CALL TODAY!

MF061

AERO FABRICATORS, INC

FAA CERTIFIED REPAIR STATION #A14R244N

www.wagaero.com **1-800-558-6868** store.wagaero.com

FREE CATALOG!

MF061

flight directors have similar functions.

First, we must load the ILS approach and set the localizer frequency in the active window on the Garmin 430, followed by “activate vectors to final.” The flight director mode is selected on the autopilot, along with heading and altitude in the aforementioned order. The flight director should then “Q” the pilot on what to do via the command bars. It needs to be noted that if the aircraft is equipped with “GPS steering,” that the selector should be in the heading mode. At this point, the pilot should use his heading bug to select the heading assigned by ATC and adjust it as new vectors are received. Shortly after the first vector for the approach is received from Air Traffic Control, pushing the heading and approach button on the autopilot simultaneously should get both the heading and approach lights illuminated on the autopilot display, along with the “arm” light. If you did not satisfy the autopilot by being exact when simultaneously pushing the buttons and the heading enunciator is not on, just push the heading button again to get the proper response on the autopilot enunciator. What you have told the flight director is that you want to fly the heading on the bug and the altitude you currently have until you intercept the localizer course, at which time the heading light and armed light will extinguish and the coupled light will come on. Once we capture the glideslope, the altitude light will extinguish and the glide slope light will come on, followed by a pitch down indication on the flight director command bars.

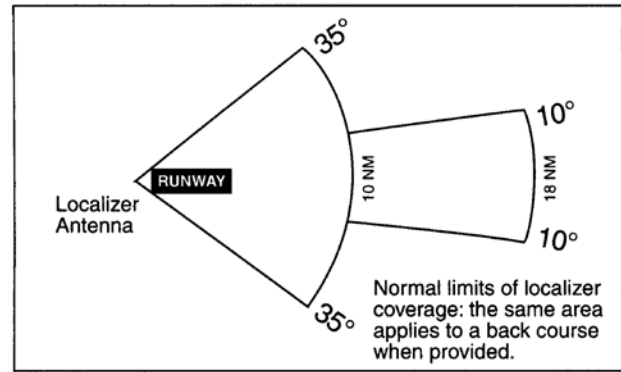
There are a lot of safety features built into the operation of flight directors and autopilots. A comment I hear quite often is that the autopilot does not always capture the glideslope. So this is what usually causes the problem: the controller vectors you in too tight and too high on the approach to allow the glideslope capture. When the arm light extinguishes and the coupled light comes on, a timer circuit is activated. If the glideslope is intercepted before the timer cycle is completed (20 to 30 seconds), the glideslope will not capture.

Radio signals have false courses or unwanted signals that are a byproduct of the localizer and glideslope signals. The manufacturer does this to eliminate accidents caused by this phenomenon (see insert from the AIM on localizer structure). Dr. Scott Heun learned the importance of monitoring the enunciator panel for the proper indication during his training as we ended up losing the servo or muscle part of the autopilot part way through his training, but the flight director portion continued to function. Scott did a great job even with this handicap. Congratulations, Scott, on a job well done and an instrument rating now in your pocket!

A flight director can be of great assistance to a pilot during other critical portions of flight as well. For example, takeoffs and go-arounds. Some autopilots have a GA (Go Around) button located on the control yoke or, in some cases, the throttle. When reaching the DH (Decision

18 OCTOBER/NOVEMBER 2011 MIDWEST FLYER MAGAZINE

Limits of Localizer Coverage



Height) or MAP (Missed Approach Point), the pilot may execute the missed approach by pushing the GA button. This disconnects all of the autopilot functions except the command bars, which pitch up to the recommended climb angle that is pre-set for each individual aircraft by the manufacturer. The pilot may then select optional functions like heading or navtrac that will direct the pilot to the MAP. By turning on the autopilot switch, the servos will provide the muscle to fly the aircraft once properly set up. Many pilots use the GA function for a take-off, setting the departure path and pitch angle prior to beginning the take-off roll.

Some autopilots with flight directors have a CWS (Control Wheel Steering) button located on the yoke. This button may be used to temporarily disconnect the flight director for the pilot to make small corrections to altitudes or set a path for a descent angle on a non-precision approach. I find most aircraft (75%) have either the GA or CWS button, but not both. Dr. Heun's Bonanza was fortunate to have both.

I find it fun to teach pilots how to use their flight directors and often cover up the HSI with a “no-peekie,” and have them hand fly an ILS approach using only the attitude indicator/flight director bars and the altimeter to give them the decision height. A pilot can learn a lot from his or her flight director and can master it with usually just a few approaches. If you want proper training on the flight director, I will be happy to work with you when I am not doing a BPPP clinic.

My next column on autopilots will cover GPSS or roll steering that has become the standard of instrument flight. Till then, fly the command bars on your flight director and enjoy a new skill.

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

How To Fly Like A Pro

by Harold Green

For most of us the term professional evokes images of competence and calmness amongst the chaos of events. For pilots this means maintaining a clear headed analytical approach to every situation encountered. So how can we engender this attitude in our every day flying? The answer probably lies within each of us. However, a little analysis may help develop a professional approach to flying.



Harold Green

First, being a professional pilot does not necessarily mean you fly for pay. It means that when you fly you do so in a professional manner regardless of your ratings. There are many pilots who fly for pay and aren't professional in their approach, and there are many pilots who fly only for pleasure who are professional. So what does it mean to be professional? There could be many interpretations of professional, but most people would agree that professional embodies at least the following: Knowledge, Competence, Focus, Objectivity and Calmness in the midst of chaos. We will consider each of these in turn.

To be knowledgeable is to be aware of all aspects of flying applicable to our operation. This means a pilot must know all those things required for the knowledge test and more. Further, a lifetime of study is required to extend that knowledge and remain abreast of current technology. That doesn't mean a grind at the books. It does mean reading aviation publications and reviewing the regulations from time to time. Further, part of our knowledge comes from practicing in the airplane. This includes normal maneuvers, emergency procedures and unusual attitudes. That does not mean that you must practice continually. It does imply that when you fly, you pay attention to details. Have you ever noticed that a true professional holds altitude, heading and remains coordinated at all times? Attention to these attributes while flying produces amazing results over time. An occasional ride with an instructor is also a good idea, particularly in the practice of emergency procedures and in general, to continually extend your piloting capabilities.

Focus means a pilot should clear all matters not flying related from his/her mind. This begins before the preflight and continues until the airplane is safely tied down and passengers are clear of dangerous ramp conditions, such as propellers, jet intakes, etc.

In the event of an emergency, the professional focuses on actions to minimize the effect of the emergency and does so in an objective manner. This focus includes objectively analyzing the situation using the knowledge gained through continued study and applying it properly. Of course this implies a knowledge of the emergency procedures, the use

of checklists and an understanding of the options available in the circumstances.

Objectivity is part of being a "pro" because all flight decisions must be made without regard to personal or extraneous considerations. Objectivity also requires the pilot to be aware of her/his personal limitations as a pilot. It is necessary to make flight decisions without regard to what passengers, onlookers or others may think of your decision. That does not mean that proper advice should be ignored. It does mean that the pilot should consider all appropriate advice and make all decisions based on the safety of the flight. The professional knows when to hold 'em and when to fold 'em and acts accordingly.

Competence is defined herein as the ability to judge the situation in view of the capabilities of both airplane and pilot in a realistic and objective manner. Capabilities of the pilot are related to such things as instrument capable, qualified to fly the airplane, ability to work in the airspace involved, currency, etc. The capabilities of the airplane include range, payload, take off/landing performance relative to the airport to be used, etc. As an example, the competent pilot will be able to analyze the situation and make go/no-go decisions based on objective evaluation of the capabilities of the airplane and pilot on that day and in those circumstances. Note that pilot capabilities can be increased by training, experience, etc. Whereas competence refers to the use of the capabilities, objectivity enters here as well.

Calmness is one of the cardinal attributes of the professional. Perhaps the touchstone expression delivered with no evidence of emotion is "Center, we've just lost a wing. Requesting a lower altitude please." There is more than just image involved here. In an emergency, maintaining a calm voice makes it easier for the pilot to remain calm and thoughtfully analytic throughout the emergency. The best way to do this is to maintain that calm voice and demeanor whenever flying. Soon it becomes habit. Practice this whenever you fly, particularly when dealing with controllers. Along with the calmness, practice brevity in your radio communications because this engenders calmness. All communications should be direct, to the point and without emotion. This will also endear you to the controllers.

In summary, professionalism is the result of knowledge, competence, objectivity and calmness, all of which you can develop as you fly. The true professional is one who observes professional practices while flying within their capabilities, regardless of one's flight time or ratings.

EDITOR'S NOTE: Harold Green is a CFII at Morey Airplane Company, Middleton, Wis. □

Attention Readers....

You are encouraged to email news items to info@midwestflyer.com



Bill Blake



by Bill Blake

AOPA Great Lakes Regional Representative

New Director In Michigan

Michael Trout recently has been named the Director of the Michigan Department of Transportation (MDOT), Office of Aeronautics. With his appointment, the state aeronautics functions of the former Bureau of Aeronautics and Freight Services were moved into a separate Office of Aeronautics within MDOT. Immediately prior to his appointment, Trout was the Springfield Township Supervisor. Prior aviation experience includes being Deputy Director of Bishop International Airport, Flint, Michigan, and Director of Detroit City Airport. Mike's educational background is in public administration. AOPA looks forward to working with Director Trout on all issues affecting General Aviation in Michigan.

Wings Weekend In Illinois

The FAA and the State of Illinois again sponsored the annual Wings Weekend at Mattoon, Illinois in July. Approximately 150 pilots flew with volunteer flight instructors, obtaining Wings credits, biennial flight reviews, instrument proficiency checks, or other refresher training. There were personnel with computers on hand to help those who needed to update their Wings Program completions. I have done two phases under the new program. I think it is very beneficial, once you get the hang of the recordkeeping. Many of the online courses are very good, and by doing the flight portion at the Mattoon Wings Weekend, the computer entry frustration can be reduced. The Mattoon event is not just limited to Illinois pilots. It is open to anyone who wants to participate. I would urge those of you in surrounding states looking for free refresher flight training to consider attending next July.

Alternate Fuels Discussed In Indiana

I attended the Aviation Association of Indiana's (AAI) membership and board meeting in Rensselaer, Indiana this summer. There was an interesting presentation made by Swift Fuel. Its agricultural crop-based fuel is one of the alternatives being developed to replace avgas. In fact, the presenters flew to the meeting in the company's Cessna 150 using Swift produced fuel. I know the replacement fuel for avgas is on a lot of pilots' minds. Although we are

a long way from a final solution, it was good to see that there are alternatives being developed. By the way, the AAI Annual Fall Conference is being held in Plymouth, Indiana, October 11-14, 2011. I think anyone interested in Indiana aviation would find attending this conference beneficial.

Attendance Up At EAA AirVenture-Oshkosh

EAA announced that attendance at AirVenture at Oshkosh, Wisconsin, was up 1.3 percent over 2010, for a total of 541,000 participants. Also, people I spoke with at the event were enthusiastic and positive about the future of General Aviation. Vendors I talked with seemed pleased with booth activity. I had the opportunity to talk briefly with Harrison Ford at the AOPA tent. What a wonderful spokesman for aviation!

GA Rally In Iowa

You have probably heard about, and hopefully attended, one of the General Aviation rallies held at various locations across the country. I was able to attend the one held at the Rockwell Collins Flight Department Center, Cedar Rapids, Iowa. There was an enthusiastic crowd of 300 people in attendance, including Rockwell Collins employees, pilots, aircraft owners, regional FAA and TSA personnel, local and state officials, and four members of the Iowa Congressional delegation. Clay Jones, President and CEO of Rockwell Collins, made a very convincing speech about the value of General Aviation as a business tool. He also pointed out the job opportunities and economic benefits to Iowa and the nation, saying that aviation was one of the few industries that had a positive foreign trade balance. He asked government to "do no harm." Leave the aircraft depreciation rules alone. Rely on the already existing aviation fuel tax as General Aviation's contribution to support the infrastructure. Do not institute user fees. This rally was a great opportunity for Iowa voters to make their views known to their Congressional delegation. After the formal speeches, the Congressmen mingled in the crowd, allowing for some one-on-one contact with voters, to hear their concerns.

AOPA Summit 2011

The annual AOPA Summit was held in Hartford, Connecticut, September 22-24. There were opportunities to hear from national leaders, as well as see the most recent aviation products and attend quality aviation seminars. I think if you ask those who attended, they will tell you it was well worth the time and expense. Try it. You will like it! See articles elsewhere in this issue of *Midwest Flyer Magazine* and *AOPA Pilot* magazine.

AOPA will continue to work to promote and protect General Aviation at the national, state, and local level. For more information on any issue affecting general aviation, please visit our website at: www.aopa.org.

AOPA Summit 2012 - Oct. 11-13 - Palm Springs, Calif. □

This Time It's Personal

by Craig Fuller

President & CEO
Aircraft Owners & Pilots Association



Craig Fuller

I love to give away airplanes. Really, who wouldn't? The day I hand the keys to a new owner is always one of the best of my year. Regardless of the aircraft and its story, I am excited. But this time it is even more special. This time it's personal. In 2012, AOPA will be giving away an Aviat Husky—not just any Husky, but one that has already proven it's tougher than a tornado.

I've always admired the Husky.

It's such a capable airplane, good for everything from backcountry flying to routine travel. It can handle short fields, soft fields, and, of course, your more typical runways.

I first met the "Tougher than a Tornado" Husky at Sun 'n Fun in April. I had been looking at the airplane and talking with Aviat President Stu Horn and John McKenna, president of the Recreational Aviation Foundation (RAF). John suggested it might make a good sweepstakes airplane.

Then, a sudden and violent storm hit Sun 'n Fun. We captured what happened next in what has become one of the most widely watched videos on AOPA Live. The new 2011 Aviat Husky parked in front of the RAF tent was

picked up by the storm, turned 180 degrees and backed into a curb where it bounced and rocked and rode out the high winds of the storm. At that moment, N40WY became the "Tougher than a Tornado" Husky and, with the RAF's encouragement, we began the process of acquiring her, repairing the damage to "better than new" condition, and making her our 2012 AOPA Sweepstakes aircraft.

This is a plane I am drawn to. The first time I saw the aircraft on display, it struck me as something that just had to be pure fun to fly. In my 40-plus years of flying, I had not flown a tailwheel aircraft, and that certainly needed to be corrected. Nor, had I flown with the remarkable view you have when your passenger – if you have one – is sitting behind you!

At about this time, a low-time 1998 Aviat Husky appeared on the market. It just seemed like a great opportunity. I could have my own Husky to learn with and I wouldn't have to give it away in 12 months.

The 2012 Sweepstakes Husky started moving around the country in late September right after the AOPA Summit in Hartford. So, if you see N40WY and another yellow Husky parked next to it, along with two smiling people, there is a good chance it will be our sweeps airplane and me in for a visit! I hope you'll join us and, with a little luck, you could be the next winner. You'll find out next October at AOPA's Aviation Summit in Palm Springs. □

Chris Siberz

Promoted To Aircraft Sales Manager At DMFS



Chris Siberz

DES MOINES, IOWA – Chris Siberz has been promoted to the position of Aircraft Sales Manager for Des Moines Flying Service, Chicago Piper and HondaJet Midwest. Siberz has been with the Des Flying Service organization since 2000 as Senior Aircraft Sales Representative.

"Chris has an excellent record of customer relations and proven sales achievements, and will be responsible for the company's aircraft sales team

performance," said John M. Lowe, President. "The quality of dedication and customer satisfaction is very important for the company's long-term success."

For additional information, contact Chris Siberz at 800-622-8311 (www.dmfs.com). □



Everything a Homebuilder Needs!



Aircraft Grade Sitka Spruce



Plywood



Aluminum & Steel Sheet



Aluminum & Steel Tubing



AN Hardware



Anodized Aluminum Parts

*Call us and get your copy of our current catalog,
or visit us online for the complete catalog
and 24/7 ordering capability.*

800.221.9425 Overseas 618.654.7447

www.WicksAircraft.com

AOPA Summit 2011...

Learning From The Past, Looking To The Future

by Jack Elliott Schapiro

HARTFORD, CONN. – Those who believe the old adage that you can't mix business and pleasure are obviously not AOPA members, who have attended one of the organization's annual "Summit" events. Going back to the days when these events were known as "Plantation Parties," the annual gathering of members from all over the country and from AOPA branches abroad, have always been a perfect blend of fun and business. The three-day event offers opportunities to learn more about the numerous problems aviation is facing and what is being done to overcome those problems.

The special blend of camaraderie, which exists among members of the flying fraternity, is probably greater today than ever before, because of the issues and changes facing aviation. Our ongoing problems have drawn us closer together. The Summit offered special proof that the top aviation organizations, and even some enlightened members of Congress, are joining forces to present a united front in defense of aviation interests.



Jack Elliott Schapiro

(L/R) AOPA President & CEO Craig Fuller and EAA President & CEO Rod Hightower making a joint announcement at the AOPA Summit that they plan to request an exemption from the Federal Aviation Regulations that would allow pilots flying on recreational flights to be permitted to use their driver's license medical standard, rather than a Third-Class FAA Medical Certificate.

Aviation, which is no stranger to opposition from airport neighbors and government bureaucrats, is under attack today as never before. The latest is a proposal to levy a user fee of \$100 on every business flight. Those in the aviation business are struggling, as are all businesses to survive in these tenuous economic times. Many businesses use aircraft to be more competitive, to help them stay ahead of the game. Instead of rewarding the companies working hard to be more competitive, the government is proposing to levy a tax on them which would make them less competitive and cost them sales, forcing them to reduce production and thus cut employment. And of course the bureaucrats would declare their program a success and propose it be expanded to the little guys who fly Cessnas, Pipers and Cirrus aircraft. AOPA is among those organizations, which have united in opposition to the user fee proposal.

The attitude of "all for one and one for all" was very much in evidence in Hartford, including a Saturday Pancake Breakfast where it was announced that AOPA and EAA are working together to ask the FAA to create an exemption that would allow private pilots to use the driver's license medical standard with some limitations, instead of a third-class medical.

AOPA President & CEO Craig Fuller and EAA President & CEO Rod Hightower joined in making the announcement. It would be similar to the standard now used for sport pilots. Rod Hightower pointed out, "We have more than five years' experience now with the Sport Pilot Certificate and the driver's license medical standard. In that time we have not had a single medical incapacitation accident. The standard works."

Announcing our new
aviation blog *Tailwinds*




Scan For Instant Access
To Our Blog

Aviation Planning
 Environmental
 Design
 Construction
 Survey

www.bolton-menk.com
 952-890-0509

BOLTON & MENK, INC.

Consulting Engineers & Surveyors

Craig Fuller noted, “Our petition would enhance safety by requiring initial and recurrent online training about health awareness and self-certification for any pilot choosing to use the driver’s license standard.” The two organizations expect to file their request for the exemption after the first of next year. It will be restricted to single-engine aircraft with 180 hp or less, four seats and fixed gear. It would be limited to day, VFR flights with one passenger. This would apply only to pilots flying recreationally.

Friday’s early morning keynote speaker was FAA Administrator Randy Babbitt. As he has emphasized many times before, he reiterated his commitment to “aviation safety.” He pointed out, however, that it is impossible to do any long-range planning with the continuous policy of short-term incremental funding. He emphasized the need to work with Congress to get long-term funding authorization passed.

The aviation community has been told over and over that the general aviation safety record is constantly improving. Babbitt took issue with that. We have too many general aviation accidents and too many fatalities. “We’ve got to get to the bottom of what’s causing these accidents,” he said. He pointed out, however, that while the accident record is not good, we still have the safest aviation system in the world.

Babbitt announced that he had just authorized the creation of a new Aviation Rule Making Committee to review the current flight training rules. The committee will be charged with making recommendations on how to improve on current testing and training.

Babbitt also emphasized the urgency of transforming ATC from a ground-based system to a satellite system. Satellite-based approaches are making aviation safer and more efficient, he declared.

Another big step in looking ahead to better days is Congressman Sam Graves’ effort to form a forceful and effective “General Aviation Caucus” in the House of Representatives. Graves was co-founder of the group along with Congressman Vern Ehlers who has since retired.

“I have 149 members so far,” said Graves. “My goal is 218.” This will give aviation a voice in Congress, which no one could have imagined only a few months ago. AOPA recognized Graves’ efforts by presenting him with the Joseph B. “Doc” Hartranft Award, one of AOPA’s two highest awards.

Congressman Graves participated in a U.S. Congress General Aviation Summit with Senator Mark Begich of Alaska, and Congressman Jerry Costello of Illinois, chaired by AOPA President and CEO Craig Fuller. If there was unity on anything at this Summit, it took place at this



Sam Graves



Dave Weisman

The flightline at Hartford-Brainard Airport (HFD).

seminar. All three of the participating congressmen on this panel agreed that you have to get involved. “You have to participate,” Senator Begich told the audience. “You have to make the time to be engaged. There’s enough negative stuff going on to last a lifetime.”

Congressman Costello listed all the anti-aviation proposals now on the table: user fees, the BARR proposals, airport improvement funds, etc. “Push your interests forward, push the harassment back. If you don’t get involved, you can’t change anything,” is the way Sam Graves summed it up.

All three members of Congress agreed: pilots should get to know their representatives in Washington. Call them. Write them. Get to know them. Let them get to know you.

WE SHARE YOUR PASSION.

JOHNSON
AVIATION INSURANCE®

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**.

So much for the highlights of the business side of the Summit's activities. Now just to summarize the other side of the coin. On opening night, Thursday, there were showings of two movies, "Memphis Belle," and "Legends of Flight," a film about the making of the first-ever carbon fiber airliner, the Boeing 787. There was also "A Night for Flight Benefit and Auction." Among the auction items were dinner and a flight with Harrison Ford. Entertainment was supplied by a group, which has appeared with Cirque de Soleil, and the Metropolitan Opera.



U.S. Navy pilots discussed their missions, past and present.

Friday featured a luncheon celebrating 100 years of U.S. Naval Aviation. Four carrier pilots recounted some of their

experiences, one of whom – Captain Kent Ewing – logged 1104 carrier landings – 365 of them at night – and had to ditch twice in the ocean. The evening events included a "Dine Around" at which participants had dinner with top celebrities, including acclaimed air show performers and authors. And the final choice on the agenda was a "Rock 'n Rally" featuring one of Connecticut's most popular bands at Airportfest held at Hartford-Brainard Airport (HFD).



Bernice "Bee" Falk Haydu standing by a new Piper Meridian at Hartford-Brainard Airport, Hartford, Conn. Haydu was a Women Airforce Service Pilot (WASP) during World War II, and is a Congressional Gold Medal recipient, which she is proudly wearing in this photo. Haydu wrote a book entitled "Letters Home 1944-1945" detailing her life as a WASP and thereafter.

**Cessna Citation
Maintenance Specialists**

**Serving
The Midwest
& Beyond!**

**Red Wing
Aeroplane
COMPANY**

Red Wing, Minnesota
FAA Certified CRS# R3WR714J

715-594-3761
www.redwingaero.com

FAA Certified
Unlimited Class 3
Repair Station

Saturday's festivities began with a Pancake Breakfast featuring an exchange of ideas with AOPA President Craig Fuller, and EAA President Rod Hightower. The closing party took place at the New England Air Museum where a buffet dinner was served while Simply Swing – a 10-man big band era group and a female vocalist – offered favorite numbers of the '50s and '60s. The museum itself has an amazing collection of aircraft including a shiny B-29 and a four-engine Sikorsky flying boat.

One of the perennial highlights of the annual AOPA get-togethers are the numerous appearances by Rod Machado, who is as funny as any of the top comics in the business. He always appears in one of the bigger ballrooms and it's always hard to find a seat if you don't get there early. Rod is a flight instructor and an aviation author, as well as a great comedian. From the minute he starts his presentations to the minute his presentations come to an end, the audience is rocking with laughter. And his subject is always aviation.

And it should be mentioned that one of the great fun aspects of the convention is meeting old friends who always seem to have wild stories to tell, and making new ones.

Another highlight of the Summit is always a visit to the static aircraft display at a nearby airport, in this case Hartford-Brainard Airport, where there was everything from Light Sport Aircraft to a Cessna CJ4.

And a closing note on something unusual and memorable, which is reminiscent of the opening phrase of Charles Dickens' "A Tale of Two Cities:" "It was the best

of times. It was the worst of times.”

When we were searching for the parking facilities on our arrival at the Connecticut Convention Center, we spotted a strange vehicle parked right in front of the facility. It had wings and a jet engine on top of the fuselage. It was a Cirrus Vision SF50, a single-engine jet seeking FAA certification. How appropriate. Here was a symbol of American vision, ingenuity, technical expertise, and entrepreneurship. Here was a shining example of this nation’s capability, of its leadership in the world of general aviation.

When the Klapmeier brothers, Alan and Dale, undertook the development of a new brand of aircraft, the Cirrus, more than a few people thought they were out of their minds. A pair of upstarts thought they could take on the



Cirrus SF50 Vision Jet parked outside the convention center in Hartford, Conn.

Jack Elliott Schapiro

establishment? That they did. They developed and marketed a radically new aircraft that took over first place in the single-engine piston market.

But they didn’t stop there. They went on to develop a single-engine jet. But as everyone in aviation knows, that was not the end. It’s only

the beginning. The really hard part is achieving FAA certification, and that takes money, a lot of it. They sought backers. Based on their incredible accomplishments, you would have thought there would be plenty of takers. There were none in the U.S., but China stepped up to the plate. They bought the company. Now all that American know-how, ingenuity, and market leadership belongs to China. And that’s the way it is.

Next year: Palm Springs!



FAA Administrator Not Pleased With GA Accident Rate.... Has Ordered Study To Change Testing Standards



Dave Weiman

(L/R) AOPA President Craig Fuller during a Q & A with FAA Administrator Randy Babbitt.

his presentation, the Administrator did not consider any decrease in hours flown as a possible cause of accidents.

“I want to focus on professionalism in the cockpit,” said Babbitt. The Administrator plans to seek input from flight schools in developing the new standards.

The Administrator is also directing a program to help the industry better explain the role of GA airports to the public.

Concerning “NextGen,” or the modernization of the air traffic control system, Babbitt wants GA aircraft owners to equip their aircraft, sooner rather than later, and noted the benefits in doing so.

“I don’t have a switch in the back room to just turn it on,” said Babbitt, but he noted the safety and efficiency of installing equipment for ADS-B in and out. ADS-B out will be required by 2020. There is no timeline to require ADS-B

by Dave Weiman

HARTFORD, CONN. – FAA Administrator Randy Babbitt told pilots and aircraft owners at the AOPA Summit, September 23, 2011, that he is concerned with the rising accident rate in general aviation, and has initiated a study to get to the bottom of it. He hopes that by changing FAA written test standards and aeronautical knowledge training, that this will help. Of the 195 GA accidents this past year, 114 had fatalities. In



Engineering, Surveying,
and Consulting Services

Total aviation engineering and planning services.

Ulteig’s aviation team includes engineers, planners, and scientists who provide effective solutions by drawing on each others’ strengths. We partner with our clients to leverage their current facilities and future capital improvements to the greatest possible advantage for the communities they serve.



888-858-3441



www.ulteig.com

in, but the FAA is working on that, he said.

The Administrator noted the savings aircraft owners will realize in getting aviation weather without having to pay for a subscription. He believes this will offset the cost of the equipment required. Babbitt did not comment on aircraft owners who cannot afford weather subscriptions, which are currently available, nor how they will be unable to pay for ADS-B equipment.

Babbitt said that with ADS-B in and out, more airspace will be available to those aircraft owners who own that equipment. The reverse will likely be true for those owners who cannot afford the equipment...there will be less airspace available to them.

"The more equipment you have, the more access you will have to airspace," said Babbitt.

"One of the great features of ADS-B in and out is that it provides radar coverage where radar coverage was not available before," said Babbitt.

Another benefit of NextGen will be the pilot's ability to fly "profile descents," from as high as 35,000 feet, requiring only power adjustments. Delta Airlines is already saving on average 60 gallons of fuel per approach, noted Babbitt.

AOPA President Craig Fuller stated that he feels that modernization will need to be done in stages.

"Let's build confidence (in the system)," said Fuller.

The FAA has no plans to install any new Instrument Landing System (ILS) equipment at airports, said Babbitt. Each ILS costs \$3 million to install, and a lot of maintenance thereafter. WAAS GPS approaches are much more cost-effective, said Babbitt.

Fuller raised concern over the White House's proposal to create "user fees" to help reduce the deficit, and asked Babbitt if approved by Congress, just how such a plan would be implemented.

Babbitt responded: "It's a little early to get excited about the Red Skins going to the Super Bowl," implying that President Obama will have a difficult time getting his proposal through Congress. Instead, the FAA is trying to find cost-saving measures within the agency, so that user fees – other than what aircraft owners currently pay through the federal fuel tax – will not be necessary. □

AOPA Expands Commitment To State-Level Advocacy



Dave Weiman

AOPA President Craig Fuller meets with Airport Support Network volunteers.

by Dave Weiman

HARTFORD, CONN. – At a packed room of Airport Support Network (ASN) volunteers at the AOPA Summit in Hartford, Ct., September 23, 2011, AOPA President Craig Fuller announced that the association is creating a new regional manager program as part of its ongoing efforts to strengthen its presence at the state and local level.


In the first significant change in its field representation program in decades, AOPA will create a new team of seven full-time regional managers, whose focus will be on building government relations and strong local aviation communities. To augment the efforts of these regional managers, AOPA will refocus its existing regional representative program on promoting and supporting aviation-related events.

"For many years, our regional representatives have been the face of AOPA to most of the aviation leaders and

Our Goal Is Your Success


WESTERN PETROLEUM:

Supplying Midwest Airports With A Global Perspective & Hometown Service!



For All Your Aviation Fuel Needs, CALL WESTERN PETROLEUM 1-800-972-3835

WESTERN PETROLEUM COMPANY



government officials outside of Washington, D.C.," said Fuller. "Their commitment to our work, their record of service to aviation, and their achievements on behalf of our industry are remarkable. But the world has changed, and so have the needs of our members. Increasingly, state and local governments make decisions that affect our airports and our flying. Full-time challenges demand full-time engagement."

In addition to representing AOPA member interests with state and local government officials, AOPA's new regional managers will play an important role in the association's efforts to stimulate and encourage greater involvement among pilots and aviation enthusiasts nationwide.

"In our experience, one of the best ways to promote and protect general aviation is for members of the aviation community to get engaged in support of our freedom to fly," said Fuller. "Together, our regional managers and representatives will give us more community-based resources to deploy in those efforts."

Fuller noted that 30 state governors have signed resolutions showing the importance of general aviation. "As governors become competitive in trying to attract business to their states, they will support general aviation," he said.

In other news, "Stronger Together" is the new slogan of EAA and AOPA. In the future, members of both organizations can expect to see more collaboration between EAA and AOPA at the local level, said Fuller. "Currently, we only collaborate at the national level."

Greg Pecoraro, Vice President of Airports and State Affairs at AOPA, was on hand to answer questions about the seven new regional manager positions being created. Pecoraro manages AOPA's field representation and grassroots activities, including the 12 current regional representatives, and the seven regional managers to be hired in the coming months.

Joey Collieran, Director of AOPA's Airport Support Network, briefed volunteers on a model being developed that will encourage stronger airport groups by creating a social network at each airport. The model will build a stronger affiliation with AOPA and an organized group for ASN volunteers. Whatever model AOPA comes up with, Collieran and Pecoraro said that it will be flexible, and will engage members.

Bill Dunn, Vice President of AOPA's Airport Advocacy, announced that AOPA's highest award, the "Sharples Award," would be going to Dr. Robert Larkin, a county commissioner in Washoe County, Nev., and an Airport Support Network volunteer at Reno-Tahoe International Airport (RNO). Commissioner Larkin was honored for his work

to ensure that general aviation would continue to have access at RNO. The Laurence P. Sharples Perpetual Award is presented annually to an individual who has made



Dr. Robert Larkin

significant contributions to the advancement of general aviation, and is named in honor of AOPA's first chairman of the board.

Dunn noted that what members read in AOPA Pilot magazine and online is a smidgen of what goes on during the year. "There's usually about 200 issues going on at the same time," said Dunn.

Sean Elliott of EAA Government Relations, and his counterpart at AOPA, Craig Spence, work with the Transportation Security Administration (TSA). Elliott said that they are seeing more and more border agents creating their own policies and not following national policy. Temporary Flight Restrictions (TFRs) have also become a real problem, especially when the President of the United States takes a train trip and an entire region is locked down to general aviation.

Joey Collieran wrapped up the meeting by announcing the recruitment of 600 more Airport Support Network volunteers over the past 18 months, reaching a total of 2400 volunteers. The goal continues to be one ASN volunteer for every public-use airport in the U.S. Persons interested in becoming an ASN volunteer may email Collieran at Joey.Collieran@aopa.org, or call 800.USA.AOPA. □



Best Oil Company

AVIATION FUELS & LUBRICANTS

-Serving-

MICHIGAN MINNESOTA WISCONSIN

1-800-524-4666



Wouters Replaced Klapmeier, Klapmeier Replaces Wouters... Future of Cirrus Jet Now In Hands of Chinese

by Dave Weiman



Dale Klapmeier

HARTFORD, CONN. – In an announcement made September 19, 2011 in Duluth, Minn., Cirrus Aircraft cofounder, Dale Klapmeier, was named Chief Executive Officer

(CEO), replacing Brent Wouters, who replaced Klapmeier's brother, Alan Klapmeier. Wouters served as Executive Vice President and Chief Financial Officer (CFO) from 2002 to 2008, then President and Chief Operating Officer (COO), before eventually being named CEO. No reason for Wouters departure has been given.

At a press conference on September 22, 2011 at the AOPA Summit in Hartford, Connecticut, Dale Klapmeier walked up to the podium and vowed to bring back the "goals" the company he and his brother, Alan, founded in a T-hangar in Baraboo, Wis., but said that his brother would not be rejoining him.

"The company has to go back to our roots," said Klapmeier. "We need to go back to our goal of getting more people into aviation. We are in the business of making flying safe,

productive, exciting and a lot of fun!"

Klapmeier went on to explain why more people do not get into aviation, declaring that it is not the cost, but rather the perception over safety. He noted the midair collision Alan had in 1985 that resulted in equipping all Cirrus aircraft with a ballistic parachute system.

"Alan and I started this business because we love airplanes and because we want to get more people in aviation—we wanted it to be an enormous club. We did this to change the world, have fun, and make a little money."

But it takes more than a little money to run an aircraft manufacturing company, noted Klapmeier. He said that he is excited that Cirrus was purchased by China Aviation Industry General Aircraft Co., Ltd. (CAIGA), through a merger with Cirrus in June 2011. Cirrus is now 100 percent owned by the Chinese.

"The Chinese see the growth potential for General Aviation in China," said Klapmeier. *"The disposable income is there. The bottom 3,000 feet of airspace is now open, and every airport will be GPS based. India also has potential."*

"I am very impressed with this company; they want to see the industry grow. They want to see aviation in every corner of the world. There's a huge part of the world we don't sell airplanes to because

they don't have access to 100LL."

Klapmeier commented briefly on the need for diesel and alternative fuels.

While CAIGA has indicated that it wants to see the entire industry grow, they could suspend further development of the Vision SF50 jet if company officials do not feel it is profitable. They are in the midst of examining all of the financials before they make a decision about the jet's future. Klapmeier noted that there are currently 420 orders for the personal jet.

Looking beyond the jet and current line of SR20s and 22s, Klapmeier envisions an aircraft between the SR22 and the Vision SF50 jet, and something beyond the jet.

When asked about Cirrus' Light Sport Aircraft, Klapmeier said that they hope to get back into the LSA market, and briefly commented on the success of Cessna's Skycatcher. *"It all depends on the new owners,"* said Klapmeier, whether or not Cirrus will get back into the LSA market.

When asked that if returning to the company's original goals meant that Alan would be coming back to Cirrus, Klapmeier said, *"There are no plans to bring Alan back to Cirrus. He has his own program going,"* referring to the cabin-class turboprop "Kestrel."

The press conference began with the introduction of the family that purchased the 5000th Cirrus aircraft.

Joe and Connie Whisenhunt of Little Rock, Arkansas, were in Hartford, Conn., attending the AOPA Summit for a special presentation of their new Cirrus Perspective SR22T, N5000J. This purchase is the fifth Cirrus aircraft they have owned. Whisenhunt, a real estate investor who began flying in 2009, also has an early production position for the Cirrus Vision SF50.

"When we started, we dreamed of building airplanes that made people's lives easier and better," said Klapmeier. *"Five thousand aircraft later, we're proud of this achievement and we will continue to improve upon that dream."* □



Greg Reigel
Aviation Attorney

(952) 238-1060

Email: greigel@aerolegalservices.com

WWW.AEROLEGALSERVICES.COM

Reigel Law Firm, Ltd.

- ★ FAA Regulatory/Certificate Actions
- ★ Aviation & Commercial Transactions
- ★ Licensed In Minnesota & Wisconsin
- ★ Member, AOPA Legal Services Panel

Klapmeier & Honeywell To Power Kestrel Turboprop



Dave Weiman

Kestrel Aircraft Chairman & CEO, Alan Klapmeier, with a mockup of the Kestrel turboprop and the Honeywell TPE331-14GR engine that will power it.

DULUTH, MINN. – Kestrel Aircraft Company has selected the Honeywell TPE331-14GR engine to power its new all-composite, single-engine, pressurized turboprop aircraft. The Kestrel mission is to combine high cruise speed and long range, while carrying large payloads in and out of short runways, with particular attention to ease and cost of operation. The TPE331-14GR produces 1759



thermodynamic horsepower, but the Kestrel will flat rate the engine to approximately 1000 shaft horsepower, to allow for better high altitude,

high temperature performance.

Kestrel Chairman and CEO, Alan Klapmeier, noted that equally important in their decision to select the Honeywell powerplant was to find a company that would be a good team member.

Klapmeier left Cirrus Aircraft in 2009 after he was unsuccessful in acquiring the Cirrus Vision SF50 personal jet program. He became CEO of Kestrel in 2010. The Kestrel is in the same class as a TBM 850 and can compete in the light jet market in speed and efficiency. The six to eight-seat, all-composite aircraft cruises at speeds around 350 kts up to 31,000 feet. The company is headquartered in Brunswick, Maine, with additional offices in Duluth, Minnesota (www.kestrel.aero). □

Lucasfilm's Red Tails Will Take Flight January 20, 2012



Cuba Gooding, Jr.

SAN FRANCISCO, CALIF. – A high-flying action epic inspired by the heroic exploits of the first all African-American aerial combat unit, the Lucasfilm Ltd. production of “Red Tails” will launch on January 20, 2012, released by Twentieth Century Fox. Red Tails stars Oscar® winner Cuba Gooding, Jr. (Jerry Maguire).

“I’ve wanted to do this film for a great many years,” said George Lucas, executive producer of Red Tails. “The Tuskegee Airmen were such superb pilots that it was essential for us to create visual effects that would live up to their heroism and put audiences in the cockpit with them. They became the best of the best—the top guns. It is an honor to bring to the screen a story inspired by their heroics.” □

South St. Paul Municipal Airport

Richard E. Fleming Field (SGS)



***An Economical
Way To Visit Or
Base Your Aircraft
In The Twin Cities!***

- Conveniently located between Minneapolis & St. Paul off I-494 (Only 15 Minutes From The Mall of America)
- Lowest Fuel Prices In The Area (100LL & Jet A)
- No Landing Fees
- Car Rental: Enterprise 651-457-7000 Hertz 651-457-2788

NOW AVAILABLE!

- Building Sites For New Hangars With Utilities!

651-554-3350



“We like the little guy!” Glenn Burke, Manager

Creator of International Women's Aviation Event Honored With AOPA's "Let's Go Flying Award"

HARTFORD, CONN. – The Aircraft Owners and Pilots Association honored Mireille Goyer of Delta, B.C., Canada, with the 2011 *Let's Go Flying* Award at ceremonies September 24 during the AOPA Summit for her worldwide efforts to draw women into aviation.



Mireille Goyer

In late 2009, she was searching for events marking the Centennial of Licensed Women Pilots (March 8, 2010) in which she could participate. To her dismay, she found none. Determined to not let this important milestone for women pilots go unnoticed and uncelebrated, she

launched a worldwide campaign and encouraged pilots everywhere to introduce a girl or a woman to flying as a salute to Raymonde de Laroche earning her pilot certificate in 1910. As a result, more than 1,600 girls and women in 36 countries on four continents discovered aviation. She subsequently launched the annual Women Of Aviation Worldwide Week initiative in 2011 as the world celebrated the 100th anniversary of International Women's Day.

Goyer holds single and multi-engine ATP certificates in the United States and an ATPL license in Canada.

The Let's Go Flying Award honors the individual or organization that best demonstrates the passion and commitment needed to ensure the future of general aviation by ensuring that there are pilots to fly. □



(L/R) Bob Carlton and John Monnett debrief following the SubSonex jet's first flight.

SubSonex Jet Makes First Flight

OSHKOSH, WIS. – Sonex Aircraft, LLC has announced that the SubSonex jet aircraft prototype, JSX-1, made its maiden flight on August 10, 2011 at Wittman Regional Airport in Oshkosh, Wisconsin. The SubSonex was piloted by air show performer and owner of Desert Aerospace LLC, Bob Carlton. The flight lasted approximately 14 minutes and focused on exploring the low-end of the aircraft's speed envelope, including stalls, and a low approach in the landing configuration.

Bob Carlton is best known for his air show performances with the Super Salto jet sailplane, and is the developer of the "Bonus Jet" two-seat glider. The engines used on Carlton's aircraft are the same as that used on the SubSonex, the PBS TJ-100. □

AIRCRAFT

Cessna Launches New Light Business Jet: Citation M2

WICHITA, KAN. – Cessna Aircraft Company has launched the Citation M2, a new light business jet that fills the gap between the Citation Mustang and the Citation CJ family.

With room for two crew and up to six passengers, the \$4.195 million Citation M2 has a maximum cruise of 400 kts true airspeed and a range of 1,300 nm. The aircraft can operate at airports with runways as short as 3,250 feet and will climb to 41,000 feet in 24 minutes. □

BRACKETT TOWBARS



**CESSNA 150
THRU
GULFSTREAM V**

**plus
HELICOPTER**



(928) 757-4005

FAX: (928) 757-1948

E-Mail: brackett@ctaz.com

Website: www.brackettaircraft.com

BRACKETT AIRCRAFT CO., INC.
7045 Flightline Dr. • Kingman, AZ 86401

**Check Us Out
For News Updates
At
www.midwestflyer.com
&
[www.facebook.com/
MidwestFlyer](http://www.facebook.com/MidwestFlyer)**

Taylorcraft Front & Rear Spars Now Approved For Production

LYONS, WIS. – Aero Fabricators, the manufacturing division of The Wag-Aero Group, now has FAA approvals for the Taylorcraft front and rear spars and are a direct replacement for front spar OEM P/N B-A87 and rear spar OEM P/N B-A88. Spars are complete with Phenolic bushings (installed) and two coats of spar varnish. Available in Sitka Spruce for \$750.00 each and Douglas Fir for \$675.00 each. To order or for additional information, call 1-800-558-6868, or refer to www.wagaero.com or store.wagaero.com. □

Quad Cities Airshow – Celebrating 25 Years!

by Geoff Sobering

This year was the 25th anniversary of the Quad Cities Airshow, June 18-19, 2011. Ken and Margi Hopper, along with the rest of the organizing committee, really “pulled out all the stops” for the show. One evidence of their success was being designated a “Tier One” event in the Navy’s year-long “Centennial of Naval Aviation” celebration. Of course, the Navy’s Blue Angels demonstration team headlined the show.

Fitting with the celebration of 25 years, the list of performers was long and varied, with something for everyone. Part of the Blue Angels team is the “Fat Albert” C-130 capability demonstration. The Air Force F-15 Strike Eagle demo team and Vlado Lenocho’s P-51 “Moonbeam McSwine” performed a “Heritage Flight.” Mike Wiskus and the Lucas Oil S-2C Pitts Special performed “high energy” aerobatics. The “E-Team” skydivers jumped into the show wearing their signature Elvis costumes. Bob Carlton showed what a jet-powered Super Salto sailplane can do, and Clyde Zellers flew his elegant SNJ-5 aerobatic routine. One jet-powered truck wasn’t enough for a silver anniversary, so the show had two: Les Shockley in his Peterbilt “Shockwave” and Neil Darnell in his S-10 pickup. John Mohr was there with his stock Stearman, along with Roger Buis and “Otto the Helicopter.” Those two together at the same show can only mean that Todd Green would also be there for the “biplane-to-helicopter transfer” act. The University of Iowa’s two L-29 flight research aircraft flew a “close air support” demonstration with J&M Displays providing the pyro. Rounding out the aerial acts was Dan Buchanan with his hang-glider aerobatics performance. Quite the lineup, and quite the show!

On the ground, things were busy, too. There were many aircraft on static display, from C-47 “Dakota” transports, to a Fouga Magister jet.

Attendance was record-breaking with more than 70,000 people attending Saturday alone. The southwest half of the show-line was packed with general admission fans, and the northeast part was full of spectators in corporate chalets. Everybody had a great view of the show.



Ken Hopper has made a career producing the Quad Cities Airshow with his wife, Margi.



The weather wasn’t picture-perfect, with overcast skies on both days. The ceilings prevented the Blue Angels and F-15 from flying their “high show” routines, but I think the low/flat shows actually keep the planes in front of the crowd a bit more. The cloud cover also helped the viewing because with the show-line aligned with Runway 15/33, the afternoon sun was on the far side of the aerobatic box and could have been in people’s eyes for most of the show.

This was my first time in Davenport, but after seeing the results of all the hard work the show’s organizers put in, I suspect I’ll be coming back next year!

EDITOR’S NOTE: Wingwalker Todd Green, 48, was killed August 21, 2011, while performing at Selfridge Air National Guard Base in Harrison, Michigan. □



**AIRCRAFT
PROPELLER
SERVICE, INC. (800) 323-4130**

*From
Transports
to Trainers*

The Spin Starts Here

CRS EY2R811K



Ask Us About
the New
PCU5000!

EASA.145.5126

**Hamilton Sundstrand
McCauley
Dowty
Hartzell
Woodward
Goodrich
MT Propeller**

EAA AirVenture – Always Something For Everyone!

by Jim LaMalfa

It is an understatement to say that this year's EAA AirVenture Oshkosh, July 25–31, 2011 at Wittman Regional Airport, Oshkosh, Wis., had something for everyone. Hundreds of homebuilts, warbirds and vintage aircraft to see during the day, combined with the best musical entertainment at night, including REO Speedwagon, Aaron Tippin, and Gary Sinise & The Lt. Dan Band, gave EAA AirVenture 2011 all the right ingredients.

My sons and I started our walking tour of AirVenture 2011 on July 28th at the main gate. The Light Sport Aircraft (LSA) and other certificated aircraft made by Piper, Cessna, and long-standing venerables of general aviation, greeted us on the way to ConocoPhillips Plaza.

The first LSA we came to was the



Dave Weiman

Farmers Insurance Airship, the largest airship in the world, is owned and operated by Airship Ventures of Moffett Field, Calif. The Zeppelin NT airship is 246 feet long -- 15 feet longer than a standard Boeing 747, and 50 feet longer than the largest blimp currently operating.

fiberglass C4 Early Bird Special made by Flight Design USA, N155RA. It is made of Kevlar and carbon fiber construction and features an all-glass instrument panel. The CTLS is a two-place LSA made in Germany and is powered by a 100 hp Rotax engine with a 2000-hour TBO. Also on display was a full sized model of the new four-place CTLS C4.

Pilatus, the Swiss aircraft company, displayed their sleek propjet. Piper had their "Mirage" on display with auxiliary fuel tanks and the latest Archer III. Walking toward ConocoPhillips Plaza we took note of the Aviat "Husky" A 1C, sometimes called a Super Cub on steroids. The Husky was wearing wide, thick skis surrounded by cotton "snow." Cirrus aircraft featured their SR22 in Air Force blue, as well as an assortment of other models.

Two helicopters were keeping each



"Our customers, friends, and employees have helped us reach this milestone. Thank you!"
Jeff Baum, President & CEO

***Congratulations
 Wisconsin Aviation
 On 30 Years of Service
 To The Wisconsin Aviation Community***

**WISCONSIN
 AVIATION**

Celebrating 30 Years

Wisconsin Aviation-Madison
 Dane County Regional Airport (MSN)
 800-594-5359

Wisconsin Aviation-Watertown
 Watertown Municipal Airport (RYW)
 800-657-0761

Wisconsin Aviation-Juneau
 Dodge County Airport (UNU)
 920-386-2402

wisconsinaviation.com

other company, one an experimental version; the other, the Enstrom 480B. Enstrom helicopters are made in Menominee, Michigan and the factory rep told me they have 200 workers building aircraft as fast as they can and they need to add 50 more people to meet demand, which is nice to hear nowadays. The aircraft in demand is the military version, which is being ordered in goodly numbers by Japan and Thailand.

The "Champ" is alive and well in its current version made by the American Champion Aircraft Company. They also build the Citabria and Decathlon aerobatic aircraft, and Scout utility aircraft.

One may perhaps recall the rather flimsy-looking gyrocopters that would buzz about the ultralight airfield at the extreme south end of Wittman Field. No more! The homebuilder can buy Sportcopter II for around \$65K in three kits and still comply with FAA rules that require the builder to construct 51 percent. This machine is nothing if not muscular, powered by the Lycoming IO 360 200 hp engine. The Sportcopter II also features sturdy main struts and a castoring nose wheel. The Sportcopter II cruises around 100 kts. The landing footprint for this autogyro is 20 feet, near helicopter performance.

Another homebuilt with utility performance on display was the Sportsman, sporting huge muskeg tires designed to land in marshy areas, the Alaskan pilot's friend no doubt. The company claims you can build it in two weeks.

Lancair displayed their turbine propjet "Evolution" that can take off and land in 1,000 feet, and cruise at 300 kts at 28,000 feet. With this aircraft in your hangar, who needs the airlines?

Ettore Bugatti & His Race Plane

Many visitors to the EAA AirVenture Museum have been impressed with the sleek Bugatti 100 air racer that hung from the



Boeing 787 Dreamliner

Dave Weiman

ceiling since 1996 in the Fergus Plaza directly opposite the main entrance. Bugatti came from an artistic Milanese family, but he turned his creative powers loose on racecars and engines. Bugatti's racecars dominated racing before and after WWI, but he decided to take on the Germans in air racing as well. He designed a modernistic, for the 1930s, v-tailed racer, powered by two of his auto engines turning two contra-rotating propellers. The aircraft was designed for the Deutsche del Muerthe Cup Race, similar to the U.S. Thompson Trophy Air Race.

When the Germans invaded France in 1940, the racer was moved from Paris to a rural farm and stayed there, forgotten for 30 years. It eventually ended up being acquired by the EAA Museum and was restored sans engines. Now a group of Americans are bent on building a replica and

flying it. I chatted with team leader Scotty Wilson at AirVenture 2011.

"There's a lot of myth surrounding the aircraft," Scotty commented. "I don't think Bugatti hid it, but people in the late 1930s did recognize that it was a very advanced design. This is the first airplane that had a zero drag cooling system. The radiator is submerged inside the fuselage and predates the P51 by three years. Another feature that is unique are automatic flaps that sample air speed, manifold pressure and automatically sets the flaps. The airframe was designed by Louis D de Monge. The prototype never flew. A living witness states that once they got the engines installed, they never started the engine. The pilot who was going to fly the airplane was a WWI fighter ace named Maurice Arneau, also a race pilot. He was shot down and killed in

BEAVER AVIATION, INC.

920-386-2636 **SPECIALIZING IN**

- Annual Inspections
- Aircraft Restorations & Repairs

All Makes & Models

- Pre-purchase Inspections

Great Turn-Around Time!

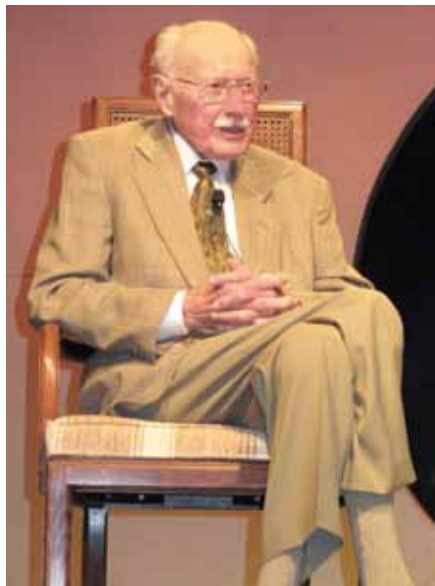


Eric Nelson & Chuck Swain, A&Ps with Inspection Authorization

Dodge County Airport • Juneau, Wisconsin

Since 1946

Dave Weiman



Bob Hoover being interviewed by actor/pilot, David Hartman, at Theater in the Woods.

the early days of WWII. Two contra-rotating propellers pulled the aircraft. There were two motor shafts, one inside the other, feeding power from two engines – one behind the other just behind the pilot. The airplane is structurally complete now. All of the parts are either in the hangar waiting installation or in the pipeline. If EAA gets the gearbox, which is being built in England, it should fly by the end of the year. Donations accepted: www.bugetti100p.com.

The v-tail on the 100 racer has two fins canted up and a third down and vertical, in what wind tunnel tests in the 1980s proved is the most efficient arrangement. The wings are swept forward. The aircraft was entirely built of wood and used two Bugatti 50B engines rated at 450 hp at 4500 rpm. The new replica actually uses main gears from the original aircraft.



MGN Photo

Bob Hoover's P-51 "Ole Yeller."

Bob Hoover & Burt Rutan Tributes

Air show legend, Bob Hoover, was honored on July 26th during the air show with a special flight of his P-51 Mustang "Ole Yeller," along side an Fw 190, the aircraft in which Hoover stole in a daring escape from a German prisoner of war camp during World War II. Additionally, well-known aircraft restorer, Bob Odegaard, flew a tribute to Hoover in a Shrike Commander. It was a good effort on Odegaard's part, but not nearly the air show performance that Hoover once flew. Hoover had a packed crowd of admirers that evening at Theater In Woods to hear his tales of combat flying, air racing, test flying, and air show performing.

Thursday, July 28th was designated as a day to pay tribute to aviation legend and aircraft designer, Burt Rutan. Rutan has retired from Scaled Composites, Mojave, California, but not from designing new aircraft. Some of his aircraft were parked at

ConocoPhillips Plaza, including his sailplane, the model 77 Solitaire, twin boom Boomerang, VariEze, Long Eze, Williams International twin corporate jet, Grizzly, and the Beech Starship, in which he contributed to the concept. Over 200 owners of Rutan-designed homebuilts flew to AirVenture 2011 and were prominently displayed in the homebuilt area south of air show central. Rutan's current project is his "BiPod," a roadable hybrid, gas-electric flying car. Scaled Composites is looking for a sponsor for the project.

"FiFi" – The Only Airworthy Boeing B-29 Superfortress

Prominently displayed at ConocoPhillips Plaza, "FiFi" was welcomed back to Wittman Field after a four-year renovation. The Superfortress is owned by the Commemorative Air Force (CAF), based in Addison, Texas. FiFi last appeared at AirVenture in 1995.

Eagle River Union Airport
Your Full-Service airport in the Northwoods
EGV - Eagle River, Wisconsin

Restaurants & hotels nearby
Clean courtesy car
After-hour service
Overnight hangars
Preheat & ground power
Flight planning room
Pilot lounge w/ Direct TV
Ice machine
100LL
Jet A

Airport / tourist info 715-479-7442 or www.erairport.com
OPEN 7 DAYS/WK & HOLIDAYS

FUEL CELLS
All Makes & Models

Eagle Fuel Cells
Eagle River, Wisconsin

TF 800-437-8732
Tel 715-479-6149 Fax 6344

www.eaglefuelcells.com

WINONA STATE UNIVERSITY
Your Pathway To The Airlines

While Landing An Education

1-800-DIAL-WSU www.winona.edu
(An FAA Airway Science University)



B-29 Superfortress "FiFi."

Homebuilts & Warbirds of America

Some of the noteworthy homebuilt manufacturers we saw as we walked north toward the Warbirds of America area were Sonex Aircraft's X1 (N111X1), a single-place easy starter for the first-time homebuilder; the Bearhawk Patrol, a two-place STOL 140 mph cruise Cub clone; and the StienAir Airboss, a composite twin boom LSA that weighs in at 850 lbs.

As we entered the warbirds paddock, there was an old friend, "Glacier Girl," the only P-38 Lockheed Lightning that was salvaged from the Lost Squadron that abandoned a flight of P-38s and B17s in Greenland in 1943. Nearby, EAA was honoring the U.S. Navy's Centennial with a number of venerable WWII Navy aircraft and a speaker in interview circle. On display were two F4U Corsairs; the North

American B-25, "Devil Dog;" and a Grumman "Avenger" dive bomber with President George H. Bush's name on the fuselage.

Parked in the grass tie-down area were more warbirds, such as a late model Supermarine "Spitfire" with the Rolls-Royce Griffon engine swinging a five-bladed prop, a Grumman F4 "Wildcat," and a newly manufactured Focke-Wulf 190. At 98 percent the size of the original Luftwaffe fighter, Germany's kitmaker Flug Werk says its creation is better than the original. Powered by an Asch 82 14-cylinder, double row radial engine that generates 1900 hp, the kit includes tail-wheel assemblies from the original birds. Lighter than the original, the kit costs \$760,000 plus the cost to finish the project. But if you just have to have an almost real Focke-Wulf 190, well you know where to get one. Rudy Frasca owns the Focke-Wulf 190 that was onsite at EAA AirVenture 2011,



A "Legacy Flight" featuring (L/R Top/Bottom): Vought F4U Corsair, McDonnell Douglas F-18 Hornet, North American T-2 Buckeye, and McDonnell Douglas A-4 Skyhawk. The aircraft fly-by was in recognition of the "Centennial of Naval Aviation," the theme of EAA AirVenture Oshkosh 2011.

and he owns two more kits, along with a stable of 38 aircraft including a P-40 Warhawk, two Spitfires, and an FM2-Wildcat. Nice!

Electric Flight

GE-sponsored the second annual electric aircraft symposium, Friday, July 29th and Saturday, July 30th during AirVenture. The two symposiums featured notable aviation experts in electric flight such as Dr. Dale Carlson, GE Aviation's executive for Advanced Engine Systems, and Sergei Sikorsky, son of Sikorsky Aircraft founder, Igor Sikorsky. One new addition to the electric-powered aircraft in the GE expo building was the "Electra One," made by PC-Aero, a German company. The aircraft flew on Saturday, July 30th. The Lindbergh

24 Hour Self-Serve Fuel Accepting Visa & Mastercard
Hangar Space Available

Low Fuel Prices

Free Casino Shuttle

Field of Dreams
Hinchley, MN

Lat: 46°01.4'
 Long: 92°53.7'
 ID: 04W
 CTAF: 122.9
 Rwy 06/24: 2754'

320-384-6667
 fieldofdreamsairport.com

EAGLE AIR

LONE ROCK, WISCONSIN (LNR)
 Tri-County Regional Airport — 40 Miles West of Madison
 Picturesque Airport - Breathtaking Views - Rural Setting
 Rwy 09/27 - 5000 x 75 ft — Rwy 18/36 - 1860 x 60 ft

☆ **RESTAURANT ON FIELD** ☆

☆ Hangars For Rent: **\$100 per month** ☆

WE OFFER QUALITY CONOCO PHILLIPS AVIATION FUEL
100LL & Jet A - Competitively Priced! Self-Served

608-583-2600



Dave Weiman

A German Nazi re-enactor with the replica Focke-Wulf Fw 190.

prize for Electric Aircraft Vision was given to PC-Aero on July 29th.

In Conclusion...

The world's largest airship was at AirVenture 2011; also the first public showing of Boeing's new 787 "Dreamliner;" a replica of the Curtis-Eley pusher, built by Bob Colbaugh, the original being the first aircraft to make a carrier landing on the deck of the U.S. Navy's U.S.S. Pennsylvania in San Francisco Bay on January 18, 1911.

EAA AirVenture 2011, like previous versions, is the world's premier aviation event with something for anyone interested in aviation. Good show, EAA! □



Dave Weiman

A replica Focke-Wulf Fw 190, which is owned by Rudy Frasca of Urbana, Illinois.

Artwork Supports EAA Young Eagles Program

Gathering of Eagles Raises \$2 Million

OSHKOSH, WIS. — Aviation artist, Michelle Rouch, donated a painting to EAA Young Eagles, which was auctioned off as a "President's Choice" item at the annual EAA Gathering of Eagles fundraiser held during EAA AirVenture-Oshkosh



Aviation artist, Michelle Rouch, with her Naval Aviation Centennial Commemorative painting.

in August 2011. The painting titled "1911 Naval Aviation Centennial Commemorative" is a heroic abstract interpretation depicting daredevil pilot Eugene B. Ely flying his Curtiss Pusher, marking the U.S. Navy's first landing on the USS Pennsylvania on January 18, 1911. The painting, which was done in recognition of the 100th anniversary of Naval Aviation, went for \$5,000. This year's EAA Gathering of Eagles event raised over \$2 million. □

AIRCRAFT ENGINE HEATING MADE EASY! E-Z HEAT, Inc.

— America's Finest Preheat System Since 1984 —

AIRCRAFT ENGINE PRE-HEATER

End your cold weather starting problems and reduce pre-mature engine wear with PROVEN E-Z Heat Engine Pre-Heater

- Heats ENTIRE engine in about 4 hours, through conduction, the safest means of heat transfer available.



E-Z HEAT, Inc.

779 Lakeview Dr., Chetek, WI 54728

Fax: 715-924-4401

- FAA accepted, No STC or 337 form required.
- Easiest to install of any pre-heat system.
- Thermostatically controlled, compared to other preheaters which are not. No danger of oil carbonization.
- NEW Double insulated engine blanket & prop covers now available.



For more information, call or see website

1-800-468-4459

www.e-heat.com

11 MODELS — BECAUSE EACH ENGINE IS DIFFERENT!

From
\$169.95

The Rutan Brothers Stole Our Hearts, But Gave Us Dreams

by Dave Weiman

OSHKOSH, WIS. – Without a doubt, brothers Burt and Dick Rutan stole the hearts and minds of every EAA member that sat in the 500-seat capacity Theater In The Woods, July 28, 2011 during EAA AirVenture. Their daring and accomplishments, the genuine friendship and love of fellow aviators, and their contributions to aviation, aerospace, and mankind enamor EAA members – me included.

Burt and his crew on stage included the chief engineer and president of Rutan's company, Scaled Composites, Doug Shane; the first commercial astronaut, Mike Mellville; and career Air Force officer and test pilot – Rutan's brother, Dick Rutan.

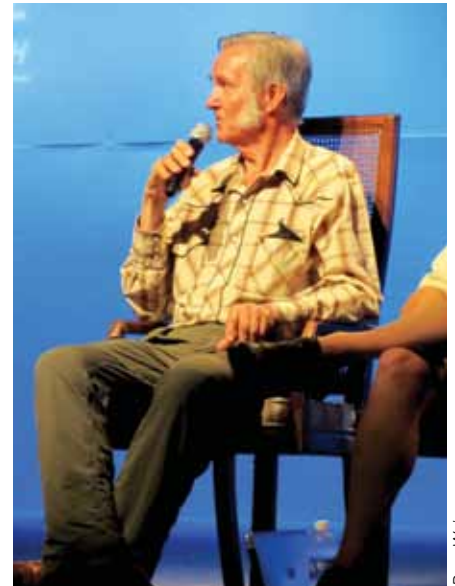
Emcee Steve Buss of EAA took us through Rutan's career since he debuted the "Vari-Eze" in 1975. Then there was the Long-Eze, StarShipOne and Two, White Knight and White Knight II, and now the Virgin Atlantic Global Flyer. Rutan and his team did all of this, including reaching outer space, on limited funds, often – as

brother Dick stated – to the point of not having enough food in the refrigerator. In 1984, Dick and then girlfriend, Jeanna Yeager, raised money \$20.00 at a time, selling prints of the Rutan Model 76 Voyager, for their 28,000-mile journey around the world.

The tales told that night were more than excerpts out of Rutan's new book, "Race To Space." They were riveting and truthful accounts of really what went on at Scaled Composites in the early days.

Commercial astronaut Mike Mellville took us through his adventures with both of the Rutan brothers, and commended Burt Rutan for hiring someone like him who lacked any formal training in math and physics, and no college degree. But Mellville has the intellect and enthusiasm Rutan admired. He also accepted assignments and risks "that no good government paid test pilot would have accepted."

During a question and answer period, someone asked Burt Rutan about the long sideburns he is known



Burt Rutan being interviewed by Steve Buss of EAA in Theater in the Woods.

for: "I wear my burns as long as I do out of respect for the King!" said Rutan.

Founded in 1982 by Burt Rutan, Scaled Composites, LLC is an aerospace and specialty composites development company located in Mojave, California, about 80 miles north of Los Angeles. □

Wisconsin Gov. Scott Walker Proclaims July 25-31, 2011 "AirVenture Week"



(L/R) EAA President Rod Hightower with Wisconsin Governor Scott Walker.

OSHKOSH, WIS. – Wisconsin Governor Scott Walker visited EAA AirVenture in Oshkosh, Wisconsin, July 26, 2011, to proclaim the week

"EAA AirVenture Fly-In Week."

EAA President Rod Hightower presented Gov. Walker with a plaque expressing the organization's appreciation. It was the first time that a Wisconsin governor had visited EAA AirVenture in 8 years, since Governor

Most Thoroughly Applied Heating Method Available

Save Fuel, Save Time, Save \$\$

Complete Preheat Systems for Fixed Wing & Rotorcraft Piston & Turbine Engines

TANIS

Patented Technologies

The TANIS Preheat System

Industry Leader for 35+ Years

www.TanisAircraft.com 1-800-443-2136

Scott McCallum was governor. Before that, former Gov. Tommy Thompson regularly attended the event.

The plaque reads: *"Thank you, Governor Scott Walker, for your support of EAA, AirVenture and the state's tourism industry."*

"Governor Walker recognizes that AirVenture is a crown jewel," said Hightower. The event has an annual economic impact of \$110 million in the state of Wisconsin.

In an exclusive interview, Gov. Walker told *Midwest Flyer Magazine* that EAA AirVenture is important to the state of Wisconsin for tourism, jobs and economic development.

"I have personally been a fan of EAA AirVenture for years," the governor said. *"Each year, I would take my son to AirVenture on my 2003 Harley Davidson 'Road King' motorcycle to celebrate his birthday."*

Today, flying in as governor of the state of Wisconsin was very special."



Wisconsin Secretary of Tourism Stephanie Klett with Wisconsin Governor Scott Walker.

Dave Weiman

Accompanying the governor was Wisconsin Tourism Secretary Stephanie Klett, who like the governor, has attended EAA AirVenture many times. Sec. Klett first attended AirVenture approximately 20 years as "Miss Wisconsin." Sec. Klett then went on to host the radio and television program *"Discover Wisconsin,"* until her appointment as secretary in 2011. Sec. Klett announced in July the addition of 6200 new tourism jobs in Wisconsin in 2011.

Sec. Klett said that the State of Wisconsin is committed to supporting and promoting EAA AirVenture, the largest one-week tourist attraction in the state.

Both the governor and secretary had the opportunity to meet renowned air show performer Bob Hoover, who was honored during EAA AirVenture. □

Air Show Performer Michael Wiskus Starts With Tanis

EDEN PRAIRIE, MINN. – Tanis Aircraft Products has become a sponsor of air show performer, Michael Wiskus. The Lucas Oil S-2C Pitts Special, which Wiskus flies, is equipped with a Lycoming AEIO-540 engine.

Air show performer, Mike Wiskus, and his daughter and publicist, Danielle, with the Lucas Oil S-2C Pitts Special at the Tanis display at EAA AirVenture 2011.



Dave Weiman

Wiskus swears by the Tanis preheating system, which he says he has been using for the past 36 years.

"Operating the Pitts or any of my other aircraft in Minnesota in the wintertime requires preheating the engine," said Wiskus. "When you consider the cost of the engine, having a good starting temperature is very important, especially on initial startups. The less time it takes to warm the engine, the better I like it. I like my engine temperature gauge to indicate at least 100 degrees Fahrenheit before I takeoff. Having a Tanis preheater is essential equipment – as essential as my parachute!"

"Michael Wiskus represents an exciting segment of aviation," said Bob Krueger, President of Tanis. "His enthusiasm for flying is unique, and Tanis is proud to be an enabling part of that."

Wiskus was on hand to sign autographs at the Tanis display at EAA AirVenture Oshkosh 2011 in July. He is the 2002 U.S. National Aerobatic Champion and was a member of the 2004 United States Aerobatic Team (www.TanisAircraft.com). □

AIRCRAFT

FBO

AIRPORT

Aero Insurance

SERVING MIDWEST AVIATION SINCE 1968
Representing All Major Companies
& Lloyd's of London

**"Give Us A Call Before You Renew
Your Current Policy!"**

(262) 251-9460

or FAX (262) 251-7769 aeroin@aol.com

Aero Insurance, Inc. • N94 W15652 Ridgeview Drive • Menomonee Falls, WI 53051



Tom & Renee Watry
Wisconsin Aviation Business of the Year (2005)

Redbird Teams Up With King & Cessna To Help Reduce Student Dropout Rate



Redbird's ProFlight Academy.



Inside Redbird's ProFlight Academy.



Jerry Gregoire, Chairman, Redbird Flight Simulations, Inc. at EAA AirVenture.

Dave Weiman

OSHKOSH, WIS. – In a joint press conference during EAA AirVenture, July 29, 2011, King Schools and Redbird Flight Simulations announced that they have partnered to provide simulator-centric flight training in combination with Cessna's scenario-based training curriculum. This will take place at Redbird's soon-to-be-opened ProFlight Academy flight school and development laboratory. Proflight Academy will be housed in the new Redbird Skyport at the San Marcos, Texas airport.

"Solving the two major problems in general aviation, the student dropout rate and the fatality rate, requires this fundamental change in the way flight training is conducted," said John King. "And this program is designed to demonstrate how it will work."

"By utilizing Redbird full-motion simulators with plus 200-degrees,

wrap-around visual systems, pilots will be able to practice all VFR private pilot maneuvers right in the simulator, making the time in the airplane more efficient since the student will be simply demonstrating what they have already learned in a practical scenario-based situation," said Martha King.

"The goal is that by using scenario-based training that makes abnormal situations realistic, we will produce pilots truly ready to be pilot-in-command," added John King.

It was noted that as an industry, we have "low-balled" the cost of learning how to fly to get students in the door. The flight simulator will not only increase completion rates, but will provide the student with a more accurate cost figure.

AOPA President Craig Fuller expressed his support for the initiative, and discussed AOPA's

research on student pilot retention. "We looked at what was and was not working," said Fuller. "The flight simulator will attract people to flight schools."

Pete Bunce, President of the General Aviation Manufacturers Association (GAMA) and a former F-15 pilot, noted that the military trains pilots to go from a flight simulator to the cockpit, and "this can work for GA." Mark Patterson of Cessna and Jerry Gregoire of Redbird Flight Simulations, Inc., were also on hand.

"We have all the big players involved," said John King. "This is an industry initiative, not an FAA-driven initiative." □

New

One-Piece

HYDRO POWER DOORS

NOW MANUFACTURING HYDRAULIC DOORS

Schweissdoors.com

And

BI-FOLD DOORS

800-746-8273

SCHWEISS THE DOOR LEADER

Lift Straps

MINNESOTA PETROLEUM SERVICES

Aviation Fueling Equipment

"Service After The Sale"

♦ Design, Installation, Service
 ♦ 24 Hour Fueling Systems
 ♦ Proprietary & Bank Card Systems
 ♦ Above & Below Ground Tanks
 ♦ Fueling Dispensers

E-Mail: sales@mnpetro.com

Minnesota Petroleum
 682 39th Ave NE
 Columbia Hgts, MN 55421

Phone: 763-780-5191
Toll-Free: 888-797-7677

The End of An Era...

Tom Poberezny Retires As Chairman of EAA & AirVenture

OSHKOSH, WIS. – In a surprise announcement at 12:30 pm CDT, July 26, 2011, at EAA's Brown Arch entryway during EAA AirVenture Oshkosh, EAA and AirVenture Chairman Tom Poberezny announced that he was stepping down from those positions effective August 1. EAA President Rod Hightower assumed those responsibilities on that date.

Poberezny has led EAA – now in its 58th year – since 1989, when he assumed the top position after his father, Paul, retired from active day-to-day involvement. He has served as chairman of EAA AirVenture Oshkosh for more than 30 years and assumed the title of chairman emeritus upon his retirement.

"The building blocks for the continued success and growth for EAA have been laid, and I look forward to



Tom Poberezny

helping in new and different ways in the years ahead," said Poberezny.

Poberezny said he feels fit and enjoys the work, but added: *"Fresh thinking and new ideas are the fuel to propel us forward. EAA is well-positioned to step into the future with confidence, strong leadership and a promising outlook."*

Commenting on Poberezny's decision, Dave Weiman, of *Midwest Flyer Magazine*, said:

"EAA would not be where it is today if it had not been for Tom

Poberezny, who has been a catalyst in uniting all aspects of general aviation at one central meeting place. Tom has also worked hard to create excitement, and encouraged involvement by all segments of general aviation, while retaining the core values of the organization, which has been no easy task.

"Tom once told me that nothing lasts forever, and his retirement from EAA is symbolic of that reality."

Weiman believes that Rod Hightower is providing strong direction to EAA as president, and will do a good job as chairman of the board.

"Tom has left big shoes to fill, and I'll work hard to do my best for our members, our business partners, the aviation community and the entire Fox Valley area, especially Oshkosh," said Hightower.

Louie Andrew, vice president of the EAA Board of Directors, said the board unanimously passed a resolution praising Poberezny for his leadership in helping to make EAA, the world's leading aviation association; and EAA AirVenture Oshkosh, the world's premier aviation event. □

Major Staff Changes At EAA

OSHKOSH, WIS. – EAA has announced several changes and upgrades to its publications and AirVenture planning staff.

Former *Flying* magazine editor-in-chief, Mac McClellan, who last year joined EAA as a contributing editor, has been named the director of publications, replacing Mary Jones, who will remain with EAA as executive editor of EAA publications. EAA Young Eagles co-chairman,

Jeff Skiles, will begin contributing a monthly column for *Sport Aviation* based on his own aviation experiences. EAA vice president, Adam Smith – who previously was responsible for the publications area – has been named vice president of AirVenture features and attractions. Smith will assume many of the responsibilities for AirVenture previously performed by former EAA President and Chairman, Tom Poberezny, prior to his retirement on August 1, 2011. □

Piper Recruiting Employees

WICHITA, KAN. – Piper Aircraft is actively seeking a number of qualified and experienced aviation professionals for its ongoing aircraft manufacturing activity, and recently completed a jobs' fair in Wichita, Kan.

Most positions are for a variety

of engineering disciplines, but other positions are available as well. Interested persons must submit their resume online at jobs@piper.com prior to being interviewed. All of the positions being recruited are located in Vero Beach, Fla., site of Piper's manufacturing campus. Contact Ellen Sobczak, at (772) 299-2900. □

LAKESHORE AVIATION

Manitowoc County Regional Airport
Manitowoc, Wisconsin

Growing Airport

- 24-Hour Self-Service 100LL & Mogas
- Full-Service 100LL & Jet A
- New Hangar Space Available
- Hangar & Airport Development Sites Available
- Aircraft Maintenance / Annual Inspections
- Seaplane & Tailwheel Instruction, Experienced Instructors
- Air Charter

www.lakeshoreaviation.com

920-682-0043

Paul Poberezny Celebrates 90th Birthday At EAA Museum

OSHKOSH, WIS. – EAA members were invited to celebrate EAA Founder Paul Poberezny's 90th birthday on September 11, 2011 at the "Founder's Wing" of the EAA AirVenture Museum. Poberezny officially turned 90 years young on September 14, 2011 – a special moment in aviation history in Wisconsin, the Midwest, and the world! The last 90th birthday celebration at Wittman Regional Airport was in 1994 when noted inventor, air racer, and longtime airport manager, Steve Wittman, turned 90. Poberezny was a featured speaker at that event.

EAA members who flew in were invited to park their aircraft at the ConocoPhillips Plaza on the convention grounds, which appeared strikingly empty, compared with the one week in July each year when hundreds of thousands of people and 10,000-plus aircraft come together for EAA AirVenture.

Welcoming guests to the luncheon was EAA President Rod Hightower, who spoke of Poberezny as the "pathfinder" for many members. Hightower said that Poberezny had the dream of creating an aviation organization for aircraft builders and restorers, and let others dream with him.

"Paul started a movement of planes, but more so he started a movement with people," said Hightower. "Tens of thousands of hearts and minds."

A number of friends were invited to share stories they have of Poberezny, including Louis Seno, president and CEO of Jet Support Services, Inc. (JSSI) in Chicago, Illinois. Seno spoke of the "Corben Baby Ace" displayed from the ceiling of the Founder's Wing with the name "Mechanix Illustrated" painted on both sides of the aircraft. Poberezny painted the name of the magazine on the plane, which appeared on the



EAA Founder Paul Poberezny.

cover of the magazine's May 1955 issue. The feature article in that issue featured Poberezny, who built the plane, the Experimental Aircraft Association, and the homebuilt aircraft movement.

Lou Seno, Sr. read the article, joined EAA, and decided to likewise build a Corben Baby Ace, which was flown between 1961 and 2005. The Seno family has since placed the aircraft on display at the "Vintage Wings & Wheels" Museum in Poplar Grove, Illinois.

Retired United Airlines Captain Verne Jobst, who has held many volunteer positions within EAA, including flying EAA's "Spirit of



The Corben Baby Ace featured on the cover of the May 1955 issue of "Mechanix Illustrated" displayed overhead in the Founder's Wing.

St. Louis" replica on tour between 1977-88 to commemorate the 50th anniversary of Lindbergh's flight across the Atlantic Ocean, spoke of his friendship and firsthand experiences flying with Poberezny.

Jobst said to the crowd, "none of us would be here today if it had not been for Paul Poberezny."

Jobst commented on Poberezny's skill as a pilot: "Paul can literally fly anything, and do it right the first time, including once landing a DC-8."

When the FAA started requiring "biennial flight reviews," Jobst gave Poberezny his first review. Reluctant at first, Poberezny became a strong advocate of the program.

Poberezny then spoke to the group of friends and admirers: "You cannot accomplish much if you don't like people," said the elder statesman who has long felt that he has learned more about people than about airplanes during his career.

Poberezny and his wife, Audrey, and a group of friends started the

Cessna Multi-Engine Service Center • Flight Training & Aircraft Rental
Experience Glass Cockpit Technology - Cessna 172
Fuel Sales - 100 LL & Jet A • Aircraft Appraisals



FOR THE BEST DEAL ON A HANGAR IN SE WISCONSIN - BIG OR SMALL, HEATED OR COLD
Call DAVE at Gran-Aire Inc. - 414-461-3222
Timmerman Airport, Milwaukee
WWW.FLYMILWAUKEE.COM



PEOPLE IN THE NEWS

organization in the basement of their Milwaukee, Wisconsin home in 1953. Through the decades, the organization expanded its mission to include antiques, classics, warbirds, aerobatic aircraft, ultralights, helicopters, and contemporary manufactured aircraft. Today, EAA's fly-in convention, EAA AirVenture, is a focal point for general aviation in the world.

Poberezny said: "It's been a wonderful life... the years sure have gone by fast. I look forward to the next 90. I think I will make a 180."

Poberezny recognized both former and current EAA board members, volunteers and his family for making EAA what it is today.

"I idolized those who flew and maintained their own aircraft," Poberezny noted. "I guess that has been my life's work."

The Founders' Wing of the EAA AirVenture Museum was open to all to view the many artifacts accumulated over the years, including the original desk used by the Pobereznys when they started the organization. □

Pilot/Actor, Cliff Robertson Remembered

PILOT/ACTOR, Cliff Robertson, who lent his support to the Experimental Aircraft Association (EAA) over the years, and served as the organization's first EAA Young Eagles Chairman from 1992-94, died September 10, 2011 on Long Island, New York, just one day after his 88th birthday. Robertson began flying at age 14 and had been an EAA member since 1964 (EAA 18529). He began his own flying career in southern California, biking more than 10 miles each way to a local airport for flying lessons, often paid for by working at the airport. This background led him to fund the "Cliff Robertson Airport Work Experience Program," which annually offers young people opportunities for summer internships at the EAA Aviation Center at Oshkosh, Wisconsin.



Cliff Robertson

Robertson was the 1987 recipient of EAA's "Freedom of Flight Award," the organization's highest honor.

In 1990, Robertson received an award for his contributions to the air show entertainment industry.

Robertson owned a British Supermarine Mark IX Spitfire in which Jerry Billing of Woodslee, Ontario, flew in air shows for many years. The aerial demonstrations gave millions of air show spectators the opportunity to see

the aircraft perform aerial combat maneuvers and thus learn about the heroic acts of veteran aviators like Billing, who served with Squadron 19 in the Royal Air Force during World War II.

Dave Weiman, President of Flyer Publications, Inc., had the honor of introducing Robertson at EAA's Theater In The Woods on August 1, 1990 during EAA AirVenture in Oshkosh, Wisconsin, and kept in contact with him over the years. Weiman described Robertson as a celebrity who never forgot his roots in aviation, or his humanity.

Weiman recalled that when 1980 World Aerobatic Champion and renowned air show performer, Leo Loudenslager, died in 1997 due to complications from injuries sustained in a motorcycle accident, a poem written by Robertson entitled "Where Have All The Old Planes Gone?" was read by air show performer Sean D. Tucker, and published in the book "Tales from the Cockpit" by John McCollister (<http://books.google.com>). *"The poem was a fitting tribute to Leo, and is now a tribute to its author,"* said Weiman.

Robertson owned a number of other aircraft during his lifetime, including a Beech Baron, which coincidentally he was flying on September 11, 2001 when the World Trade Center was hit. After taking off from a New York area airport that day, Robertson recalled air traffic control requesting that he land, as all aircraft were being grounded. He also recalled seeing the first smoke from the World Trade Center.

Robertson's acting career was highly recognized, as he was one of the few actors to earn both an Emmy in 1965 for his television appearance in "The Game" on the Chrysler Theater, and an Oscar for Best Actor in the motion picture "Charly" in 1969. Robertson also starred in a number of war movies, including "PT 109" in which John F. Kennedy himself requested that Robertson portray him, and "The Devil's Brigade." More recently, Robertson played Uncle Ben Parker in the "Spider-Man" films. Robertson appeared in some 60 movies in all.

A Hollywood reporter once asked Cliff Robertson if winning an Oscar or an Emmy was his biggest thrill in life, and Robertson replied: "Neither. It was going above 26,000 feet in a glider!" □

From La Crosse To Madison
Only 10 Minutes Away! - At 870 mph!
- Pat O'Malley's Jet Room Restaurant -
Dane County Regional Airport - Madison, Wis. (MSN)
www.jetroomrestaurant.com - Find us on 



Pam & Pat O'Malley

Wisconsin Aviation - East Ramp
Breakfast & Lunch
6 a.m. - 2 p.m. Mon. thru Sat.
8 a.m. - 2 p.m. Sunday
608-268-5010

Pilot, Mentor, Safety Advocate, Gene Littlefield

WILMINGTON, ILL. – Pilot, mentor, safety advocate and air show performer, Gene Littlefield, 81, died October 1, 2011 at his home from a brain tumor. Littlefield was most known in aviation circles for “Gene Littlefield Air Shows” – a wingwalking and solo aerobatic act featuring his wife, Cheryl on the wings of their 450 Stearman biplane.



Gene Littlefield

that does not demand a skill demonstration for qualification.” In addition to aerobatic competency, Littlefield was very concerned about air show performers who directed energy towards the crowd.

Littlefield helped organize the Professional Airshow Performers & Producers Association (PAPPA), and served on its board directors and as president for many years. He also served on the air show safety

Littlefield was a staunch advocate of air show performer safety, and lobbied both the International Council of Air Shows (ICAS) and the Federal Aviation Administration to require air show performers to demonstrate their ability to fly in all attitudes — including inverted flight — before they were issued a low-level waiver. Sadly, Littlefield saw many of his fellow air show performers die right before his eyes because they lacked this skill level.

After more than a decade of letter writing, public speaking and advocacy, Littlefield resigned as an Aerobatic Competency Evaluator (ACE) on May 1, 2000, because the FAA failed to make the ability to fly in all attitudes a requirement.

In a letter to then National Air Show Manager, Ed Robinson, Littlefield stated: “It is necessary that I resign, after 28 years of asking, demanding and begging that the FAA and the industry to implement reasonable skill demonstrations for the safety of the public. By the way, airshow aerobatics is the only segment of regulated flying

committee of the International Council of Air Shows. Littlefield was awarded the FAA Master Pilot Award, inducted into the Illinois Aviation Hall of Fame, and held memberships in the Experimental Aircraft Association, Quiet Birdmen, and United Flying Octogenarians.

At the time of his death, Littlefield was teaching Aviation Science at Lewis University in Romeoville, Illinois and was in graduate school on a full scholarship. He received his Bachelor of Arts Degree in May 2011 in Aviation Maintenance Management.

Memorials may be sent in Littlefield’s name to Joliet Area Community Hospice, 250 Water Stone Circle, Joliet, IL 60431.

Littlefield departed peacefully at home with his wife, Cheryl, and several good friends by his side. He was a beloved husband and loving father, grandfather, great-grandfather, stepfather, step-grandfather, uncle, brother-in-law, and a friend to many. His son, Steven Littlefield, preceded Littlefield in death. □

Jack Cox

1-27-1934 to 3-6-2011

OSHKOSH, WIS. – Former EAA Editor-in-Chief of publications, Justin B. “Jack” Cox of Asheboro, N.C., passed away March 6, 2011. He and his wife, Golda, joined the staff at the Experimental Aircraft Association in 1970 where they worked until they retired in 1999. In 1981, they began publishing *Sportsman Pilot*, a quarterly aviation magazine. This publication continued until Jack’s passing. Jack received his pilot certificate in 1963 and over the years he and Golda owned and flew eight different aircraft. □



PRICE COUNTY AIRPORT – PHILLIPS, WISCONSIN (PBH)

Your Flight Path To The Northwoods!

Featuring Recreation, Food & Cheap Fuel Prices!

**Harbor View Restaurant On Beautiful Long Lake
West End of Airport - Floatplanes Welcomed!**

- 24/7 Self-Service Fuel (100LL & Mogas)
- Full-Service Jet A (Best Price In Area)
- Rwy 1/19, 5000 ft. & Rwy 6/24, 3950 ft.
- Weather Info: AWOS/715-339-4520
- Airport Info: 715-339-3701

www.co.price.wi.us/government/PriceCountyAirport

**Host of the Price County Float/ Fly-In Airshow
800-269-4505. www.pricountywi.net**

The Life of A Corporate Pilot & Airport Engineer

Two Generations & Counting

by Dave Weiman



Mead & Hunt's Cessna 340 fulfills the company's mission on a daily basis.

Dave Weiman



Randal Mack with his son, Andrew.

Flying for a corporation has its advantages and disadvantages. Pilots usually have stability and job security with a corporation that tries to get their employees home each night, thanks to the company plane! But for the pilot, hours of excitement can be matched with hours of boredom sitting around an FBO, waiting for passengers to return from meetings.

Randal Mack of rural Dane, Wisconsin, is the pilot for the architecture and engineering firm, Mead & Hunt, Inc., a position he has held since his father, Rollie Mack, retired from the company in 1999.

In 1979, Mead & Hunt purchased their first aircraft, a Cessna 310Q, and Randal's father was their first pilot. The company flew its 310 for 25 years and moved up to the Cessna 340 in 2004. While the company has considered moving up to a turboprop, the 340 serves their current needs very well.

Randal flies the 340 from its base at Middleton Municipal Airport-Morey Field in Middleton, Wisconsin, to points in Minnesota, Iowa, Michigan and throughout other parts of the Midwest. Mead & Hunt has another company plane, a Cessna 182, and a pilot covering the West Coast offices.

No one appreciates air transportation more than a firm that specializes in airport development. Good airports are

what Mead & Hunt builds and what they depend on to meet with their clients – airport officials and representatives of municipalities.

As a youngster growing up, Randal would spend weekends at the airport with his father washing the company plane, and assisting him with routine maintenance. He hoped to one day fill his dad's shoes, or fly for another corporation in the Madison area, but he took nothing for granted. He obtained his degree in Civil Engineering at the University of Wisconsin in Platteville in 1992, so he could have a backup plan in the event a flying career did not pan out.

Like his father before him, Randal has earned his Commercial Pilot Certificate, and Multi-Engine Land and Instrument Ratings – all at Morey Airplane Company in Middleton, Wisconsin.

I had the opportunity to fly with Randal recently and observe not only his piloting skills, but also what being a corporate pilot entails, since this was once my career goal.

On the morning of our departure from Middleton, Randal opened the hangar door and towed out the 340 using a small utility tractor. He then boarded two members of their architectural team and a member of their historic preservation group, enough coffee for the flight, and a box of rolls and donuts. No one could ask for more! We were in the air by 7:00 a.m. sharp, with a list of appointments and travel destinations beginning in Minneapolis.

Our flight to Minneapolis-Flying Cloud Airport was glassy smooth, compared with the day before when Randal experienced some nasty weather returning from Cheboygan, Michigan. Like all pilots, Randal knows his limits, and the weather he encountered was within those limits.

That's one characteristic Andy Platz, Vice President and Group Leader of Aviation Services at Mead & Hunt, likes about Randal, and liked about his father before him. "*Live to fly another day!*" is their motto. Keeping their passengers safe and comfortable is their number one priority.

Randal and his wife, Karen, have two children – Hannah, 14, and Andrew, 12. Andrew happened to be flying with us that day, as it was "*Bring Your Kid To Work*" day.



Randal Mack meets with one of his coworkers while on the ground at Minneapolis-Flying Cloud Airport before transporting other Mead & Hunt employees from the Minneapolis office to Cedar Rapids, Iowa.



Three generations: (L/R) Rollie, Andrew and Randal Mack.

Considering the math, geography, business and engineering covered on this flight, Andrew's educational experience that day had to top those of his fellow classmates.

Because Andrew was the lightest person onboard, much of his flying was done from the rear seat, because of weight and balance requirements. At least that is what his dad told him. Andrew has flown with his dad enough that he recognized when the engines on the twin were not in sync with one another, but also noticed when they were, which was most of the time. All of us onboard wondered if Andrew would someday become the third generation pilot at Mead & Hunt. It is entirely possible.

You know you are flying with a professional pilot when his flying techniques are seemingly flawless; his radio transmissions with ATC are smooth, precise and crisp; and his confidence is built on experience in actual instrument conditions.

Randal said that most flights are less than two hours in duration, but like today, there are usually additional destinations with other satellite office personnel to transport to other locations.

Each flight is coordinated to maximize company staff time with their clients for project meetings.

Flights are scheduled based on need. When company employees and engineers request a flight, Randal schedules them on his Microsoft Outlook calendar. That way, everyone in the company can view the date, time and destination so they can combine their trips to the same or nearby location.

Scheduling this way maximizes both aircraft and personnel time; and going by air to many destinations, is the most cost-effective and expedient way to transport people.

All three employees who were onboard from Mead & Hunt's corporate headquarters in Madison, Wisconsin, disembarked in Minneapolis.

While the plane was being fueled at Flying Cloud, Randal met with one of his coworkers from Mead & Hunt's

Minneapolis office to go over plans and cost estimates for an airport project in Minnesota. Randal had been working on construction quantities and doing a plan review during the preceding two days when he was not in the air. Randal continually balances his engineering workload with his piloting duties, so he can keep his attention on flying the airplane when duty calls.

Three members of the airport planning and engineering staff from the Minneapolis office then boarded the aircraft for a flight to Cedar Rapids, Iowa. We laid over in Cedar Rapids for about three hours, but thanks to laptop computers and the Internet, the crew – Randal, Andrew and myself – kept busy. Two of us had office work to occupy our time, and the other one had homework!

Once the meeting in Cedar Rapids was completed, we flew back to Minneapolis to drop off the staff members and pick up our original passengers for the return flight to Middleton.

We departed Flying Cloud for home on a planned route that took us around Minneapolis-St. Paul International Airport, a route Randal knows well. We also worked our way around some cloud build-ups, but the flight was smooth all the way to touchdown.

We taxied up to the corporate hangar and lowered the cabin door. The employees got out and quickly drove homeward while Randal fueled up and readied the 340 for a flight the next day.

Mead & Hunt is an award-winning aviation consulting firm specializing in airport development for 70 years with offices nationwide. The company provides engineering, architecture, airport planning, program management, construction services, air service consulting, business and financial planning, historic preservation consulting, sustainable design consulting, and environmental services. For additional information, visit their website at www.meadhunt.com, or call 888-364-7272. □



WATA *Difference*

WISCONSIN AVIATION TRADES ASSOCIATION

In Business For 30 Years – Wisconsin Aviation, Inc.

by Dave Weiman

Folks who have known us for a long time ask, ‘Did you ever envision you would grow this big?’ And I answer, ‘Yes!’” says Jeff Baum, President/CEO of Wisconsin Aviation, Inc. with locations in Watertown, Juneau and Madison, Wisconsin.

“In 1981, we only offered flight training, limited charter (single-engine aircraft and one light twin—a Cougar, no less!), hangar rental, and avgas—no jet fuel! Times were really tough with 21% interest rates, a terribly declining economy, and air traffic controllers on strike and subsequently being fired. But when you start at the bottom, there is nowhere to go but up!

“One thing we did have back then was fun. Fun flying, fun working at the airport, fun with our customers,



Jeff Baum, President/CEO,
Wisconsin Aviation, Inc.

and fun hanging out with airplane people, and fortunately, that has not changed... We still have fun!

“We started adding airplanes to our fleet: Navajos, 414s, then Conquests, and finally Citations. We added runway length, hangars, jet fuel, and maintenance. We added locations, too: Dodge County Airport in Juneau, Wis.; the airport at Milledgeville, Georgia; and Dane County Regional Airport in Madison, Wis.” The FBO in Georgia has since been sold.

After graduating from the University of Wisconsin-Whitewater in 1975 with a Masters In Business Administration, Baum, who grew up in Milwaukee and near Oconomowoc since the age of 12, worked as the assistant to the chancellor of University of Wisconsin-Whitewater from 1975-79 and taught Finance in the College of Business from 1976-83. While at the university, Baum started flying and instructing at the Rock River Flying Club in Fort Atkinson, Wis. That is when the flying bug really bit Baum, and he decided to work full time at “Watertown Aviation” at Watertown, Wis. The company failed, but Baum picked up the slack and established “Air Watertown,” which became “Wisconsin Aviation Activities,” until the corporate name “Wisconsin Aviation” became available.

Baum can oftentimes be seen greeting customers as they disembark their aircraft.

In Watertown, he will often pick up the unicom and personally greet pilots to the pattern, or thank them for their business when they leave. He has memorized most, if not all, of his customers’ aircraft tail numbers.

At both Watertown and Juneau, staff is trained to always say: “Welcome to Watertown,” or “Welcome to Dodge County Airport.”

For Membership Application Call 920-303-0709 - wataonline.org

WATA Difference Is
Sponsored By These
Members & Affiliates:



**HELPING TO MOVE
WISCONSIN BY AIR!**

GOLD
Rapco Fleet Support, Inc.
www.rfsbrakes.com
Hartland, Wis.

Midwest Flyer Magazine
608-835-7063
www.midwestflyer.com
Oregon, Wis.

SILVER
Basler Turbo Conversion, LLC
www.baslerturbo.com
Oshkosh, Wis.

Cessna Aircraft Company
800-848-5181
www.cessna.com
Milwaukee, Wis.

BRONZE
Aero Insurance Inc.
Menomonee Falls, Wis.

Beaver Aviation
Juneau, Wis.

Bolduc Aviation
Specialized Services
763-780-1185
www.bolducaviation.com

Minneapolis, Minn.

Brackett Aircraft Co.
www.brackettaircraft.com
Kingman, Ariz.

Dawley Aviation Corp.
www.dawley.net
Burlington, Wis.

Fond du Lac Skyport
920-922-6000
www.fldskyport.com
Fond du Lac, Wis.

Gran-Aire, Inc.
www.flymilwaukee.com
Milwaukee, Wis.

Johnson Aviation Insurance
800-477-IFLY (4359)
www.johnsonins.com
Madison, Wis.

NationAir Aviation Insurance
www.nationair.com
Eden Prairie, Minn.

National Air Transportation, Ass'n
www.nata.aero
Alexandria, Va.

NewView Technologies
www.newview.com
Oshkosh, Wis.

Racine Commercial Airport
Racine, Wis.

Trimcraft Aviation
800-558-9405
www.TrimcraftAviation.com
Genoa City, Wis.

West Bend Air, Inc.
www.wbair.net
West Bend, Wis.

Wisconsin Aviation, Inc.
www.wisconsinaviation.com
Juneau • Madison

And the ramp crew at Madison is always on the ready, listening to the tower and ground control frequencies, and on hand with batons to usher in everything from a 152 to a 757. And it does not matter if it is a presidential candidate, rock star, or mom and dad with the kids. At Wisconsin Aviation, all customers literally get red carpet treatment.

Wisconsin Aviation, Inc. has a management team consisting of experienced business and aviation professionals. Unlike some other large operations, there is no place for arrogance at Wisconsin Aviation, Inc.

Wisconsin Aviation, Inc. has grown from the original two partners in 1981 (Jeff Baum and Pete Schoeninger) to 140 employees, and Baum says that his company could not serve its large customer base without them. But he recognizes the complexities of having employees as well, and the responsibility of providing a living wage and health insurance, unemployment and workman's compensation insurance, and meeting state and federal employment regulations. Regulations, says Baum, are the greatest threat to businesses, and yet businesses are essential to the economic wellbeing of any nation.

"Employees can be a blessing, but they can present some concerns for an employer, as well," said Baum. Many of Wisconsin Aviation's employees have been with the company for 20 years or more – an indication that Baum hires the best people he can find, and he treats them well.

Recognizing Opportunity

Baum recognizes opportunity when he sees it. Just before our interview, he bid a group of student pilots from France a fond farewell, and he hopes to expand Wisconsin Aviation's foreign outreach in 2012.

"Hundreds of foreign visitors attend EAA AirVenture-Oshkosh each year, and flying is cheaper in the United States than abroad," said Baum. "Providing flight training



Wisconsin Aviation, Inc., Dane County Regional Airport, Madison, Wisconsin.

Don Winkler

and aircraft rental anywhere in Wisconsin prior to, during and following AirVenture would create tourism, economic development, and more pilots. The potential to do great things is there." Baum would like to see the Wisconsin Aviation Trades Association (WATA), the State of Wisconsin, and the Experimental Aircraft Association (EAA) work together on expanding this outreach program.

How Many FBOs Is Too Many?

Wisconsin Aviation, Inc. is the sole fixed base operator at Dane County Regional Airport in Madison, Wisconsin, and Baum says that there is a reason for that. There were two

fixed base operators in the boom years of the 1960s and '70s, and one company eventually gave way to the larger FBO shortly after Wisconsin Aviation, Inc. purchased the assets of Four Lakes Aviation in 1994. "Significantly larger airports than Madison can support more than one FBO. It all depends on the number of based aircraft," says Baum. In addition to serving general aviation, Wisconsin Aviation has the fueling contract for the airlines, which helps to pay the bills, but there is slim profit margins.

Unlike some larger flight center chains that are often accused of price gouging, Wisconsin Aviation, Inc. keeps rates for both 100LL and Jet fuel affordable to attract business, and

Introducing:

BELL MOORE & RICHTER SC,

my new professional home.

ed LEINEWEBER
Former Circuit Court Judge,
of counsel to the firm

Aviation • Business • Civil Litigation • Agriculture • Real Estate

44 E. Mifflin St., Madison, WI | (608) 257-3764 | bmrlawyers.com

keep general aviation affordable for the little guy. And when it comes to fuel prices, Baum is as confused as his customers as to why the price at the pumps for auto fuel and the price of 100LL at airports do not rise and fall simultaneously. Baum noted that the oil industry pretty much has GA over a barrel because the demand for 100LL is so low compared with auto fuel.

Wisconsin Aviation is a "flight-based" full-service FBO. Maintenance facilities and hangar rental at Madison and Watertown, and avionics sales and service at Madison, complement the flight training and charter departments. Wisconsin Aviation, Inc. is a service center for Cessna, Piper, Cirrus and Daher-Socata. The Wisconsin Aviation fleet consists of between 50-60 aircraft – most they own, but some are on leaseback, including several Cessna Citations.

Flying remains Baum's greatest passion in the business, followed by aircraft sales. Dealing with government regulations is least enjoyable.

"There are no shortcuts or magic wands (in the FBO business)," said Baum. It is a lot of hard work, but Baum has finally found a balance between work and his personal life. Eighty-hour, seven-day workweeks, once consumed his life, until a bout with Leukemia in 1992 served as a reminder to slow down. Baum now finds more time for his family, and he bought a lake cottage near his home in Watertown where he and his wife,

Krys, can relax on weekends.

Jeff and Krys have one daughter, Jenifer, who graduated from the University of Minnesota in 2009 with a major in Kinesiology. Jenifer shows no signs of wanting to get into the FBO business, but she may establish a chiropractic practice when she completes her education.

Unlike traditional "ma and pa" FBOs, Krys Baum specializes in human resource development in the business, and her path seldom crosses Jeff's during the day. They both split their time between the three locations. Krys is also the facilities manager at Watertown.

Baum has a modest office in Watertown, and a modern, all-glass enclosed office in Madison, which faces the ramp. When a private jet or turboprop taxied down Taxiway Charlie towards Baum's office during our interview, I said to myself, "turn right, 'Song Bird,' turn right," and it did.

Working With Airport Management & Commissions

With three distinct operations in both rural and urban settings, Baum relates differently to the different airport commissions. At Watertown and Juneau, Wisconsin Aviation has the airport management contracts, and Baum and his staff work closely with the airport commissions of the City of Watertown, and Dodge County in Juneau. At Dane County Regional Airport in Madison, Baum works

closely with the airport management, but also directly with the Dane County Airport Commission. There is an understanding of the value of airports at each location.

Involved & Respected By His Peers

Baum is a member of the elite "20 Group" of aviation business owners from throughout the country, which meets quarterly to discuss management styles and ideas. Also nationally, Baum has served on the board of directors of the National Air Transportation Association (NATA), and is on the Executive Committee of the Air Charter Safety Foundation Board of Governors.

Statewide, Baum has served as president and on the board of the Wisconsin Aviation Trades Association, and is a founding member of the Wisconsin Business Aviation Association. Wisconsin Aviation, Inc. has been named "Wisconsin Aviation Business of the Year" not once, but twice in the past 20 years.

One colleague described Baum as solid of an individual as they come. "Jeff is a rock amidst rapids in our industry, involved locally and nationally on aviation issues and initiatives." Both state and national aviation leaders rely on Baum for advice and counsel.

The colleague went on to state: "I believe that Jeff's greatest contribution to aviation is in promoting its benefits to individuals

Plane CD™



Over 20 aviation databases including U.S. Aircraft Owners, Pilots, New Students, Airport Managers and Aviation Businesses on one CD. Files are CASS Certified to cut mailing costs by up to 13%. Includes Windows software for searching and printing lists, labels, letters and envelopes



1-800-654-2066
www.airpac.com
airpac@airpac.com

PROP SHOP

NEW & USED PROPELLERS FOR SALE
REPAIRS ★ EXCHANGES ★ OVERHAULS
★ GOVERNOR EXCHANGES ★

Maxwell Aircraft Service

Propeller Rating Class 1 & 2, Limited Accessory FAA Approved Station # UF2R211L

CRYSTAL AIRPORT, MINNEAPOLIS, MINNESOTA

CALL 1-800-964-4247 OR (763) 533-8611



and businesses as a mode of transportation. Not a minute goes by that Jeff is not promoting flying and its many uses.”

What GA Is Doing Right & Not So Right!

Baum feels that the aviation community is doing a lot of things right in attracting young people to aviation through EAA's Young Eagles program, but not enough time talking to the general public. He feels that fly-ins and air shows are good public relations tools for airports and operators, and help promote flying, but they alone are not enough.

“We (GA) should have billboards in every city in the nation encouraging people to either fly themselves or to utilize general aviation air charter, but we don't. Programs like ‘GA Serves America’ have the right idea, but fall short,” says Baum, “because general aviation does not have the money for long-range campaigns.” But Wisconsin Aviation, Inc. does what it can to get the word out locally to the general public through hangar dances, flights on World War II bombers, “Honor Flights” for veterans, and a lot of local media contacts. Wisconsin Aviation has one employee whose sole responsibility is media and public relations. That's how important promoting aviation to the general public is to Wisconsin Aviation.

Technology & The Future

Baum commented on how technology in aviation has changed over the past 30 years, and how there



Jeff Baum in the early years.

are winners and losers: “We progressed to RNAV, then LORAN, and now GPS,” said Baum. “Steam gauges gave way to glass panels, and visits to Flight Service Stations lost out to weather terminals, followed by computer screens and now iPods, iPads, and iPhones. Our office phones now follow us on the road, and text, emails, and tweets are waiting for us on arrivals.”

And while there are many neat products and aircraft on or entering the marketplace, he cannot see how all of them can make it.

“Garmin has obviously taken the industry by storm with the 400 and 500 series navcoms, but the 650 and 750 are slower in catching on than hoped for,” said Baum. “Obviously because the 400s and 500s are such good products, and the economy has an impact on sales, too.”

As for new jets coming on the

market, Baum believes that the HondaJet, Piper's Altaire and the Cirrus Jet will likely survive, but others – especially the upstart brands – will probably be more challenged. “We have already seen companies like Eclipse stumble,” said Baum, “and there is a limited market at this time. But I am optimistic that we will see more and more jets on the ramp in the years ahead.”

As for the future of his own company, Baum concluded by stating: “Wisconsin Aviation has grown into what I always felt it should be, and I see no reason to stop now!”

As the technology has changed over the past 30 years, the “coffee pot” in the lobby has been replaced with a “coffee maker,” but the aroma has remained the same at all three locations.

For additional information on Wisconsin Aviation, Inc., call 1-800-657-0761 or visit their website at www.wisconsinaviation.com. □

Hangar For Lease St. Cloud, Minnesota Request for Proposals



St. Cloud Regional Airport is soliciting proposals for the lease of a 60' X 90' hangar facility. Includes 60' X 60' hangar space with 50' wide door, 30' X 30' garage bay with two doors – 9' and 12' wide openings, kitchen/reception area, office space, bathroom/shower, and large open room and storage closets upstairs.

Minimum bid: \$2,500 per month rent. Mail or email proposal to: St. Cloud Regional Airport Director's Office, 1550 45th Ave SE, Suite 1, St. Cloud, MN 56304 (airport@ci.stcloud.mn.us).

Proposals due on or before 3:00 PM, Thursday, October 13, 2011.

For additional information, contact Bill Towle at 320.255.7292 www.stcloudairport.com



★ ★ ANNOUNCING 2012 DATES! ★ ★

**Canadian Fishing Fly-Out To MIMINISKA LODGE
August 15-19, 2012**

★ 196 nm North of Thunder Bay, Ontario ★

★ 2,400 ft. Turf Runway ★

Contact Joe Pichey 866-984-1705 joe@wildernessnorth.com

MSP Aero Celebrates Second Anniversary

by Gregory J. Reigel

On August 18, 2011, MSP Aero – located at Minneapolis-St. Paul International Airport (MSP) and Anoka County-Blaine Airport in the Twin Cities, hosted a lunch celebrating its second anniversary at MSP. Customers, vendors, friends and even competitors enjoyed barbeque fare on a beautiful, sunny day.

MSP Aero was formed in 2009 when the closing of General Dynamics at MSP presented an opportunity for three of the laid off employees to form their own company. With no other repair shop at MSP, MSP Aero was created to fill the void left by General Dynamics in aircraft maintenance.

MSP Aero holds an FAA repair station certificate authorizing it to perform airframe, instrument, accessories, and radio maintenance. The company specializes in business jet and helicopter avionics, and handles aircraft inspections, FAR compliance, unscheduled maintenance, and new product installations. MSP Aero is also developing two supplemental type certificates: one for wi-fi internet functionality in a Gulfstream G-200, and the other for a



(L/R) Jon Ness, Aaron Sylvester, Lynn Boyd, Tom Lindsey, Marcie Conroy, and Mark Taverna of MSP Aero, LLC.

flight data monitoring system aimed at EMS and offshore helicopter operators.

MSP Aero's office is located in Signature Hangar 1 and the company has access to a 22,000 square foot hangar for its maintenance work. For more information about MSP Aero, check out their website at www.mspaero.com. □

GUEST EDITORIAL

Part IV

FAA Reforms Needed To Help Recruit & Retain Pilots

by Jim Hanson

In previous issues of *Midwest Flyer Magazine*, CFII Jim Hanson began a discussion on "Student Starts & Pilot Retention," which he wrote prior to the release of findings from research conducted by the Aircraft Owners & Pilots Association (AOPA). Many of Hanson's observations dovetail with AOPA findings. For instance, AOPA concurs that there is a need for "social interaction" among pilots, that there is "pride and uniqueness" associated with being a pilot, and that aviation can be used to enhance the other things we do in life. AOPA findings also concur that there is a need for FAA reforms. Hanson now explores what FAA reforms are needed to help recruit and retain pilots.



Jim Hanson

FAA-bash. Here are some needed reforms.

Reform the written, oral, and practical tests. I have a pre-World War II Civil Aeronautics Administration (CAA)

(predecessor to

the FAA) Flight Training Manual. It has much of the same verbiage and many of the same maneuvers as used today. For the most part, we still train as we did 75 years ago: commercial pilots do Chandelles, Lazy 8s, and 1080 overhead spirals. Don't you think that those pilots would be better served with instruction on how to handle flying in ice and thunderstorms? How to quickly compute a weight and balance and other FAA-required paperwork. How to comply with Part 135 and Part 121 regulations? How to manage a multi-person cockpit, or how to utilize every piece of aid and information in the cockpit? Those subjects appear every month in flying magazines. Obviously, the *magazines* think there is a need. Why does the FAA not address them? We need to change both the FAA written exams and the practical test.

Straighten out the medical situation. There is

The FAA is decades behind the industry it purports to regulate. We all know stories about FAA stubbornness, inflexibility, bureaucracy, and policies that actually decrease safety, but I won't turn this into an

50 OCTOBER/NOVEMBER 2011 MIDWEST FLYER MAGAZINE

currently a petition to drop the medical certification for not-for-hire operations utilizing airplanes weighing less than 6000 pounds, using a valid driver's license instead. I support that. Why should someone be denied the ability to fly an airplane, but be allowed to be a fireman, driving a heavy rig through traffic, then running into a burning building? Pilot incapacitation is NOT the bugbear that the FAA makes it out to be. LSAs have been doing it for 10 years now; glider, balloon, and ultralight pilots have been doing it forever, with no worse record than private pilots when it comes to incapacitation. If the FAA wants a compromise position, I'd suggest this: Use the same criteria for a "complex" or "high-performance" airplane as the filter; allow "non-complex" or "non-high performance" aircraft to be flown without a medical. There is no reason to inflict the requirements of getting a medical certificate every two or three years upon the private pilot population. In fact, in typical government "unintended consequences" style, it can actually *discourage* pilots from going to a doctor for an ailment because they don't want to jeopardize their medical certificate. That makes no sense.

The Light Sport Aircraft issue is a mess. TEN YEARS after adoption, most aviation magazines still have monthly columns "clarifying" the FAA patchwork of regulation that has created this mess. Rather than re-invigorating general aviation, the LSA market is dominated with Cubs and Cub clones, and rather than bring new entrants to aviation, most LSA pilots are certificated pilots "moving down" to escape the tyranny of the medical exam. Want proof? According to the FAA, as of the end of 2009, **there were only 3248 Light Sport-only certificates issued.** The fix? It's relatively easy:

- a) Use the same minimum standards for new LSA pilot applicants as now exists. Continue to let certificated pilots fly Light Sport Aircraft.

- b) Drop the artificial 1320# weight restriction; a holdover from European "microlight" certification of 600 kilograms. By adhering to this artificial restriction, is it any wonder that most new designs are from Europe, not the U.S.?

- c) Allow pilots to fly any single-engine, non-turbine, non-retractable gear airplane with a cruise speed not to exceed 130 knots, a gross weight not to exceed 2600 pounds, and no more than four (4) seats under "Light Sport Aircraft" category. Is flying my Kitfox really any more or less dangerous than flying my Cessna 120 or a Skyhawk? Not only would it allow all of the "legacy" aircraft to be flown Light Sport (opening a vast market), but it would allow these proven aircraft to be used as trainers.

- d) Change the Part 135 charter regulations to restrict these "simple" aircraft from conducting charter flights. The manufacturers take a huge insurance hit because of the perceived need to "protect the non-flying public." That risk is ameliorated by the doctrine of "apparent risk." As pilots, we are aware of the dangers inherent in flight. If product liability is indeed the big problem that we are told it is, the price of these new aircraft should come down to S-LSA levels. After all, the tooling for those aircraft has long been depreciated by the manufacturers.

- e) Drop the "*If you've failed a medical certificate, you can't fly LSA*" ruling. See the example of the fireman (above) to check the absurdity of this rule.

Make these changes, and it will simplify the LSA certification and piloting issue. Make these changes, and how many new 1320 pound gross weight European aircraft do you think will sell in the U.S.? We will get more utility out of our "legacy" aircraft, both new and used.

The takeaway: We hamstrung ourselves through over-regulation and the stroke of the regulatory pen; the same pen can deregulate us and get us out of this spiral.

SOME FINAL THOUGHTS (*Whew! It's about TIME!*)

We've explored a number of reasons that aviation is in decline compared to other activities, and even offered some examples of how to reverse the trend. Let's look at industries that are *not* on the decline. Maybe we can learn from them:

- Other motorized leisure-time activities are doing well. Motorcycle riding is doing well, as are motorboats, recreational vehicles, jet skis and snowmobiles. Why are these succeeding, and aviation is not? Part of the answer is that these motor sports don't need a high level of training or certification to participate. Most people can learn how to operate these vehicles in a matter of hours. I'm not advocating eliminating training requirements for airplanes, but making them SIMPLER (LSA is a good first step, but we can do more) can only help. These industries also thrive because of the SOCIAL ATMOSPHERE associated with them.

- You rarely see a motorcyclist riding by himself just for the fun of it, or a snowmobiler, or a boater. People want to be part of a group. The same used to be true of aviation; student pilots couldn't wait to get their Private Pilot Certificate so they could be part of the group that used to hang around the airport. Somehow, we've lost that group spirit in aviation. We don't socialize among ourselves any more. Being accepted as part of a group is a powerful motivator. At our airport, we purchased a used commercial kitchen stove, and have regular cookouts throughout the year. At Faribault, Minnesota, the pilot group has a standing pizza party every Saturday. At Mason City, Iowa, they have a "Third Thursday" potluck; you never know who or what is going to be there. These get-togethers are always well-attended, and foster a sense of "aviation community." The airport should be a place where pilots and their families LIKE to come, even when they are just socializing.

CONTINUED ON PAGE 58



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

Christopher Roy, Director

Dan McDowell, Editor

Minnesota DOT Office of Aeronautics

Mail Stop 410 • 222 East Plato Boulevard • St. Paul, MN 55107-1618
651-234-7200 or (toll free) 1-800-657-3922

The First Vestiges of Fall

by
Christopher Roy
Director
Minnesota DOT
Office of Aeronautics



Christopher Roy

The first vestiges of fall

are showing up in many places.

Though this may herald the end of summer, it also heralds a beautiful time when flying can be most spectacular. With cool, crisp days and bright blue skies, we can fly over our diverse landscape and enjoy the myriad of colors of the season. And we have 135 great airports to visit around our beautiful state.

It is also a time of the year when millions of birds are migrating south along the Mississippi Flyways. You may know that a vast number

of migrating birds will fly south at various altitudes. A majority of them can be found between just above ground level through 7,000 feet AGL, though most strikes occur at or below 3,000 feet AGL. So please stay aware and remain alert.

This is also the time of year when some aviators begin to prepare their aircraft and hangars for a winter hiatus. Just because your plane takes the winter off doesn't mean you should. Why not use this time to thoroughly review your Pilot Operating Handbook (POH) and Airman's Information Manual/Federal Aviation Regulations (AIM/FAR)? It is also a great time to attend several FAA safety seminars where you not only can hear the latest safety and flying information, but you can also enjoy the warmth and camaraderie of fellow aviators. This is an opportunity to hear and share best practices, and

begin to make plans for the coming spring.

Grab a flying buddy and start planning to participate in the "Fly Minnesota Airports" (FMA) program if you haven't already begun to do so. It is not only a lot of fun, but also offers some nice rewards for those pilots who complete the program. Check out the details at: <http://www.dot.state.mn.us/aero/> and click on the FMA **passport** at the bottom of the page! You'll be very happy you did.

I urge you to take advantage of the fall season. There is certainly a lot of beauty to be seen from the ground. But when seen from the air, it is magnified many times over in the variety and expanse of color and texture that can be seen and enjoyed. The sun is warm, but the air is fresh and crisp. It makes for a nearly perfect reason to fly and enjoy fall's approach. □

From Start To Finish

One of the first things taught to student pilots is basic radio use and of course, the Phonetic Alphabet. The Phonetic Alphabet is, quite simply, words substituted for letters that sound alike, and can be easily mistaken for the other. These letters are **b, c, d, e, g, p, t and v**.

The Phonetic Alphabet is an international standard used throughout the aviation industry. It was chosen because the words are unambiguous and can be recognized even when only part of the word is heard.

Clear and correct communication is critically important in aviation,

A alpha	J juliet	S sierra
B bravo	K kilo	T tango
C charlie	L lima	U uniform
D delta	M mike	V victor
E echo	N november	W whiskey
F foxtrot	O oscar	X x-ray
G golf	P papa	Y yankee
H hotel	Q quebec	Z zulu
I india	R romeo	

especially when flying. A misstated or misunderstood request or instruction can set up a chain of causation ending in disaster. Even if you are not flying into a towered airport, clear communication is a necessity from engine start to shutdown.

Using guidelines like the following will help ensure your communication is clear:

- Know what you want to say **before** pressing the microphone button.
- Wait several seconds and listen before speaking.
- Speak slowly and enunciate clearly, in a normal tone of voice.
- Acknowledge receipt of messages or instructions.
- Keep your broadcast brief and to the point.

If you have questions, check your Aeronautical Information Manual (**Ch.4, sec.2**) on radio communications and proper phraseology. If you still have questions, check with your favorite flight instructor. It is always a good idea to review what you remember and reclaim what you may have forgotten. □

Determining Cloud Tops

Using the Metar at an appropriate airport, first get the temperature. In this example, KOSC. Oscoda, Michigan.
KOSC 090216Z AUTO 31010KT 10SM -SN SCT039 OVC050 M08/M11 A2985

The temperature is -8C.

Then go to the ADDS.GOV website, and the satellite page, select the infrared images. <http://aviationweather.gov/adds/satellite/displaySat.php?region=DTW&isingle=single&itype=ir>

This is showing the temperature (in C) of the cloud TOPS.

Note the green cloud tops over

OSC and the temperature across the top that matches it, somewhere around -22.

Find the difference in temperatures from the surface to the cloud tops. The difference between -8 and -22 = -16 or 16 degrees.

The normal lapse rate is 2 degrees C for every 1000 feet, so then we divide 16 by 2 and get 8 (thousand feet). 8000 feet above the surface is the top of the clouds.

Going back to the METAR,
KOSC 090216Z AUTO 31010KT 10SM -SN SCT039 OVC050 M08/M11 A2985

We see that the bases of the overcast are around 5000 feet, so we would have to fly through

approximately 3000 feet of clouds, to get to the tops.

Right now, there are no PIREPS to confirm our little test, but you can practice it while you are sitting around wishing you were flying this weekend.

Here is an interesting document:

Using the Velocity Azimuth Display (VAD), you can get the estimated cloud TOPS. The NOAA people pointed us to this technique. <http://www.skymachines.com/mountain-flying/Little-Known-Pilot-Weather-Tools.PDF>

EDITOR'S NOTE: Thanks to Bob "Riff" Riffel, Mich. Bureau of Aeronautics (Ret.), for sharing this with us. □

Have you heard...?

We are very fortunate to live in a country where we have the freedom to fully access the treasures that are available via the Internet. Just think for a moment how easy it is to look up a recipe for chewy fudge brownies one moment, and the next moment look up the date and time Charles Lindbergh touched down in Paris many decades ago!

Aviators seem to have an unquenchable curiosity for essentially anything aviation, whether past, present, or future. And that fact alone makes the Internet a magnificent storehouse of relevant and interesting information that is very easily obtainable. But the other side of that coin is there is so much information at our fingertips that we often never discover some of the (currently) great sites that are available.

Most aviators are aware of the alphabet organizations "info-packed" sites. There are many other sites that are available with free and subscription offerings that also provide great information for the broader spectrum of aviators. The following are samples of just a few

of the treasure trove of great sites with information about aviation, for aviators.

Pilot Workshops and Pilot Tips* at, <http://www.pilotworkshop.com>, under the leadership of founder Mark Robidoux, has "been sending out these tips since 2006, and looks forward to sharing more for years to come." He adds, "We're always trying to reach more pilots with our (safety) Tip of the Week." The link to the "Tip of the Week" is: <http://pilotworkshop.com/tips.htm>

The crew at Pilot Workshops consists of nearly all active pilots. Thus they bring a great deal of experience to the table, and share that experience through the easy-to-understand Tip of the Week. So even the newest pilots will be able to read, learn and enjoy the information provided by Pilot Workshops.

A national television program dedicated to today's aviation and aviators is "The Aviators,"* a unique and information-packed weekly magazine-style series featuring "interesting people, the latest aircraft, the coolest technology and the best fly-in destinations," says Executive Producer Anthony Nalli. He

continues, "We will take you behind the scenes to show you how planes are built, how ATC works, and how airline pilots train. We will provide safety tips for private and recreational pilots and career tips for professional pilots, and much more." Nalli added, "The Aviators is all-things-aviation. It is truly for everyone who has ever gazed skyward."

In the FAQs on their landing page, you will find that, "The Aviators is a broadcast television series with a broad audience. In the United States, The Aviators can be seen on PBS stations across the country. Contact your local station for specific airing information. The series is also on the air in Canada on the Global Television Network and CHEK, and in Australasia on Discovery. The show can also be viewed online on Hulu.com"

The show's official website can be found at: <http://www.TheAviators.TV>

**All of the information and links presented in this article are provided solely for the general information of the aviation reader and do not imply or provide any endorsement of the companies, organizations, or websites, or any of their affiliations or associates.* □

Aeronautics Report

Wisconsin Bureau of Aeronautics
P.O. Box 7914, Madison, WI 53707-7914

David M. Greene, Director
(608) 266-3351



www.dot.wisconsin.gov

Wildlife Avoidance



Jeff Taylor

by Jeffery Taylor
WisDOT Aviation Consultant

Sharing the sky and the airport environment with birds and other wildlife has been a safety and economic concern for the aviation community since the Wright brothers first flew. Orville Wright documented the first known bird strike during a flight over a cornfield near Dayton,

Ohio in 1905. A more recent example illustrating the danger of bird strikes occurred over the Hudson River when U.S. Airways Flight 1549 was forced to make an emergency landing after Canada geese were ingested into both engines. Globally, wildlife strikes have killed more than 229 people and destroyed over 210 aircraft since 1988. Each year in the U.S., over \$600 million is lost due to wildlife strikes with civilian aircraft.

The threat from aircraft collisions with wildlife (wildlife strikes) is real and increasing. The number of strikes annually reported in the U.S. has increased five-fold from 1,793 in 1990 to 9,474 in 2009 (99,411 for 1990–2009). Birds were involved in over 97 percent of the strikes, terrestrial mammals in about 2 percent, bats in 0.4 percent, and reptiles in 0.1 percent.

When & Where?

In Wisconsin, we don't worry too much about reptiles, but white tail deer and waterfowl pose significant aviation hazards. Most deer strikes occur in the fall, with about one-third concentrated in October and November. Nearly two-thirds of terrestrial mammal strikes occur at night. About 63 percent occurred during the final approach or landing roll and 37 percent occurred



A Whitetail deer grazes on the end of the runway.

during the take-off run or initial climb.

For general aviation (GA) aircraft, 76 percent of bird strikes occurred at or below 500 feet above ground level (AGL). About 40 percent of the bird strikes with GA aircraft occurred when the aircraft was on the ground, and 97 percent occurred at or below 3,500 feet AGL. Less than 1 percent of bird strikes occurred above 10,500 feet AGL. The record height for a reported bird strike involving a GA aircraft was 32,500 feet AGL!

Reducing Wildlife Strike Risks

The following suggested operating techniques can help reduce the probability and severity of bird and mammal strikes to general aviation aircraft:

- Before takeoff, check the runway for wildlife. Many birds stand on concrete and asphalt surfaces to warm themselves and to gain a clear view of approaching predators.
- Use landing lights during takeoff. Although there is no conclusive evidence that birds see and avoid aircraft lights, limited data and anecdotal evidence suggest landing lights—particularly pulsed landing lights—make the aircraft more visible to birds and provide more time for animals to take evasive action.
- When encountering birds en route, climb to avoid a collision. Birds in flocks generally distribute themselves downward, with lead birds being at the highest altitude.



Flock of Canada Geese.

- Reduce aircraft speed to diminish impact force when operating in areas of bird activity.

- Be prepared to lower your head below the glare shield if a bird strike appears imminent.

- Fly at higher altitudes to reduce the probability of a bird strike.

- Avoid flying over known areas of bird concentration and flying at low altitudes during bird migration. Charted wildlife refuges and other natural areas attract high concentrations of birds, which may create a hazard to aircraft.

- If a collision occurs, fly the aircraft first. Assess the damage and decide whether you can make it to an airport or if you should make an off-airport landing. Declare an emergency - it doesn't cost anything. Even if no damage is visible, divert to the nearest airport and have a mechanic look at the airplane.

- Before takeoff, taxi down the runway to try and scare away any animals near the runway.

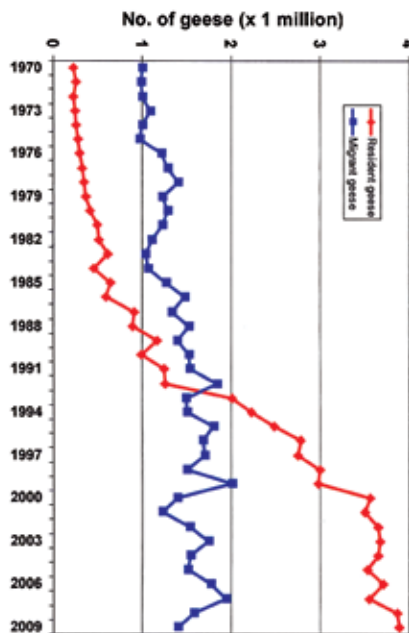
- When landing, make a low pass down the runway. This will allow you to see what might be on the runway and hopefully scare away any wildlife.

Reporting Wildlife Strikes

Pilots, airport operations staff, aircraft maintenance personnel, or anyone else who has knowledge of a wildlife strike should report it. It is important to include as much information as possible on Form 5200-7, which is available at <http://wildlife-mitigation.tc.faa.gov>. The identification of the species of wildlife struck is particularly important. Bird strike remains that cannot be identified by airport personnel can often be identified by a local biologist. Reporting wildlife strikes is invaluable in determining the size, nature, and severity of the wildlife strike problem. The database provides a scientific basis for identifying risk factors, justifying, implementing and defending corrective actions at airports, and judging the effectiveness of those corrective actions.

Bureau of Aeronautics' Role In Wildlife Strike Mitigation

The Wisconsin Bureau of Aeronautics (BOA) works with airport managers and local developers to help minimize the chances for wildlife strikes. Public-use airport operators are required to implement FAA Advisory Circular 150/5200-33B: Hazardous Wildlife Attractants On or Near Airports, which describes hazardous wildlife attractant types, appropriate separation distances between them and airports, and procedures for wildlife hazard management by airport operators. BOA has developed and put on its website a



mapped representation of the required separation distances for Wisconsin's State Airport System Plan airports: (<http://www.dot.wisconsin.gov/business/engrserv/airports/aoa.htm>). This aerial photo-based mapping allows airport operators to determine which local area construction projects (e.g. storm water ponds) are likely to present wildlife hazards to the airport.

BOA has worked with developers of government and private sector construction projects to avoid or minimize potential wildlife hazards of their projects. In 2011, BOA worked on 14 projects occurring within the minimum airport separation distances, including storm water management ponds, borrow pits, and wetland mitigation sites.

Avoiding a wildlife strike requires planning and vigilance by both pilots and airport managers. Extra caution is required in the fall when migrating birds and whitetail deer are especially active. While eliminating wildlife strikes may prove difficult, taking reasonable steps to prevent them, and understanding more about when and why they happen, can minimize the chances of one of these damaging and potentially life-threatening events from occurring.

Flight Instructor Refresher Course (FIRC)

The next WisDOT Flight Instructor Refresher Course (FIRC) is scheduled for November 5th and 6th, 2011 in Oshkosh, Wis. at the FAA Safety Center. The course is open to certified flight instructors whose certificates expire in November or December of 2011, and January or February of 2012. Other pilots can audit the course at a reduced fee and receive a certificate of completion. For more information, visit the WisDOT website at: <http://www.dot.wisconsin.gov/news/events/air/firc.htm> where you can find a link for on-line registration and payment.

Mechanics' Refresher & Inspection Authorization (IA) Renewal Seminar

The Mechanics' Refresher and Inspection Authorization (IA) training seminar will be held February 25, 2012 at the Holiday Inn Hotel and Convention Center in Stevens Point, Wis. WisDOT holds the refresher course annually for A & P mechanics with inspection authorization that need to fulfill their annual training requirement. About 30 vendors will be available to discuss their products during breaks. Registration is \$30, which includes lunch. More information can be found on the WisDOT website at: <http://www.dot.wisconsin.gov/news/events/air/aviation-mechanic-seminar.htm>. □

SPORT PILOT – LIGHT SPORT AIRCRAFT



Once Again, It's A "Sport Cruiser!"



Several of the improvements made to the new Sport Cruiser over the Piper Sport version can be seen in this photo, including the anti-servo tab on the trailing edge of the elevator, the reduced flare of the wingtips, and the air vents in the canopy. Not visible here are the counterweights added to the elevator forward of the hinges and the headset rack in the cockpit. The changes to the elevator are intended to address a perceived over-sensitivity in pitch noted by some pilots.

by Ed Leineweber

When I wrote about Piper's entry into the Special Light Sport Aircraft (S-LSA) market in my column last fall (Oct/Nov 2010 *Midwest Flyer Magazine*), I commented upon the speed with which the deal was struck between Piper Aircraft and Czech Sport Aircraft, manufacturer of what was then called the "Sport Cruiser." The Sport Cruiser was rebranded as the "Piper Sport," and distribution was done through a stand-alone network of Piper Sport dealers.



Ed Leineweber

But the licky-split pace of the deal making was exceeded by the speed with which it came to an end, barely a year later. Although supportive of the aircraft, Piper cited "differences in business philosophies," and pulled the plug on its S-LSA offering, just as it was starting to really take off.

According to statistics maintained by Dan Johnson, head of the Light Aircraft Manufacturers Association (LAMA), as of June 2011, Czech Sport Aircraft had 177 of various derivatives Sport Cruiser models registered in the U.S. This makes the Sport Cruiser second only to industry-leader Flight Design, and outpacing other front-runners such as American Legend, Tecnam and Cub Crafters; and substantially ahead of its big-league competitor, Cessna.

Approximately 70 of the Sport Cruisers on the FAA registry are officially Piper Sports, almost all of which were

sold during the short life of Piper's marketing agreement with the manufacturer. (A few Piper Sports have been sold since the termination of the agreement, as existing inventory is liquidated.)

So what is next for the Sport Cruiser and the former Piper Sport dealers who hitched their wagon to Piper's rising star, only to have their plans dashed a few months later while enjoying a very encouraging market response?

I caught up with Bill and Todd Kyle, owners of North Iowa Air Service, profiled in my first article, and talked about future plans for this promising S-LSA. If the "animal spirit" that animates so much of general aviation entrepreneurial activity is any indication, the Czech Sport Aircraft offering, now once again known as the Sport Cruiser, is alive and well, with bright, if more modest, prospects for future success.

First, the new marketing structure remains essentially intact, with nine of the original 10 Piper Sport dealers remaining on board, and a new one joining the group, thereby maintaining the original total of 10. U.S. Sport Aircraft, based in Ft. Pierce, Florida, and owned by Don Ayres, remains the master distributor for North America: www.sportaircraft.com. The aircraft are imported into the U.S., reassembled at the company's facilities in Ft. Pierce and Addison, Texas, inspected by a Designated Airworthiness Representative (DAR), and issued their Special-Light Sport Aircraft airworthiness certificates. From there they are distributed to the various dealers around the country. All 10 regional dealers are factory-authorized service centers.

According to Todd Kyle, their business plan for North Iowa Air Service remains unchanged, although they have revised downward the number of aircraft they believe will likely be sold in the next few years, conceding that the Piper branding and support was a major element of the early success of their product. Still, they remain confident that the aircraft itself, the manufacturer, and the distribution and support network, are all solid competitors, and that the Sport Cruiser will get its share of the developing Light Sport Aircraft market in the years to come.

The "new" Sport Cruiser aircraft has undergone several modifications which Todd feels result in significant improvements to an already proven design. These include the addition of an anti-servo tab on the elevator; lengthened flaps (and shortened ailerons), which reduce the full-flaps

stall speed to an impressive 24 knots; counter-weights in the elevator to reduce pitch sensitivity; less flare in the wing tips to facilitate night operations; air vents in the canopy; and headset hangars. Specifications for the Sport Cruiser can be found on the U.S. Sport Aircraft website under the "Documents" tab.

The Rotax 912ULS-powered Sport Cruiser is still offered in the three models configured by Piper: the Classic, a trainer version, and the top-of-the-line LTD, which almost all buyers are choosing. Featuring the Dynon glass panel avionics options, Garmin GPS and radios, and a ballistic recovery parachute, the price tag here can approach \$150,000. Sparser versions are considerably less, but the market appears to prefer the bells and whistles.

So what's changed? Not much, and everything, you might say. A poor economy and uncertain times continue to weigh heavily on the LSA market, as with most industries. The withdrawal of the Piper brand was a big blow to the guys at North Iowa Air Service, as it was to the importer and the other nine dealers. But these organizations tend to be lean, staffed by experienced pros, who have a passion for their products. The Kyles now have an improved aircraft with a proven track record of market success.

My visit with Sport Cruiser owners at their recent EAA AirVenture get-together in July confirmed that this S-LSA is a capable cross-country airplane with lots of appeal and a solid support base here in the United States. Time will tell, but my guess is that the Sport Cruiser will remain close to the top of the "market share" lists, even without the fabled "Piper" name painted on its nose.

EDITOR'S NOTE: Ed Leineweber is a CFII and aviation and business attorney, who now looks back at earlier life phases as a circuit court judge, fixed base operator, and as an airport manager. Ed can be reached at edleine@countryspeed.com or by telephone at 608-604-6515. □



Rockwell Collins President/CEO Clay Jones.

GA Rising Up For America!

by Tim Busch

CEDAR RAPIDS, IOWA – A crowd of several hundred people gathered at Eastern Iowa Airport in Cedar Rapids, Iowa, August 17, 2011, to hear representatives of the general aviation industry defend the use of corporate aircraft and to urge them to challenge and educate critics like President Obama. The rally, organized by the General Aviation Manufacturers Association (GAMA) and hosted by Rockwell Collins, was a response to Obama's call for corporate jet owners "and other wealthy individuals" to give up tax breaks to help reduce the nation's \$14 trillion debt. Clay Jones, Chairman, President and CEO of Rockwell Collins, said bureaucrats and lawmakers have a lot of ideas about how to create jobs,



GAMA President Pete Bunce

but he cautioned them to observe the Hippocratic oath taken by doctors.

"First, do no harm," Jones said. "By that I mean capitalize on those things that are working, and you don't have to look any farther than general aviation to find a shining example of what is working and has worked in this country to create economic benefit and jobs." General aviation employs 1.2 million people, including 4,000 at Rockwell Collins.

"There was a time in America when people with names like Cessna, Beech, Piper, Williams and Collins were willing to risk their names and their fortunes on ideas," Jones said. "Some succeeded, some failed, but all of them helped build the fabric of America. They took risks and created flying machines that brought people together and promoted commerce around the world." □

GA Rally In South Dakota

PIERRE, SD – Over 100 workers, state and local officials and aviation enthusiasts gathered August 31, 2011, in Pierre, South Dakota for a general aviation (GA) rally.

The event, held at Mustang Aviation, was organized by GAMA with support from AOPA, EAA,

NATA and NBAA.

Rally attendees included aviation enthusiasts and individuals who use GA to conduct business in South Dakota. State and local public officials were also on hand. Senator John Thune and Governor Dennis Daugaard recognized GA's tremendous impact as a provider of vital services to the rural and agricultural areas of the state. □

FAA REFORMS NEEDED FROM PAGE 51

• The “fun part” of aviation is not growing, but unlike fixed-wing airplanes, *it is not losing pilots*, either. I don’t have the current figure, but the Soaring Society of America at one time estimated that 80% of new glider-only pilots were still flying five (5) years later. That’s an interesting item. Compare that with the retention rate of “powered” private pilots. WHY would someone go through the considerable time and expense of obtaining a powered private pilot Certificate, only to walk away from it? Here’s a thought. There is absolutely NO rationale about justifying glider flying for transportation. It’s just FUN. It’s harder to become a glider pilot than a fixed-wing airplane pilot because of the logistics of the endeavor: the season is short; you have to line up an instructor, tow pilot, and wing runner; and lessons tend to come in small fragments. A powered airplane pilot can do 10 touch and go landings per hour, but a glider pilot can do only two or three. Despite that, glider pilots tend to continue to fly. One of the reasons, I believe, is that glider flying IS all about having fun; another is the camaraderie – the social life amongst pilots. Glider flying tends to be practiced at small airfields and it is an activity that you can’t do by yourself. There’s a lesson to be learned here. The same can be said about the sport of ballooning; there is no pretension of justifying the balloon other than fun. It also requires a crew to be able to fly, and it also involves social activity. (*I’m starting to see a trend here!*) How about “ultralight” aircraft? Despite LSA certification,

there are still a number of pilots that fly these airplanes just for fun, turning their backs on certifying their aircraft as LSAs, and they have a good time socializing with each other. **The takeaway: What do all of these participants in motorsports know that WE don’t know; that flying SHOULD be fun, and that you should have a social life with people that engage in the same activity that YOU like?**

• Here’s a similarity with our problem in aviation, sailboats. I have a friend that has been involved in aviation for years, but now spends most of his time on sailboats. Why are sailboats in decline (like aviation) while motorboats are holding their own? We’ve discussed it often. **The takeaway: Sailboats are like the general aviation industry; the owners are aging, and there are not a lot of new skippers coming on line. People want to multi-task; they want convenience. Both sailboats and airplanes take time to enjoy; younger pilots and boaters want instant gratification. The problem with sailboats has become so severe that very few sailboats are built in the U.S. any more. With fewer people looking to buy sailboats, the price of sailboats has plummeted (government and aviation industry, are you listening?)**

• A recurring theme in successful leisure-time activities detailed above is the power of becoming part of a group of affiliating, like-minded people. General Aviation was strongest when we bonded together socially, during and after flying. That has been true in military squadrons, at

small airports, in airline crew rooms, and among people that fly strictly for fun. We need to return to that social side for flying to attract new pilots.

The Bottom Line: The world has changed. We have a choice, **either change it back, or adapt.** It IS within our power to reverse the mistakes of the last few decades, and it IS within our power to adapt. Our industry should not be viewed as a “stand-alone” industry. Rather, we should emphasize that flying an airplane is FUN, REWARDING, can be a CAREER, and can enhance the OTHER things you do. Being a pilot DOES MAKE YOU UNIQUE. **There are few people that do what you are able to do.** We need to both go back to old-fashioned salesmanship, and to adapt to this new paradigm in order to succeed. If we don’t, maybe we should look for some of those cheap sailboats, or the aforementioned ANT FARM.

EDITOR’S NOTE: Jim Hanson is the long-time fixed base operator at Albert Lea, Minnesota. He has run multiple FBOs, and is rated in airplanes, helicopters, gliders, balloons, single and multi-engine seaplanes, and six types of jets. He has owned 538 airplanes in his 48 years of flying, and has no accidents or incidents in his 30,000 hours aloft. Jim recognizes that these statements may not sit well with some members of the aviation community, but they are offered as part of a dialogue with national aviation organizations to help stop the erosion of student starts and pilot dropouts in promoting aviation. Jim says, “The best part about getting old is that you don’t care WHO you offend!” If you’d like to give him a piece of your mind, you can contact him at jimhanson@deskmedia.com. □

AT OUR AIRPORTS

Outagamie County Airport Awarded Federal Grant

APPLETON, WIS. – The Department of Transportation (DOT), Bureau of Aeronautics (BOA), has announced that the Federal Aviation Administration (FAA) has awarded \$448,500.00 in grant funds to Outagamie County Airport (ATW).

“Investments in our airport not

only create local construction jobs in the short term, but also lay the groundwork for future economic development and growth in the region,” said Thomas Nelson, Outagamie County Executive.

“The funds will be used to rehabilitate several concrete apron

panels located on our air carrier apron,” said Martin Lenss, Airport Director. “In addition, a portion of the funds will be used to design a Runway 12/30 concrete panel replacement project. We anticipate the runway project will be awarded in fiscal year 2012.” □

CALENDAR

Send the date, times, location
(INCLUDE CITY, STATE & AIRPORT I.D.),
and contact person's telephone number,
address & email address for reference.

First 15 words **FREE!**

FOR LARGER LISTINGS, REFER TO THE
CLASSIFIED AD SECTION ON PAGE 60

Complete "Calendar of Events" Form At

www.midwestflyer.com

- Or Mail To -

Midwest Flyer Magazine
PO Box 199 - Oregon WI 53575-0199

**NOTAM: Pilots, be sure to call ahead
to confirm dates and for traffic advisories and
NOTAMs. Also use only current aeronautical
charts for navigation and not calendar
listing information**

Midwest Flyer Magazine is not responsible
for accuracy of information published.

* INDICATES ANY NEW OR UPDATED CALENDAR
LISTINGS SINCE THE PREVIOUS ISSUE.

OCTOBER 2011

- 15* **MANDAM (Y19), N.D.** - Chili Fly-In -
11am-5pm. 701-330-2210.
- 15* **SIDNEY (SNY), NEBR.** - Breakfast 7am-
Noon. Open house & activities for
youth. 402-335-0256.
- 16* **TAYLORVILLE (TAZ), ILL.** - Pancake Break-
fast 7-11am. Pancakes, Eggs,
Sausage, Biscuits & Gravy,
Hashbrowns, Cereal, Donuts, Orange
Juice, Coffee & Tea. 217-824-9313.
- 16* **WATERVLIET (40C), MICH.** - Annual Chili
Hop - 11am-3pm. www.eaa585.org
- 16* **SPRINGFIELD (Y03), S.D.** - Breakfast -
7am-1pm. Show & Shine Show of Cars
& Tractors. 605-665-8448.
- 16-20* **WILMINGTON, N.C.** - Aviation Lighting
Seminar at the Hilton Wilmington
Riverside. 919-840-0112.
www.iesalc.org. Hotel 910-763-5900.
- 22* **PLATTE (1D3), S.D.** - breakfast - 8am-
Noon.
- 29* **OSHKOSH, WIS.** - Wisconsin Aviation Hall
of Fame Induction Banquet - 5pm.
262-370-5714.

NOVEMBER 2011

- 5* **YORK (JYR), NEBR.** - Omelets, Burritos,
Eggs, Sausage & Pancakes Breakfast -
8-10am. redoakrod@stewireless.com
- 12* **DE SMET, S.D.** - SDPA Meeting & Safety
Seminar at the Oxbow Cafe - 102 US
Hwy 14 E starting at 9:30am. FAAS-
Team Safety Seminar.
sdpilots.com/events.asp

DECEMBER 2011

- 3* **YORK (JYR), NEBR.** - Omelets, Burritos,
Eggs, Sausage & Pancakes Breakfast -
8-10am. redoakrod@stewireless.com

JANUARY 2012

- 19-20* **YPSILANTI, MICH.** - Professional
Aviation Maintenance Association
(PAMA) National Conference &

Maintenance Symposium at the
Eastern Michigan University near
Detroit in conjunction with the Great
Lakes Aviation Conference. www.GreatLakesAviationConference.com/pama. 517-548-1200.

- 20-21* **YPSILANTI, MICHIGAN** - Great Lakes
Aviation Conference at the Eastern
Michigan University - Student Center.
www.GreatLakesAviationConference.com/pama. 517-548-1200.

FEBRUARY 2012

- 12* **MONDOVI (WS69), WIS.** - Log
Cabin Airport Annual Ski Fly-In
starting at 10am with Chili, Hot
Dogs & Refreshments at Noon.
logcabinairport@tcc.coop
- 25* **STEVENS POINT, WIS.** - Mechanics
Refresher and Inspection Authorization
(IA) Training Seminar at the Holiday Inn
Hotel & Convention Center.
www.dot.wisconsin.gov/news/events/air/aviation-mechanic-seminar.htm.
- 26* **WARROAD (KRRT), 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.

MARCH 2012

- 18-19* **BROOKLYN CENTER, MINNESOTA** - Minneso-
ta Aviation Trades Association (MATA)
Conference at the Earle Brown Heritage
Center - 6155 Earle Brown Drive. Sara
Wiplinger at swiplinger@wipairie.com.
- 19-20* **BROOKLYN CENTER, MINNESOTA** - Minne-
sota Aviation Maintenance Technician
Conference at the Earle Brown Heritage
Center - 6155 Earle Brown Drive.
Contact person is Janese Thatcher at
651-234-7183 or janese.thatcher@state.mn.us.

- 27-4/1* **LAKELAND, FLA.** - Sun 'n Fun Fly-In &
Expo. www.sun-n-fun.org

APRIL 2012

- 25-26* **WEST DES MOINES, IOWA** - Iowa Avia-
tion Conference at the Sheraton West
Des Moines Hotel. For more info www.iowaairports.org/conference/index.htm

- 28* **BLOOMINGTON, MINN.** - Minnesota Aviation
Hall of Fame at the Ramada, Mall of
America Hotel.
mnaviationhallof fame.org.

MAY 2012

- 4-6* **BRainerd, MINN.** - 2012 Minnesota Sea-
plane Pilots Safety Seminar & Fly-In.
www.mnseaplanes.org
- 7-9* **WISCONSIN DELLS, WIS.** - 57th Annual
Wisconsin Aviation Conference at the
Chula Vista Resort. www.wiama.org

JUNE 2012

- 2-3* **BLAINE (ANE), MINN.** - Discover Aviation
Days at the Anoka County-Blaine
Airport. www.DiscoverAviationDays.org. or
Info@DiscoverAviationDays.org. 763-
568-6072.

JULY 2012

- 23-29* **OSHKOSH (OSH), WIS.** - EAA AirVenture
2012. www.airventure.org

AUGUST 2012

- 15-19* **MIMINISKA, ONTARIO CANADA** - Canadian
Fishing Fly-Out at Miminiska Lodge.
196 nm north of Thunder Bay, Ontario.
Contact Joe Pichey 866-984-1705.
joe@wildernessnorth.com

OCTOBER 2012

- 11-13* **PALM SPRINGS, CALIF.** - AOPA Aviation
Summit at the Palm Springs Convention
Center. www.aopa.org

FOR MORE LISTINGS & UPDATES Go To

WWW.MIDWESTFLYER.COM

(CALENDAR OF EVENTS)

ALSO, POST YOUR EVENT ONLINE

WWW.MIDWESTFLYER.COM

www.midwestflyer.com

[www.facebook.com/
MidwestFlyer](http://www.facebook.com/MidwestFlyer)

SUBSCRIBE

OFFER
EXPIRES DEC. 31, 2012

Name _____

Street _____

City _____ State _____ Zip _____



\$19.⁰⁰ ONE YEAR (6 ISSUES)

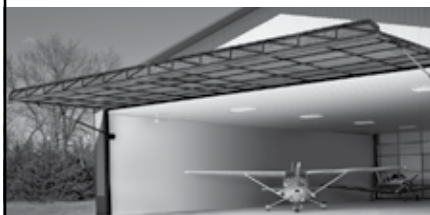
\$29.⁰⁰ TWO YEARS (12 ISSUES)

SUBSCRIBE AT
WWW.MIDWESTFLYER.COM

OR COMPLETE
& RETURN THIS FORM TO

MIDWEST FLYER MAGAZINE
P.O. Box 199
OREGON, WI 53575-0199

Experience the Hi-Fold Advantage™



Protect your investments with
the **HIGHEST QUALITY**
hydraulic single-panel doors.

Now manufacturing bi-fold and
single-panel hydraulic doors



HI-FOLD DOOR CORPORATION

Higher Clearance • Higher Quality

800-443-6536

Find out more at www.hi-fold.com



FLY-A-CUB

For The Pure Joy of Flying!

Don't yet have your tailwheel endorsement?

Excellent Instruction Available!

Plane: \$60/hr dry - Instructor: \$50/hr

MOREY AIRPLANE COMPANY

608-836-1711 • www.moreyairport.com

MIDDLETON MUNICIPAL AIRPORT (C29)

MOREY FIELD - MIDDLETON, WISCONSIN

OMNI ASSOCIATES

"Airport Engineering and Design Services"

For Additional Information Contact

Aaron Stewart At 920-735-6900

ONE SYSTEMS DRIVE, APPLETON, WI 54914



AERONAUTICAL ADVENTURES, LLC

Tri-County Airport, Lone Rock, Wis. (LNR).

Ed Leineweber, CFII, LSRM,

Tailwheel Transition Training,

Flight Reviews, Primary Instruction,

Instrument Training & IPCs

Email: edleine@countrysspeed.com

or Call: 608-604-6515

CLASSIFIEDS

SINGLE LISTING: \$.75 per word.

Minimum order is \$20 per insertion.

ORDER ONLINE - www.MidwestFlyer.com

or MAIL LISTING TO - Midwest Flyer Magazine,

P.O. Box 199, Oregon, WI 53575-0199.

Please include payment with order!

NOTE: We can invoice municipalities.

LISTING IS ALSO POSTED ON OUR WEBSITE!!

www.midwestflyer.com

AIRCRAFT APPRAISALS. NAAA Certified Appraiser. Aircraft Valuation Services Since 1996. Based WI. 608-786-3434. www.mwaircraftappraisal.com

HANGARS AVAILABLE FOR RENT - STOUGHTON, WIS. Open and closed hangars from \$90.00 - \$150.00 per month. Call John Matson 608 712-2353 or e-mail Johnm@matremold.com

INSURANCE - 60 years risk management serving aircraft operators and owners. Superior, empathetic service. Mid-Continent Aircraft Corp., Hayti, MO. acinsurance@midcont.com. 1-800-325-0885.

FAA MEDICAL PROBLEMS? We Specialize In Helping Pilots When FAA Medical Certificate Problems Occur. Professional! Affordable! Effective! ARMA RESEARCH, INC. 920-206-9000 or www.armaresearch.com

AIRCRAFT INSURANCE IS A WASTE OF MONEY. If you're lucky. AircraftInsurance.com

CESSNA AUTHORIZED EXCLUSIVE NEW SINGLE-ENGINE SALES for St. Louis and Southeast Missouri, Illinois, Arkansas. Mid-Continent Aircraft Corp., Hayti, MO. www.midcont.net 1-800-325-0885.

AIRCRAFT ENGINE PRE-HEATER - End your cold weather starting problems and reduce premature engine wear with a Proven E-Z HEAT Engine Pre-Heater. Heats entire engine in about 4 hours, through conduction - the safest means of heat transfer available. Call E-Z Heat, Inc. at 1-800-468-4459, x: 715-924-4401 or www.e-zheat.com.

OPPORTUNITY FOR a young, experienced, maintenance mechanic, 401K, group health, bonus, long term, stable position. Call Dick at: 800-325-0885. (MC)

HANGARS FOR RENT at Southern Wisconsin Regional Airport (JVL), Janesville, WI. JVL is an all-weather, full-service airport with three runways, precision and non-precision approaches, conveniently located between Rockford, Illinois, and Madison, Wisconsin. JVL has a restaurant on field and the Glen Erin Golf Club and Cursing Stone Pub, an 18-hole public golf course and restaurant, is located on the airport within walking distance of the main terminal. For hangar rates and availability, call 608-757-5768.

HANGAR SITES ready to build, available for lease at the Orr (Minnesota) Regional Airport. For rates and additional information contact Rod Dunn at 218-757-9994.

INTERESTED IN AVIATION AND AGRICULTURE? You are eligible to join your state chapter of the International Flying Farmers. For additional information call 608-835-3768.

ORDER A CLASSIFIED AD ONLINE TODAY!

WWW.MIDWESTFLYER.COM



35' X 55',
Door is 39 1/2' W
x 10 1/2' H

HANGAR FOR SALE!
Minneapolis-Crystal Airport (MIC)
Lot 5-1B,
Southwest corner of KMIC.

Heated, finished interior.
\$74,495 or best offer!
Any reasonable offer will be accepted!
Contact Craig (612) 309-5128
or Greg (612) 760-4060

MAINTENANCE

Authorized Service Centers



DAHER-SOCATA



*Chute happens.
Live with it.*

Certified for CAPS

Chute happens every 10 years...

Have you scheduled your
chute replacement yet?

CALL US TODAY!



800-657-0761 (RYV) or 800-594-5359 (MSN)

AVIONICS



Garmin's NEW Touchscreen GTN Series!

Unprecedented access to
high-res terrain mapping,
graphical flight planning,
traffic display, satellite
weather, and much more!

Call for more details.

GARMIN

- Free, Accurate Quotes
- Custom Installations
- On-Time Deliveries
- Autopilot Services
- G1000 Service
- Same-Day Service

800-594-5359 (MSN)

AIRCRAFT SALES



2006 Cirrus SR22-GTS – Avidyne FliteMax Entegra glass cockpit, dual Garmin 430s, 55X autopilot, Skywatch! Stormscope! XM weather! TKS ice protection! Terrain! Charts-capable, Service Center-maintained since new, 1300 TT. Leaseback to Wisconsin Aviation wanted!
.....\$269,000



2000 Commander 115 – Pampered and always hangared! Fresh Annual, Only 765 TT, GNS 530W/430W! Sandel HSI! WX-500 and GDL-69 WX! TCAD, air, NDH, one owner!
.....Reduced to \$289,000!



1966 Piper Cherokee 6-260 - Only 3445 TTSN, 1548 SMOH, Fresh Annual! KCS-55A HSI! S-Tec 50 Autopilot! BFG WX-900 Stormscope! KLN-89B GPS, 1467 lbs. useful load. Great aerial SUV for
.....\$64,500!



1975 Piper Arrow II - 7525 TT, 1935 SMOH, Dual GPS, Autocontrol IIIB. Runs great! Same operator for past 23 years!
.....\$42,500



1978 Piper Aztec F – Ice, Bendix RDR-150 radar, HSI, Altimatec X autopilot, 9100 TT, 115/1210 SMOH, December 2010 annual, Tanis heaters.
.....\$85,900/Trade

CONSIGNMENTS WANTED

Buying or selling, we'll work for you!

800-657-0761 (RYV)

ASK PETE

by Pete Schoeninger

Q: I have a Cherokee 180, and would like to move up to a 1970s Cherokee Six or Cessna 206. Which would you recommend? Rick in Iowa

A: Rick: They are both good airplanes, and most shops have experience with them. Given their age, a good inspection by a mechanic of your choice should be mandatory before purchase, and a good model of either is better than a rough model of the other. All else being equal, the "Six" has a more comfortable cabin. The 206 is a



workhorse, offering big doors, and the option of big tires for off-airport use. All else equal a 206 will bring \$10 grand or so more money.

There may be a better chance of finding a good Cherokee Six of that age than a 206, because 206s are more often used as pickup trucks, and Cherokee Sixes are a little more likely to be used for personal transportation.

If two planes were found which were similar in condition, hours, and avionics, I would lean in favor of the Cherokee Six for the following reasons:

1) The 260 hp and 300 hp Lycoming engines in the Cherokee Six have a longer TBO than the Continental IO-520 in 206s.

2) The Cherokee Six is quieter.

3) The last two seats in the 206 are not really full size adult seats. The rear two seats in the Six are very comfortable, and in my opinion, are the best passenger seats in the airplane. In either airplane, some seats may be removed.

4) The Cherokee Six has a nose baggage compartment, as well as an aft baggage compartment. If a person utilizes this feature, it's hard to go aft CG, even with a couple of porkers in the back seats.

Having said all of that, if seaplane use is contemplated, the Cessna 206 is a winner hands down!

Q: The U.S. dollar seems to be losing value against some other world currencies. Does that affect the U.S. airplane market?

A: A little... because a foreign buyer can now get more airplane for their foreign funds than a few years ago. I just sold a Commander 114B to a party in Australia, for instance. So we see a few more foreign sales, but overall the airplane market continues soft, with some exceptions.

EDITOR'S NOTE: Email your questions to Pete.Harriet@gmail.com.



NASAO Awards For 2011

NASHVILLE, TENN. – Members of the National Association of State Aviation Officials (NASAO) presented the association's awards at their annual convention and tradeshow in Nashville, Tennessee in September 2011.

Receiving the Distinguished Service Award was Mark Noel, PE, Manager of Project Development at the Michigan Department of Transportation. Noel was recognized for his excellence in service and dedication to aviation progress and development in Michigan.

Receiving the National Journalism Award was Kim Stevens of the State Aviation Journal. Stevens was previously the director of the Nebraska Department of Aeronautics, and deputy director at the Arizona Department of Transportation - Aeronautics Division. The State Aviation Journal focuses on state aeronautics agency news and information.



✈ *Fly-In & Taxi Over* ✈

TO THE UPPER DECK RESTAURANT & LOUNGE

Bong Airport, Superior, Wisconsin
Open for Breakfast, Lunch & Dinner

Tuesday - Sunday
8 AM - 9 PM Tues. - Sat. ♦ 8 AM - 8 PM Sun.

Call 715-395-8376

Runway To Heaven! **Canadian Fishing Fly-Out** *To Miminiska Lodge,* *Ontario*



August 15-19, 2012

196 nm North of Thunder Bay, Ontario
2400 ft. Turf Runway

– **Great Fishing & A Great Time** –

Contact Joe Pichey

866-984-1705

joe@wildernessnorth.com



WIPLINE FLOATS | SKIS | MODIFICATIONS | AIRCRAFT SALES
AVIONICS | INTERIOR | MAINTENANCE | PAINT REFINISHING



WIP-AIRE *noun* \ 'wip- 'er \

: a worldwide general aviation leader of diversified aviation services, recognized for its innovative products, quality services, technological innovation and engineering expertise



1.888.WIPAIRE or 651.451.1205 | www.wipaire.com
1700 Henry Avenue, Fleming Field, South St. Paul, MN 55075

MIDWEST FLYER MAGAZINE
P.O. BOX 199
OREGON, WI 53575-0199

Presorted Standard
US Postage Paid
Permit No. 884
Bollingbrook, IL

**To Subscribe To
Midwest Flyer Magazine
Go On Line**

www.midwestflyer.com

Or Mail Payment To

MIDWEST FLYER MAGAZINE

PO Box 199

OREGON WI 53575-0199

\$19.00 - 1 Year (6 Issues)

\$29.00 - 2 Years (12 Issues)

*Let Skycom Avionics demonstrate how the latest
technology can work for you!*



Waukesha County Airport (KUES) - Waukesha, WI (800) 443-4490

Visit www.skycomavionics.com to view our
custom panels and installations including
the new Garmin GTN Touchscreen Series. **GARMIN.**

AIRCRAFT ELECTRONICS
MEMBER

PROFESSIONALS DEDICATED TO PROVIDING THE BEST SERVICE FOR A REASONABLE PRICE



Leader in Aviation Since 1962

New capabilities and a dedication to delivering best in class products and service.

- **FUEL & FBO SERVICES**
- **EXECUTIVE CHARTER**
- **AIRCRAFT MANAGEMENT**
- **AIRCRAFT MAINTENANCE**
- **PART 141 FLIGHT TRAINING**
- **PILOT & PARTS SHOP**

**For professional, high quality aviation services
delivered at an affordable price, experience the Thunderbird Difference!**



FLYING CLOUD AIRPORT

14091 Pioneer Trail
Eden Prairie, MN 55347
952.941.1212

CRYSTAL AIRPORT

5800 Crystal Airport Rd.
Crystal, MN 55429
763.533.4162



www.thunderbirdaviation.com

fly@thunderbirdaviation.com