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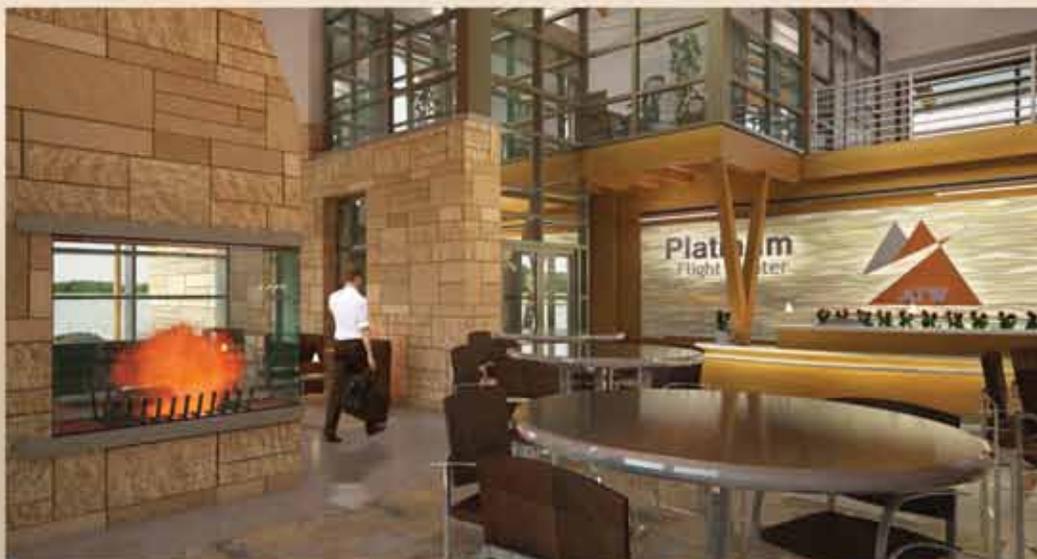
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ON THE COVER: Ayden Pledger of Mountain Brook, Alabama, enjoyed putting on his own air show at the Sun 'n Fun International Fly-In & Expo, April 9-14, 2013, Lakeland, Fla.

Photo by Matthew Olafsen



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July 1	August - September
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FAA Tells EAA To Pay Up or Else!

by Dave Weiman

The Federal Aviation Administration (FAA) required the Experimental Aircraft Association (EAA) to pay \$447,000 in “user fees” to cover the expenses associated with air traffic control services at Wittman Regional Airport during EAA AirVenture, July 29 thru August 4, 2013 in Oshkosh, Wisconsin. The fee amounts to about \$50.00 per aircraft for the 10,000-plus aircraft that fly in for the event. If EAA did not pay the fee, the FAA would have pulled the plug on the event by not issuing the necessary waivers for air operations.



“Let me be clear,” said EAA Chairman Jack Pelton. “We have consistently regarded the FAA’s move as holding AirVenture and GA hostage

this year. There was considerable, detailed thought given over the past month to every option and possible scenario. Ultimately, AirVenture’s importance to the entire general aviation economy and community, as well as to EAA’s year-round programs, was the overriding factor in our response. AirVenture will go on, and our attendees deserve nothing less than the best air safety and services we can provide.”

The FAA’s demand for payment was first unexpectedly revealed by the agency in mid-May. This left EAA, exhibitors and others in a position where millions of dollars had already been committed to AirVenture 2013. Along with the completed agreement, EAA included a letter stating that it signed the contract under protest.

“As far as we’re concerned, this isn’t over,” said Pelton. “We entered this agreement only because there was

no other realistic choice to preserve aviation’s largest annual gathering. We also look forward to FAA’s leadership coming to Oshkosh this year to personally explain their policy to the nation’s aviators.”

At press time, the one-time agreement would allow AirVenture to have a full complement of 87 air traffic controllers and supervisors at the event for essential air safety services. Federal budget sequestration, however, was expected to diminish the FAA’s presence at the event this year in areas such as forums and exhibits.

EAA members and other aviation enthusiasts need to be involved to counter FAA’s stated policy of expanding these financial demands on aviation events in future years, Pelton added. EAA maintains that this equates to the imposition of GA “user fees” without Congressional approval. Twenty-eight (28) U.S. Senators signed a bipartisan letter calling the FAA move unacceptable and demanded an

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immediate reversal, but at press time, there was no reversal in sight.

On July 3, 2013, EAA filed a petition with the U.S. Court of Appeals for the Seventh Circuit in Chicago, asking the court to review and provide relief from the payments demanded by the FAA.

In its petition, EAA asked the court to stop the FAA from augmenting its congressionally approved appropriation through unilaterally imposed fees on aviation events such as AirVenture. EAA maintains the fees were imposed without standard notice and comment procedure from the FAA, making it procedurally improper and unlawful. EAA is also asking the court to reverse the FAA's decision to seek these payments, and return the fees already paid and other costs incurred.

EAA also circulated an electronic petition among members and urged them to email letters to both houses to oppose the fees. At press time, more than 25,000 letters had already been sent, and more are expected.

"Our quarrel is not with the hard-working FAA employees who do their jobs at Oshkosh," said Pelton, who has the confidence, trust and respect of members.

"We understand that AirVenture and other GA events are pawns in the



larger sequestration political standoff, so it's important that we stand together and let those in Congress and the White House know the importance of aviation. We will do that in Oshkosh and we look forward to having those who love the freedom of flight, stand with us." Among those groups that are standing by EAA is the Aircraft Owners & Pilots Association (AOPA).

This additional user fee is above and beyond the user fee already being paid by pilots flying to Wittman Regional Airport. Pilots already pay a federal "excise tax" on the fuel they buy – before, during and following their flights to Oshkosh. While each pilot flying into Oshkosh during AirVenture will not directly be assessed the additional user fee being charged EAA, and EAA will not be adding

surcharges to anything else during AirVenture 2013 to cover this cost, the additional expense could impact EAA programs in the future.

"If the court petition does not succeed, there will be less money for year-round EAA programs," says EAA spokesman, Dick Knapinski. "That means tighter budgets in builder assistance, member information services, government advocacy, museum programming, and the like. The

revenue from AirVenture gets plowed back into EAA programs and services. Less revenue means fewer resources for those programs."

If we choose instead to fly to Des Moines, Iowa; Springfield, Illinois; Kalamazoo, Michigan; or Fargo, North Dakota the week of AirVenture and use ATC services in those cities, pilots will not be assessed an additional fee, and we believe that pilots should not be assessed an additional fee to fly to Oshkosh, Wisconsin during the week of AirVenture.

Rather than penalize pilots and EAA by charging an additional user fee, the FAA should be grateful for the opportunity to show off their "pink shirts" at the world's largest fly-in and participate in forums to help inform and educate the GA community on issues of importance to all, like "NextGen." The FAA could never pull off such a successful event of its own and be guaranteed a captive audience like it has at AirVenture and other events around the country, which are produced by private organizations. The FAA needs venues like EAA AirVenture, the AOPA Aviation Summit, and the annual conventions of the General Aviation Manufacturers Association (GAMA), National Business Aviation Association (NBAA), National Association of State Aviation Officials (NASAO) and National Air Transportation Association (NATA) for it to inform and educate the aviation community.

EDITOR'S NOTE: We welcome your comments on this and other topics at info@MidwestFlyer.com. Thank you! □

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Dear Dave:

Thank you so much for the donation of copies of *Midwest Flyer Magazine*. The attendees LOVED getting them. Our aviation safety seminar (at the EAA Aviation Center, Oshkosh, Wis.) on March 16, 2013 went very well, and attendance was good.

On behalf of myself and all the other board members and volunteers, thank you for the donation! We could not have done it without you!

Lee Taylor
Wis. Ultralight/Light Aviation Council
Whitewater, Wisconsin

Dear Dave:

Your recent article on Mackinac Island and the Grand Hotel (June/July 2013) brought back fond memories of flights I've made to the quaint destination. Also, your photos were excellent.

Separately, I really liked your commentary on mentorship.

Philip Handleman
Handleman Filmworks
Birmingham, Michigan

Dear Dave:

I don't know who sent me your magazine, but I enjoy reading about the Piper world of today. Much has changed. We were in business for 40 years and flew and sold and repaired Pipers, raised four flying sons, and have lots of stories to tell.

Wisconsin is our home state. My husband passed away in 2001.

Enclosed is a check for a year's subscription to your magazine. We are no longer Engels Aircraft, Inc. Now just me!

Arlene Engels
Fairbury, Nebraska

Dear Dave:

Thank you for the magazine. I look forward to getting it.

Maybe some day *Midwest Flyer* will adopt South Dakota.

Thank you!

Perry Hofer
Doland Aerial Spraying
Doland, S.D.

Dear Perry:

Thanks for your note. *Midwest Flyer Magazine* is proud that South Dakota is one of 12 states in the Midwest that it serves.

More coverage is provided those states that send us news and information, so I hope you will consider sending us some news items and stories from South Dakota from time to time.

Dave Weiman
Midwest Flyer Magazine

Known As Curtiss-Wright Field In 1953

MILWAUKEE, WIS. – In the article entitled "EAA's Beginnings" published in the June/July 2013 issue of *Midwest Flyer Magazine*, it was stated that when the Experimental Aircraft Association (EAA) held its first fly-in in Milwaukee in 1953 that the host airport was then known as "Timmerman Field." In 1953, the airport was still known as "Curtiss-Wright Field." It was not until 1959 that the Milwaukee County Board renamed the airport in honor of Lawrence J. Timmerman. □

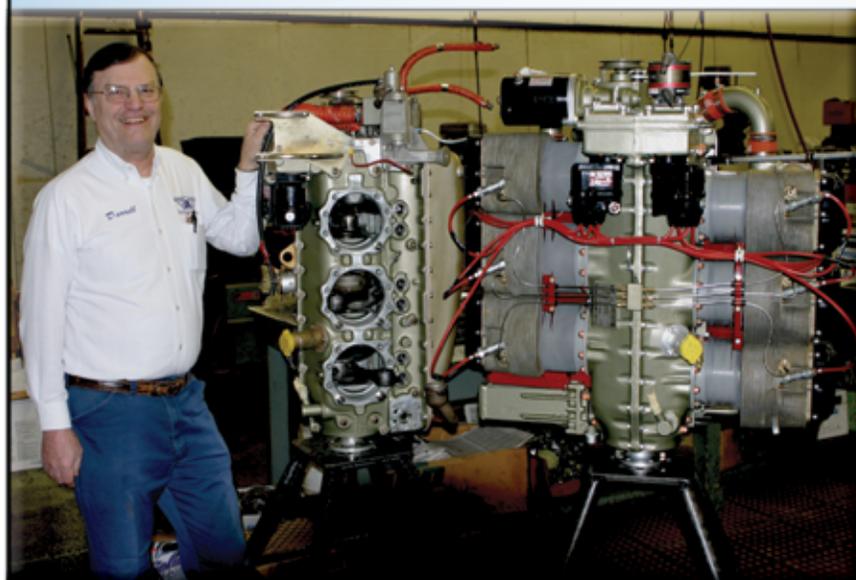
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How Do You Know If You Are A Commercial Air Tour Operator?

by Greg Reigel

The FAA Office of Chief Counsel addressed this issue in a recent “legal interpretation.” The interpretation responded to a request by an



Greg Reigel

operator asking whether his operation “could be considered an air tour that would need to comply with § 91.147.”

In his request, the operator indicated that he owned a Stearman biplane in which he offered aerobatic/biplane rides. He also stated that he did not hold out as being willing to conduct a sightseeing flight for hire, did not provide a narrative, did not fly over a particularly scenic area, did not fly over a tourist area, and did not “include sightseeing as part of a travel arrangement package.” Based upon these facts, the operator asked the FAA to confirm that “the regulations governing air tours, including the § 91.147 Letter of Authorization and drug and alcohol testing requirements [did] not apply to [his] operations.” The interpretation initially observed that “[w]ith limited exceptions, a person conducting passenger carrying operations for compensation or hire must hold a Part 119 air carrier or commercial operator certificate.”

However, nonstop commercial air tours are an exception to this rule and may be operated without a Part 119 certificate under Part 91 rules, provided certain conditions are met.”

Next, the interpretation observed that 14 C.F.R. 110.2 defines a commercial air tour as “a flight conducted for compensation or hire ...where a purpose of the flight is sightseeing.” To determine whether a flight is a commercial air tour, the FAA may consider the following eight factors:

1. Whether there was a holding out to the public of willingness to conduct a sightseeing flight for compensation or hire;
2. Whether the person offering the flight provided a narrative that referred to areas or points of interest on the surface below the route of the flight;
3. The area of operation;
4. How often the person offering the flight conducts such flights;
5. The route of flight;
6. The inclusion of sightseeing flights as part of any travel arrangement package;
7. Whether the flight in question would have been canceled based on poor visibility of the surface below the route of the flight; and
8. Any other factors that the FAA considers appropriate.

Although the FAA may consider these factors to determine whether a flight is a commercial air tour, it is not required to, nor does an operation have

to meet one or more of the factors for the FAA to conclude that an operation is a commercial air tour. As a result, based upon factors other than the eight included in the definition, the FAA could still find that a flight is a commercial air tour because it is (1) conducted for compensation or hire, and (2) for the purpose of sightseeing.

With this background, the interpretation then informed the operator that the FAA would need additional facts in order to render an opinion as to whether the operation was, or was not, a commercial air tour that must operate pursuant to 14 C.F.R. 91.147 or the air tour rules of Part 136. Finally, it concluded with a reminder to the operator that “if a flight involves the carriage of persons or property for compensation or hire, and does not meet an exception listed in § 119.1(e), then the operator is required by Part 119 to hold an air carrier or commercial operator certificate and conduct such flights in accordance with the appropriate operating rules.”

Unfortunately, this interpretation doesn't provide the operator with an answer to his question, nor does it provide much concrete advice. Basically, the FAA can look at the eight factors, or anything else it may want, in order to reach a conclusion that an operation is a commercial air tour. Although an operator can use the factors to structure his or her operation, that won't guarantee that the FAA will agree with the operator's opinion of whether his or her operation is a commercial air tour. As a result, operators should do their best to document how their operations do, or do not, fit within the eight factors and, hopefully, their local Flight Standards District Office (FSDO) will agree.

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).

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Do I Really Need To Do A Procedure Turn?

by Michael J. "Mick" Kaufman



Michael J. Kaufman

After a long drawn-out winter in the Midwest, the peak summer flying season is in motion with the world's largest aviation event, "EAA AirVenture Oshkosh." I always

look forward to the event and attended my first EAA convention in 1965 in Rockford, Illinois and have not missed one since. This is the time that aviation businesses announce new products, and we get to see aircraft that have been crafted in basements and garages after years of painstaking work.

My column in this issue includes

a software update on the "Skyguard TX ADSB" unit that I wrote about in the June/July 2013 issue, as well as a continuation on charts and procedures. I try to stay informed on the happenings in the aviation world and read the columns of many other aviation journalists. I try to be different from the rest by using my own real life observations, rather than put my own twist on someone else's ideas or writings. I stay active as a pilot and instructor and like to identify problem areas I have encountered.

I recently did several Instrument Proficiency Checks (IPCs), and an old topic resurfaced, "**Do I really need to do a procedure turn?**" The procedure turn will be the primary topic of this issue and my next several columns in *Midwest Flyer Magazine*.

Many pilots, including the pros,

do not have a good understanding of procedure turns and have erred at one time or another when cleared for an approach. In helping them understand procedure turns, I often make reference to the book that I refer to as the instrument flight training bible, the *Instrument Flight Training Manual* by Peter Dogan and first published more than a decade ago. It states that you must do a procedure turn unless one of the following criteria exists:

- You are getting radar vectors.
- You are in a holding pattern.*
- You are on a no procedure turn transition.
- You are flying a DME arc.
- No procedure turn is shown on the chart.

I will elaborate on each of the criteria for your better understanding.

When a pilot is given "radar



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vectors,” he is never to do a procedure turn or course reversal. This is the most common criteria from the five that I mentioned above, but it can be confusing.

I taught a seminar at Volk Field Air National Guard Base in Wisconsin a number of years back as part of an open house, and one of the pilot attendees decided to do a procedure turn on his way home in Instrument Meteorological Conditions (IMC) when *supposedly* being given radar vectors. This prompted me to modify my future lectures on procedure turns. If you are unsure whether you are being given radar vectors, ASK! The air traffic controllers’ handbook states that the controller is to advise the reason for the vector when giving the pilot the first radar vector.

Example: N2852F, turn right heading 260. This will be vectors for your climb.

N22HB, fly heading 330 for vectors around military

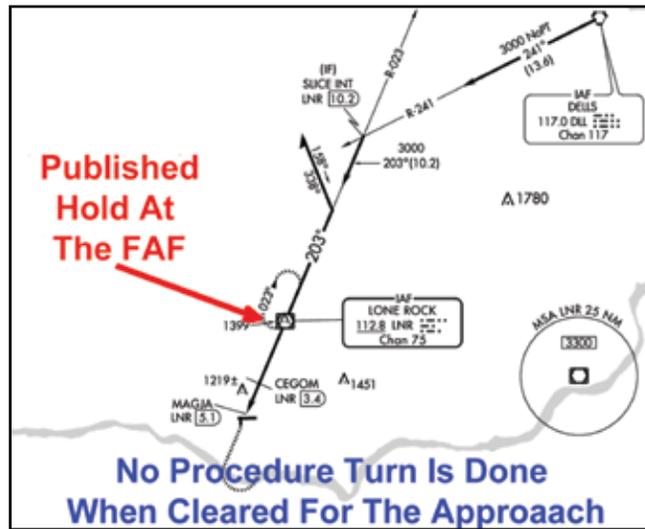


Figure 1.

fix (IAF) and do the procedure turn. The procedure turn is a time-consuming and fuel-wasting procedure, and sometimes the only way to “legally” eliminate it is with radar vectors. I find that a procedure turn will average about 8 additional minutes of flying time compared to a straight-in approach. If this is the case, it does not hurt to ask ATC for radar vectors.

Example: (Pilot) “Is there any chance of radar vectors for the VOR A approach to the 93C airport?” (Controller) “N9638Y, turn left heading 300 and join the initial approach course for the straight-in VOR A approach to 93C.” I refer to this as the “controller blessing the straight-in approach,” and it saves you some time and fuel, but it must be done safely and legally according to the regulations.

The second method of omitting a procedure turn is a “holding pattern,” but not just any holding pattern as the reason for the asterisk in my list above. The description of this holding pattern is found in the Airman’s Information Manual and was rewritten from the original easy-to-understand edition several versions back. What is referred to here is when holding at the final approach fix or an intermediate approach fix that is aligned with the final approach course, a procedure turn is never done when cleared for the approach. So, the key here is “aligned with the final approach course.”

Let’s look at fig. 1, and we can see the missed approach hold over the Lone Rock, Wis. (LNR) VOR with the inbound leg of the hold going in the same direction as the final approach course that the pilot is to fly. This is a classic example of what the regulation is talking about.

When in this hold and an approach clearance is received, the pilot is expected to leave the hold and proceed inbound the very next time he crosses the holding fix. There is nothing wrong with asking for a deviation from this rule if it cannot be complied with, but the pilot must receive permission from ATC in order to do so. An example would be if the pilot was instructed to hold at the fix shown in fig. 1 at 5000 feet, and it would be impossible for the pilot to cross the final approach fix at the published crossing altitude of 3000 feet inbound on

airspace.

N9638Y, turn left heading 210. This will be vectors for the ILS 36 approach to Madison (Wis.).

My experience has shown that controllers do not advise pilots as required and this leaves a question of doubt in the minds of pilots.

On an IMC approach into Oshkosh, Wis. sometime ago, Chicago Center was giving us traffic vectors and then cleared us for the approach. We were nowhere in a position to begin the approach, so we needed to fly to the initial approach

the approach. The pilot has three options if this should occur:

- Ask ATC for one more loop around the holding pattern to lose altitude.
- Ask ATC for a longer outbound leg to allow for the descent in the hold.
- Request a procedure turn from ATC for the purpose of losing altitude.

The pilot will need to determine which of the above options will work best in his situation.

We have three more conditions we can use to eliminate a procedure turn that we will save for the next issue of *Midwest Flyer Magazine*. For now, I would like to make some additional comments on the software update and ADSB from the last issue.

In the last issue, I did an evaluation of the “Skyguard TX ADSB” box, and since that article was published, an enhancement was made in the software.

As I continued to use and evaluate the unit in my Bonanza, I found that a very useful addition was made on the traffic side. Aircraft displayed on your hockey puck display area as traffic are now shown with their distance from your aircraft. This greatly helps the pilot to determine an impending collision conflict. I had also mentioned in the last

issue that antenna placement in my Bonanza was an issue with the Skyguard TX that I have since resolved, and this has eliminated shadow areas that were restricting my view of traffic in certain directions. Another ADSB issue worth mentioning is that the FAA is calling pilots who have recently installed ADSB *transmitting devices* in their aircraft as part of a survey, so they can better work out issues prior to the 2020 mandate for all aircraft to be equipped. So, if you have recently installed an ADSB transmitter, do not be alarmed by a call from the FAA certification branch.

I am always happy and willing to answer any of your questions and comments on instrument flight topics and the contents of my articles, so let’s hear from you!

Till next issue, fly safe!

EDITOR’S NOTE: Michael J. “Mick” Kaufman is a Certified Instrument Flight Instructor (CFII) and the program manager of flight operations with “Bonanza/Baron Pilot Training,” 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 or call 817-988-0174. □



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Landings: Another Perspective

by Harold Green

The previous “Flight Training” article in *Midwest Flyer Magazine*, ended with the turn onto final approach and the establishment of a stabilized approach at a predetermined airspeed at least 250 feet above the runway. Now, we will complete the landing. Note once again that what is presented here is not to be considered as the be-all and end-all of landings. It is merely one instructor’s approach and is offered only to add perspective. We will only discuss light aircraft operations. While the fundamental procedures are basically the same, heavier and higher



Harold Green

wing loading aircraft require additional considerations than those we are discussing here.

Landings are the principal challenge of most students, and crosswind landings are the greatest difficulty for everyone. Landings combine principal basic elements of flight with the pilot’s skill, obvious to all who are watching – and who doesn’t watch other’s landings? However, the most serious impediment to learning how to land an airplane is the psychological reaction of the student. Usually students are so tense they interfere with their own learning. Once this is out of the way, true learning begins. For our purposes, we will divide the landing phase into the following steps: final approach, leveling, rotation and touchdown.

The Pilots Operating Handbook (POH) specifies the speed on final approach, and the power and flaps by the instructor.

There are two lines of thought with respect to power and flaps for landing. One school of thought likes full flaps and power, while the other school prefers minimum flaps and no power. My preference is for V_g as a speed, with minimum flaps and no power during training because this teaches aircraft attitude control and ensures that students do not become dependent on power to correct their approach. It also develops a finer sense of path projection. Finally, and perhaps least important, in the event of an engine failure, the procedure and sight picture are the same as practiced every day.

The final approach is the first actual opportunity to judge where the touchdown point on the runway is. Watching the desired touchdown point in the windshield does that. If that point moves up in the windshield, we are aimed below it and, conversely, if it moves down, we are aimed above it. NOTE: The projected touchdown point is that point where we would touchdown if we did not have to level and rotate to slow down when reaching

the runway.

Of course, the actual touchdown point will be beyond the projected point because we need to bleed off airspeed so the airplane will stop flying. It’s worth pointing out that the projected point will hold still as long as we hold the aircraft pitch, and hence airspeed stable. If we are high, we can slip, S-turn or use flaps. If low, a little power helps.

After we gain proficiency, we can vary speed a bit as well. Of course, this means we have to keep an eye on the touchdown point. However we do it, power should be kept as constant as possible. Laterally, the airplane should be aimed at the centerline of the runway and kept lined up with it.

During this time, one should not focus on the projected touchdown point to the exclusion of scanning the runway. Throughout the entire landing process, a constant scan of the runway should be employed because focusing on one point produces “target fixation” and one is likely to overreact or possibly fly into the runway.

Typical Errors On Final

1. Lack of runway awareness, either by ignoring the runway or fixating on a point.
2. Inadequate speed control resulting in a changing requirement from landing to landing or arriving at the leveling point with too much speed.
3. Failure to maintain track with the runway center.

Leveling begins when it becomes necessary to bring the airplane to level pitch, or approximately so, to bleed off speed, or, if you like, to get rid of excess kinetic energy.

This is a good time to remove any remaining power, if it hasn’t all been removed on final. The height at which this happens depends on aircraft speed, pilot preference, and experience. If the pilot has had target fixation, the reaction is a delayed recognition of the need to level, resulting in a rapid rotation with the airplane climbing

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rapidly and with insufficient energy input to sustain the climb, resulting in either a stall or overreaction, again causing the plane to land on the nose wheel. This can then result in "porpoising," which can go on and on and, in extreme cases, take the nose-wheel off the airplane. If the airplane pitch is changed too rapidly, the plane will tend to climb, which is not what we want. It may be necessary to add power and go around at this point.

Leveling the airplane allows the plane to slow down and settle at the same time since the power will be insufficient to maintain altitude. Naturally if you have been carrying power, this is the time to reduce power to idle. This can be done beginning at a wide range of heights. The higher we begin, the slower the pitch change needed to achieve level attitude at the appropriate height above the runway. Also, the higher the process begins, the more time the airplane is exposed to gust disturbances, crosswinds, etc.,

while slowing down. Further, gust and crosswind effects tend to be reduced by ground effect, so the lower you are, the less the impact. So beginning to level the aircraft at a lower altitude makes it somewhat less subject to these disturbances.

The actual height to begin this process cannot be defined and, even if it could, how would one measure it? This judgment must be developed through practice. It also becomes part of the process in becoming acquainted with any new airplane.

Practice tells us what it looks like over the cowling. During this process, scanning the full runway length, with the most time spent looking far down the runway, is the best technique. At this point one can begin to develop a sense of perspective by being aware, via peripheral vision, of the lines of perspective and form a type of instrument to judge height above the runway. To hold the attitude, continual pressure needs to be applied to the

elevator control. However, this should not even be a conscious thought. Just focus on holding the attitude without regard to control input. If a gust of wind is encountered, the plane will experience a sudden increase in airspeed and hence lift, or if there has been an excess of exuberance in leveling the airplane, it will climb momentarily. In this case just relax, keep the nose level and then re-enter the rotation phase. If the resulting gain in elevation is too great to recover, it is time to add power and go around, remembering to keep the pitch attitude low enough to prevent a stall. Eventually, despite your efforts to prevent it from doing so, the airplane will settle onto the runway. If that is done properly, the airplane will gently settle with a squeak.

Typical Errors While Leveling

1. Failure to maintain awareness of the runway center, allowing the airplane to migrate to one side of the runway.

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2. Fixating on a point close to the plane and losing track of the airplane height above runway.

3. Overreacting and changing pitch too rapidly, causing the airplane to “balloon” back into the air.

4. Failure to go around when required.

The actual touchdown occurs because the airplane is unable to sustain level flight at the power available. As the airplane settles, additional effort should be maintained to keep the airplane from landing. We know it is going to land...we just need to be patient. The pitch attitude should be maintained as the wheels touch the surface. (In a tail dragger, this would mean a stall just as the plane touches. Tricycle gear folks can get away with being not quite in the stall when at this point.) Once on the ground, do NOT simply release the elevator pressure. This could cause the airplane to become airborne again, since the angle of attack will decrease below stall and off you go again. In the case of a strong crosswind, the elevator control should be placed to hold the airplane on the ground. (See the discussion of crosswind techniques at the end of this article.)

Here is the principal difference between nose wheel and tail draggers. Often the nose wheel pilot can get away with not keeping the nose elevated, but the tail wheel guy can't. A tail wheel aircraft will land with a much higher angle of attack, and releasing the backpressure will cause it to try to fly again. The pilot's attention should

be centered on the end of the runway to aid in maintaining a straight-line roll out. Remember, the landing is not complete until the airplane is safely parked.

Typical Errors On Touchdown

1. Failure to maintain runway awareness, allowing the airplane to migrate to one side of the runway.

2. Premature release of backpressure causing the plane to fly again...briefly.

3. Improper use of ailerons in a crosswind to hold the plane on the ground.

4. Failure to fly the airplane until it is safely parked.

Crosswind landings are always a challenge for the student. There are two basic approaches to accomplishing a crosswind landing: slip and crab/kick. In the slip technique, the plane is banked into the wind and the rudder is used to keep the nose pointing down the runway. As a result, the ailerons become the “slider” and can be used to keep the airplane lined up with the centerline, and the rudder becomes the “pointer” keeping the nose pointed down the runway to avoid touching down with any side motion.

Flaps should be minimized when using the slip technique because they will limit the rudder authority. With the crab/kick technique, the airplane is crabbed into the wind to keep it tracking down the centerline and, just as the plane is about to touch down, the rudder is used to point the airplane

down the centerline.

Excessive flaps here can prevent the airplane from yawing sufficiently to point down the runway resulting in a side load on the landing gear. At the same time, upwind aileron is brought in to keep the wind from getting under the upwind wing. Given the gusty or turbulent wind conditions that typically prevail in strong crosswinds, it is not unwise with either technique to carry a little extra power and/or speed on final to help counteract the wind effects. Power will also help maintain rudder effectiveness as the airplane is slowed for landing. Also, once on the runway, it does not matter which technique you used to get there, but the ailerons should be held full into the wind and perhaps elevator control should be used to keep the plane glued to the runway. Recognize that in really strong crosswinds, it may be necessary to maintain some power well into the landing roll.

While crosswind landings present a challenge to learn, there are few things in flying that provide more satisfaction than a well-executed landing under difficult conditions. The most common problem is a reluctance to use the necessary amount of control to maintain the desired sight picture.

FREQUENTLY ASKED QUESTIONS:

Q. When do I go around?

A. Whenever you feel any doubt about the outcome. Remember the name of the pilot who goes around is unlikely to be named on the National Transportation Safety Board (NTSB) report.

Q. How much control movement should I use?

A. Whatever it takes to maintain the desired sight picture.

Q. How do I learn all this?

Practice, my friend, practice!

EDITOR'S NOTE: Harold Green is a Certified Instrument Flight Instructor at Morey Airplane Company in Middleton, Wisconsin (C29). Email questions or comments to: harlgren@aol.com or call 608-836-1711 (www.MoreyAirport.com). □



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Ask Pete!

by Pete Schoeninger



Q: I've heard of bogus purchase scams where owners have been swindled out of money on car sales with fake cashier's checks, and am now considering selling my airplane. Any advice?

A: Be very careful! I would suggest that unless you come up with a buyer that you know, have the sale go through an escrow service. You send a signed bill of sale to the escrow service, and the buyer sends his money there as well. Then the escrow company wires funds to your local bank. When your bank calls to say funds are in, then you can physically release the airplane. The FAA publishes a list of title companies (most of which also do escrow services) at www.faa.gov/licenses_certificates/aircraft_certifician/aircraft_registry/media/8050-55.pdf

Q: I'm selling my airplane, and the

prospective purchaser called, saying he found a lien on it. How could that be as I paid cash for it 4 years ago?

A: This is a frequent question and unfortunately a common problem. You should always do a title search before buying an airplane. Of three airplanes I sold, two had old liens still on their FAA record even though the loans had been paid. One was cleared with a couple of phone calls, and one took three weeks, \$300 in expenses, and 11 pages of legal documents to clear. The problem is most commonly caused by an airplane owner failing to ensure that a recorded loan is released on appropriate forms and accepted by the FAA. With bank mergers and name changes, getting an old lien released, even though the note has been paid, can be difficult and time consuming. You can find aircraft title companies by doing a web search or email me for recommendations. Expect to pay \$50 - \$75.

Email your questions to Pete@Flymilwaukee.com

Surviving A Water Landing

The first way to survive a water landing is not to land on water in the first place, but there are times that flying over water cannot be avoided, such as when air traffic control requests that you fly miles off shore around the Great Lakes, or when flying over the Canadian wilderness. Surviving a water landing involves having the right equipment on board one's aircraft and knowing how to use it, personal endurance, and luck!

AOPA's Sarah Brown has just produced a video and written an article entitled "Staying alive: Survival training for after a ditching."

To view them, go to www.aopa.org and click the "News & Video" tab at the top of the home page, then go to the "Techniques" page.

The training described in the video and article was made possible by the H2O2 Foundation, and was filmed off the coast of Southern California.

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Michigan's Legislature Is Focus of Attention

by *Bryan Budds*

Manager, AOPA Great Lakes Region

Now that most of the legislative sessions have adjourned for the year, AOPA is focusing its efforts on one of the remaining year-long legislatures still in session – Michigan.

For the past 10 or so years, Michigan has attempted to deal with



Bryan Budds

the issue of dwindling investment in infrastructure, coupled with decreasing fuel tax revenue and a tax rate that puts Michigan in the top five most expensive states in the country to purchase fuel – an issue that impacts not only road construction and bridge maintenance, but also the runways, taxiways, navigational aids, and many other pieces of aviation infrastructure that many of us rely on to safely arrive at our destinations.

During last year's legislative session, a temporary fix was achieved by dedicating a small portion of the sales tax revenue collected on aviation fuels to the State Aeronautics Fund, which is used to maintain and upgrade our airports. Now that the temporary fix is set to expire in September 2013, the legislature is examining a comprehensive set of bills to address the long-term preservation of all of Michigan's infrastructure.

House Bills 4571 and 4572 deal with aviation fuel taxes and

infrastructure funding. Together, the bills would eliminate the six-percent sales tax and the \$0.03 per gallon excise tax and replace both with a single, 4 percent tax on the wholesale price of both jet fuel and aviation gasoline. The revenue generated from this tax would be dedicated to the State Aeronautics Fund, thereby eliminating the projected funding shortfall. In a rare moment of unity, the bills were supported by the entire aviation industry, including AOPA, airport managers, the business aviation sector, and the airlines.

As I write this report, the bills have been approved by the House of Representatives Transportation and Infrastructure Committee and are awaiting the legislators' return from their summer break to pass the bills onto the Senate. In the meantime, if you are based in Michigan or fly to airports in the state, I encourage you to visit www.michiganlegislature.org and urge Speaker of the House Jase Bolger to support House Bills 4571 and 4572. □

2013 Legislative Session Review & Events

by *Yasmina Platt*

Manager, AOPA Central Southwest Region

Now that all legislative sessions in Kansas, Missouri, Nebraska and Iowa have adjourned, we can summarize them. Your association,

AOPA, has been actively engaged in working 21 bills in those four states alone. Sometimes maintaining a "status quo" is a good thing when it comes to politics and legislation. The good news is that the bad news won't happen, like additional taxes on general aviation to fund non-aviation accounts. However, the good news is Nebraska's LB140 was passed by the Unicameral and signed by



Yasmina Platt

Governor Heineman on May 29. This is a great land-use law that prohibits new construction of structures higher than 150 feet within three (3) miles of the end of every IFR runway, and up to a maximum height of 900 feet at 10 miles. To learn more, visit: <http://www.aopa.org/News-and-Video/All-News/2013/June/3/Nebraska-airport-zoning-bill-boosts-safety-margins>.

We are now working on several legislative initiatives for 2014... they include things like aircraft maintenance tax exemptions, Recreational Use Statutes (RUS) amendments, fly away exemptions, marking and lighting towers below 200 feet, land-use regulations to protect airspace, and dedicating aviation funds to airports among other items.

I hope you have been attending several of the many fly-ins across your area (and beyond!) and taking non-

aviators with you to introduce them to the great joy of flying and the fantastic camaraderie we have in general aviation. Remember that whether you are looking for events to attend or planning an event, AOPA's Calendar of Events is a great place to start: <http://www.aopa.org/Events.aspx>.

Although the weather did not fully cooperate with us, Iowa's first "Pilot Palooza" in Boone, Iowa on June 1 was a great success! As one of the invited speakers, I spoke about some of the things AOPA as a whole does to protect your freedom to fly and promote GA.

On September 27, I will be attending the first "Kansas Aviation Expo" in Wichita (<https://www.facebook.com/KansasAviationExpo>) with the intent to bring together all aspects of aviation-related businesses in the state. You can also catch me at the AOPA Summit, October 10-12, in Fort Worth, Texas. This year's event is guaranteed to be a great one and it is

The Power of Bureaucracy

by Craig Fuller

President & CEO

Aircraft Owners & Pilots Association

We all remember civics lessons when we were taught that the government

has three branches –the executive, legislative, and judicial. But today it seems there’s a fourth branch of government emerging – the administrative. Federal agencies are nothing new.



Craig Fuller

Neither are the career bureaucrats who keep the wheels of government turning despite the vagaries of party politics and election cycles. What is new is just how much power these agencies have.

In fact, the Supreme Court recently determined that federal agencies have authority to establish their own jurisdiction (*Arlington v. FCC*). That’s a power that some believe has been, and should be, left to Congress.

Congress may make the laws, but very often the bureaucrats make

the rules. And those rules create the environment in which the general aviation community operates.

According to an article written by law professor Jonathan Turley for the *Washington Post*, if you go back to 2007 when we have all the statistics, Congress enacted 138 public laws. But federal agencies finalized 2,926 rules that same year. And while membership in the General Aviation Caucus in the House of Representatives and the Senate grows week after week, there is no counterpart among government agencies that affect our flying, including the FAA, TSA, DOT, and DHS.

Why do we care? Because many federal agencies operate with minimal accountability and little oversight with the result that they charge ahead with new rules that can have a significant negative impact on the user community.

You may remember the decision to stop aircraft operators from blocking their N-numbers to prevent their movements from being tracked by the public in real time. We fought to overturn this rule and ultimately succeeded, but a more reasoned approach to decision-making would have saved everyone time, trouble, and

money.

Of course, we’re just as concerned about what doesn’t happen. Long delays, administrative inaction, and the choice to simply ignore the concerns of pilots and aviation consumers are equally disturbing.

There is a notion among regulators that change means risk. Yet, the world around us is changing rapidly, and increasingly it is the resistance to change that brings real risks. *When new technologies can make flying safer, why are regulators often so reluctant to accept the evidence and support their use?*

At AOPA, we have a team of government affairs experts who stay in close contact with regulatory agencies that affect our flying. These experts actively participate in dozens of working groups, councils, and committees, where they advocate for the needs of general aviation on issues like unleaded fuel, protecting ELTs, reform of aircraft certification rules, and the third-class medical waiver.

We’ll keep working to ensure that the regulators understand and account for the needs of GA pilots and owners, and you can count on us to keep you informed about the actions of the “administrative branch” of government. □

AOPA Aviation Summit 2013 - October 10-12 - Fort Worth, Texas
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2013 LEGISLATIVE SESSION CONTINUED

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As always, you can read about the latest in your region and state at <http://www.aopa.org/Advocacy/Airports-and-State-Advocacy.aspx>, or you can always ask me via e-mail at yasmina.platt@aopa.org or via Twitter @AOPACentralSW. By the way, I would appreciate it if you would send me the Twitter name or Facebook link of your airport, if any. I am going to compile a list and write a blog about it. Thank you! □

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Sleep Apnea

by Dr. John Beasley, M.D.

Aviation Medical Examiner

Professor Emeritus and Clinical Professor

Department of Family Medicine

University of Wisconsin - Madison

Does your snoring frighten small children and cause dogs to cringe? Does your spouse/partner consider homicide in the wee hours of the morning? Does he/she report that sometimes during the night you stop breathing and then almost wake up and gasp? Are you sleepy during the day and have a problem with dozing off (*other than when you are reading dull articles on sleep apnea*)?

You might have sleep apnea. There are two kinds. One is obstructive sleep apnea (OSA), which is related to the anatomy of the tongue and pharynx (the area of the throat behind the mouth). The other is central sleep apnea (CSA), which is related to neurological abnormalities. By far the most common is OSA, and I'll discuss that here.

So what does OSA cause?

FAA publication AM-400-10/1 notes an incident: "One



Dr. John Beasley

February day in 2008, a commercial aircraft with three crewmembers and 40 passengers flew past its destination airport after both the captain and first officer fell asleep." Sleep apnea can lead to difficulty in thinking, sleepiness and fatigue, irritability, and short attention span. There is a greater probability of task-saturation when things get busy. Good, uninterrupted sleep does matter.

Back in the days I was taking night calls, an FAA-designated examiner giving me an Instrument Proficiency Check (IPC) commented, "You're not so bad when you've had a good night's sleep."

I got a bit of an awakening (sorry!) regarding the fed's concern with OSA when an applicant showed up in my office who had special issuance permission for OSA. As far as I was concerned, he was doing just fine with a continuous positive airway pressure (CPAP) machine and no daytime fatigue. I documented this, certified him, and sent the stuff off to the FAA only to get a nasty-gram from them a couple of months later. (No, it wasn't really nasty, but it was a bit embarrassing.) They were asking for more information. They needed more recent documentation of his current status, the use of his CPAP machine, and the rest. After a bit of hassle for both of us, we got it cleared up. The take-home for me was that the FAA is pretty concerned about this and, while we can get you certified, it's not trivial.

Are you at risk? Well, check out "STOP-Bang" at <http://www.thesleepmd.com>. This is a questionnaire that scores for Snoring, Tired (daytime), Observed apnea, high blood Pressure, BMI over 35 (about 245 pounds for a 5-foot, 10-inch person), Age over 50, Neck size over 17 inches, and male Gender.

The FAA probably will be coming out with a new standard that pilots with a BMI over 40 (280 pounds for our 5-foot, 10-inch person) will need to be screened for OSA, and they may go to even lower values. And it's not just being out of shape and obese... 34 percent of NFL linemen have OSA.

Note that even if you have a valid medical certificate and have not been officially diagnosed with OSA, that if you do have OSA, you are not flying legally, or for that matter, safely. All pilots are prohibited from "operations during a medical deficiency."

Now the good news is that most OSA is preventable.

At a recent FAA seminar I attended, it was pointed out that a patient with multiple issues (including diabetes, hypertension, and OSA) can often get rid of the conditions entirely by simply maintaining a reasonable body weight and a high level of physical fitness.

What does that take? Probably at least 45 minutes a day of some modest aerobic exercise, some resistance training, and avoiding being sedentary (<http://www.midwestflyer.com/?tag=sedentary-death-syndrome>). Not a cure-all, but it will sure as heck help.

And if you still have symptoms of OSA, then get it treated. We'll get you through the certification process, and you'll be safer for it. □



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But if your dreams are a little more unusual, like buying an airplane or installing a new avionics suite, finding the right financing can be much harder.

Many lenders have little or no experience with aviation purchases and good options can be few and far between.

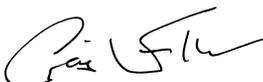
It's no wonder AOPA members told us they were frustrated by trying to find lenders who would work with them to finance aviation purchases. So we listened to their concerns and looked for ways to make the search easier. The result is the new AOPA Aviation Finance Company (AAF).

AAF will act as a broker, working with a collection of banks to find more flexible financing options for a variety of aviation purchases. Although AOPA has helped members with aviation financing for two decades, this is the first time we've been able to offer options from multiple lenders.

Our team will walk you through the lending process to make the transaction easier, and we'll help you own your dreams sooner by obtaining timely decisions from established lending partners.

By working with multiple lenders, AAF can ensure that you receive both excellent service and competitive terms. They'll also help you get loans for aircraft that can be more difficult to finance, including experimental, kit, and early model airplanes. And they'll help you find financing for upgrades to the aircraft you already own.

At AOPA, we know how much the freedom to fly means to our members. We also know how important the right aircraft and avionics are, whether you're looking for your first airplane, want to move up, or want to branch out into different kinds of flying. Through AAF we're proud to offer new ways to help you get the right tools for the way you want to fly. Visit us at www.aopa.org to learn more about how we can help you find the right financing package to fuel your aviation dreams.

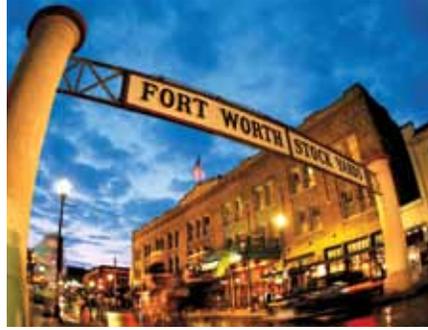
A handwritten signature in black ink, appearing to read "Craig L. Fuller".

Craig L. Fuller
AOPA President and CEO

Midwest Pilots Can Fly South To AOPA Summit 2013

FT. WORTH, TEXAS – A large contingent of pilots from the Midwest are expected to attend the AOPA Summit this year in Fort Worth, Texas, October 10-12, 2013, as Fort Worth is an easy one-day flight for most general aviation aircraft. The flight is also over the central plains states and there are no mountains to worry about, as compared with summits on the West Coast.

The AOPA Aviation Summit will feature 100-plus hours of seminars with topics ranging from pilot skills and aircraft maintenance, to medical/legal and technology. Among the speakers will be flight training gurus, John and Martha King; air show and competition pilot, Michael Goulian; flight instructor and comedian, Rod Machado; and AOPA staffers Craig Fuller, president; Tom Haines, editor; Bruce Landsberg, foundation president, and many others, who can answer your questions face to face and in large forums. For a full list



of seminars and speakers, visit aopa.org/summit/education.

When you leave the summit, you can immediately use what you've learned to boost safety, manage costs, and get more out of your pilot certificate. Summit is also the place to plan your next equipment upgrade, buy the hottest gear, and learn about the newest apps available. The Summit Exhibit Hall will bring you 400 live-action opportunities to reach out and try things, talk with the pros, and make money-saving deals.

On Friday, October 11, it will be "Chow Down in Cowtown" at the Stockyard Station featuring Risky's BBQ and live country music. Then mosey on over to the Cowtown Coliseum for the Stockyards' Championship Rodeo and visit the Texas Rodeo Cowboy Hall of Fame.

On Saturday, October 12, 2013, its pilots, planes and pancakes at "Airportfest" at Fort Worth Meacham International Airport. A "hangar dance" at The Vintage Flying Museum will top the evening entertainment with the sounds of the "big band era" of the 1940s.

Be sure to meet up with friends at the Whiskey and Rye "Lift" Lounge sometime during the summit.

Make your plans now to attend AOPA Summit 2013, and register online at www.aopa.org/summit. Hotel and transportation information is also available on the AOPA website. □

Weekend Stay In Grand Style! Hotel Pattee, Perry, Iowa

by Karen Workman

I am always up for exploring and so is my favorite co-pilot, my husband, Eric, who is also a pilot. When I suggested a weekend in Perry, Iowa, he immediately responded with, "Where? Why??"

Perry is a map point in central Iowa with a population of less than 8,000, most of whom work at a pork processing plant. This blue collar town was once a prosperous railroad community. Evidence of its glory days are well preserved in historic "Hotel Pattee," smack dab in the middle of

downtown. The grand luxury hotel has 40 individually themed guest rooms. There is the Italian Room, the Woodworkers Room, the School Room, and the Central American, the Asian, and the Train Rooms. You get the idea? Each room is decorated in a unique style.

That is what I heard, anyhow. I wanted to explore this fascinating hotel myself. Since a flight there would take less than two hours from the Twin Cities in my Piper Cherokee, I thought it would be a perfect little weekend getaway.

We flew to Perry on a sunny, if not blustery, day in late April. Thirty miles northwest of Des Moines, the airport (KPRO) was easy enough to find on the edge of town, surrounded by muddy fields of corn, soybeans and pigs. The winds favored Runway 14 (4,000 foot paved) with a quartering crosswind, although a grass crosswind runway was available.

Upon landing, we saw no activity

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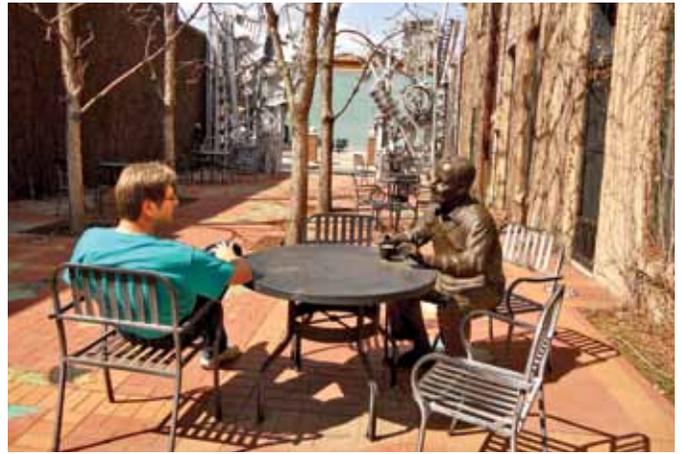
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The luxurious lobby at Hotel Pattee, Perry, Iowa.
Karen Workman Photo



Eric Workman visits with a bronze statue on the patio at Hotel Pattee, Perry, Iowa.
Karen Workman Photo

in the sky nor on the ground. The only sign of life was a person sitting in a red Taurus sedan parked in the shaded area between the FBO and large hangars. “That must be our ride,” I thought. I was right.

The general manager of the Hotel Pattee, Connie, had left her child’s track meet to pick us up. “This is the first time we’ve ever picked up a guest from the airport!” she exclaimed. We unloaded and secured the plane then walked into the fixed base operation.

There was a man apparently waiting for us behind the counter inside the fixed based operation, amidst the clutter of aged and important notices, a nearly full “barrel” jar of orange cheese balls, and a bowl of popcorn. We spoke with him about charges and our departure plans, then loaded Connie’s car and headed into town. The drive took about 10 minutes.

We were impressed with the Hotel Pattee. Built in 1913, the three-story brick exterior had a big city look with a permanent oversize canopy extending from the double glass doors, across the sidewalk to the street, and a huge diamond-shaped copper “HP” monogram artistically set in the brick sidewalk out front.

Luxurious touches continued inside: high ceilings with heavy wood trim; paneled walls with frosted glass doors; and generous copper accents throughout. A handsome staircase spiraled up three floors, its marble steps softened with a rich tapestry runner. The two-sided, floor-to-ceiling sandstone fireplace in the lobby invited us to settle into one of the comfy leather mission-style chairs.

We carried our bags up to the Italian Room on the third floor. The room was identified with an embossed leather sign outside its door, as were all of the doors in the hotel.

“You’re going to love this,” Eric said as we stepped in. An elaborate filigree chandelier illuminated our room’s hallway, which was long enough to hold a large, gilt-framed original painting on one side and several standard sized pictures on the other. The expansive room was filled with antique furniture, ornate lamps and unique art pieces, giving it a rich sense of

old-world Italy. The original built-in wardrobe, six doors wide, dominated one wall. The other half of the wall was a deep window seat piled high with colorful tapestry cushions. The entire room was a plush riot of color and texture.

Excited to have found such a treasure of a hotel, we left the room to explore more. We discovered the two-pew chapel within, and an intimate two-lane bowling alley in the basement. The bowling alley was 100 years old and retained

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HOTEL PATTEE CONTINUED

much of its classic elegance in the carved wood seating and ball racks. Shoes and balls were there for our choosing, so we bowled three games with all the joy of two kids stumbling into a secret cave. What fun!

Venturing outside, we felt that we were on a very interesting vacation. The entrance to the alley between the hotel and the next building was a shipwreck. That is, a high arched entry gate over both ends of the alley was made of galvanized parts of an old ship, the USS Illinois. Beams, wheels, sprockets, hooks and other large pieces of the vessel were welded together to create an artist's park entrance. The alley itself had fanciful brick work on the ground and cast iron bistro table sets strewn across its length. To ensure you would always have company, a bronze man is eternally seated at one of the tables with his own cup of coffee in hand.

Although the hotel has a full bar and restaurant, we were compelled to try the small Salvadorean restaurant within walking distance, El Buen Gusto. Again, we were not disappointed. We ordered four papusas for only \$6.00. I know that a restaurant is serving authentic native food when I need to ask the waiter for a description of the menu items and then how to eat them. This place was authentic. And the food was super delicious.

We spent several more hours exploring. We found intriguing places around every corner: an old five-and-dime store crammed full of every little thing you could imagine; the Caboose Park with its colorful caboose-turned-concession stand and orange picnic tables; and the impressive Carnegie Library Museum built in 1904. This town is big on sitting, too. A bench can be found on every block and in front of many buildings.

We departed after a late breakfast the next day, fully recharged.

Author's note: More information about the Hotel Pattee can be found at www.HotelPattee.com. To arrange for an airport pickup to the hotel call 515-465-3511. Bicycles are available in the hotel lobby, too, if you want to take advantage of the area bike trails.

EDITOR'S NOTE: Karen Workman is an Instrument rated Private Pilot living in Northfield, Minnesota, and owns a Piper Cherokee 180D. □

Cohabitation of Gliders & Powered Aircraft



Glider in tow at L.O. Simenstad Municipal Airport, Osceola, Wisconsin.

by Woody Minar

When you're flying to another airport, how do you know if it's also a "glider port" – an airport where gliders are present? And if you do know it's a glider port, is there anything special you should know?

The first question is easy to answer – look on the sectional for a symbol of a glider with the letter "G." But that's not always shown; the Airport Facility Directory (A/FD) and other documents, in print and online, provide information, too. At the Osceola, Wisconsin airport (KOEO) where I am a flight instructor, there's a glider symbol and we have an announcement on our AWOS: "Please be aware of glider activity in the vicinity of the airport," during our soaring season to alert pilots of our activities.

Safety is paramount and practiced religiously every soaring day. A lot of things can go wrong. There is one exception: once the glider is released from tow, the pilot doesn't have to worry about an engine failure, but he does have to be conscious of his altitude, gliding distance from the airport, and other gliders and powered aircraft. The second question will require a few more paragraphs.

First, there are four types of glider launches: self, winch, auto, and aero-tow. The self launch is a glider (called "motor glider") that has an engine powerful and light enough to

An advertisement for Field of Dreams Airport in Hinckley, MN. The ad features a central image of a glider in flight over a sunset. Text includes: "24 Hour Self-Serve Fuel Accepting Visa & Mastercard", "Hangar Space Available", "Low Fuel Prices", "Free Casino Shuttle", "Lat: 46°01.4'", "Long: 92°53.7'", "ID: 04W", "CTAF: 122.9", "Rwy 06/24: 2754'", "320-384-6667", "fieldofdreamsairport.com", and the Eagle Air logo.

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launch the glider into flight, then can retract inside the empennage or nose, or can be fully feathered when it's time to convert to soaring. The beauty of this aircraft is that it normally does not require assistance from a ground crew and the engine can be restarted in flight. The winch launch uses a high-powered winch with a mile-long cable to launch the glider. The auto launch is similar to the winch, except it uses an automobile to launch the glider quickly into the air. Then there's the aero-tow launch, which uses a tow plane, with a 200-foot nylon rope, to tow the glider to a pre-arranged altitude before it is released.

That's pretty straightforward. The focus below will be on aero-tow launches, but similar procedures and problems at airports exist for all launches. So, what uncommon procedures should you be watching for near the glider port?

For example, a tow plane can have an engine failure on takeoff or the rope can break. Both are emergencies and fortunately, both the tow plane and the glider have the capability to release from the tow. The worst emergency is when neither can release.

Our safety briefing immediately before launch is this: If the emergency occurs within 200 feet above ground level (AGL), the glider pilot will land straight ahead or within a short turning radius. Between 200 and 500 feet AGL, the glider pilot will turn towards the direction of the crosswind and head back to and attempt to land on the takeoff runway or another runway if one is available and is the better option. You can imagine what would happen if a powered aircraft was taking off soon after the tow plane and glider took off and before they turned onto crosswind – and now here's a glider coming back at you! Above 500 feet AGL, the glider pilot will do a modified pattern and land on the same runway from which it took off.

At Osceola, a busy non-towered airport, we are fortunate to have the Red Wing Soaring Association cohabitating very well with powered aircraft. We are also fortunate to have a large grass area south of Runway 10-28 to allow takeoffs and landings without disrupting operations on Runway 10-28. However, the asphalt and grass are not parallel runways, regardless of how far away the gliders are operating on

the grass. Technically, and for safety reasons, this must be considered one runway. Treating them as parallel runways is a recipe for disaster should the glider or powered aircraft have an emergency and both are in operation on the same "runway."

Aero-tow launches are similar to a normal powered aircraft takeoff except that the climb gradient is only about 300 feet per minute. As for auto-tow and winch launches, gliders pop up to pattern altitude very quickly. A powered pilot coming into the pattern where this type of launch is being conducted will certainly be startled to see a glider pop up into view.

It takes quite a bit of personnel and equipment coordination and movement to move a just-landed glider away from the runway, and ready that one or another glider for launch. As a result, golf carts and people will be moving about the area. The policy is not to launch a glider until a powered aircraft has reached its crosswind turn. A powered pilot should not take off when a glider is staged for takeoff near the asphalt runway, has just taken off, or is still climbing straight out. The tow plane and the glider have "ownership" of the runway until it makes its turn, just like any other aircraft.

What uncommon procedures should you be watching for at altitude in the vicinity of the glider port?

Aero-tow releases are usually 3,000 or 4,000 feet AGL on the upwind side of the airport. Gliders sometimes release at pattern altitude or lower altitudes during training to simulate emergencies. When releasing, the glider turns 90 degrees right and the tow plane turns 90 degrees left and dives, thereby providing 180 degrees and altitude separation.

Often, multiple gliders will share the same thermal; when they do, they will be turning the same direction. If they're lucky enough to have a hawk or an eagle in the same thermal, all will be circling (thermalling) in the same direction. In between thermals, gliders will be flying on a straight heading searching for another thermal to gain more altitude.

Not all glider pilots are thermalling in the vicinity of a glider port; some seek to soar long distances cross-country. Now, that's a challenge!

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COHABITATION WITH GLIDERS CONTINUED
Minnesota & Wisconsin Record-holders

Minnesota Aviation Hall Fame member, Brian Utley, set the Minnesota glider "free distance" record of about 435 statute miles on May 31, 1975. Brian's flight took him from Sleepy Eye, Minnesota to near St. Louis, Missouri. The longest free distance flight made from Stanton, Minnesota -- the home of the Minnesota Soaring Club -- was made by Jim Hard (a former Red Wing Soaring Association member) on April 6, 1990 when he soared to near Lafayette, Indiana, a distance of about 414 statute miles. In Wisconsin, the longest free distance glider flight was made by Christopher Prince, also a Red Wing Soaring Association member, on July 13, 2008 with a flight from Osceola, Wisconsin to Sandwich, Illinois -- a distance of about 328 statute miles. The world altitude record in a glider is nearly 51,000 feet.

To achieve these feats, unstable weather with many cumulus clouds for creating lift, favorable winds for the "push," a high-performance glider, and excellent pilot techniques are needed. The cross-country glider pilot will release at altitude, glide while trying to lose as little altitude as possible, thermal to regain altitude, glide, and repeat the process over and over until the glider pilot loses all lift and lands in a field if there is no airport nearby.

During these cross-country flights, the glider pilot is usually communicating his position on a unique glider-to-ground frequency with a ground crew that is trying to keep up with a trailer in tow and to find and assist the glider pilot with the glider disassembly and the return trip home after the glider eventually lands.

What are the right-of-way rules?

We all know that "Any aircraft in distress has the right-of-way over all other aircraft." Lesser known is that a glider has the right-of-way over an airship, powered parachute, weight-shift control aircraft, airplane, or rotorcraft. Aircraft towing other aircraft have the right-of-way over all other engine-

driven aircraft.

Our best soaring weather is when the atmosphere is unstable, there's a larger than normal temperature lapse rate, cumulus clouds are crisp and well defined, and there is good visibility. The best lift is usually found in the spring and fall and over black fields, gravel pits, large concrete masses (industrial parks, schools, cities). You will not, however, find a glider thermalling over a large lake.

When thermalling, gliders will normally be seen circling over the same area for quite a long time trying to maintain or increase altitude. Glider pilots are taught to keep their head on a swivel because this is the best time for a mid-air collision to occur not only with powered aircraft, but also with other gliders. Powered aircraft pilots are trained and conditioned to look for aircraft traveling in one direction and may be startled to see a glider thermalling into their path.

Most gliders have radios powered by a small, lightweight battery; some gliders have handheld radios. Generally, they are inexpensive so they don't offer the greatest audio quality (transmit or receive) or battery longevity. However, many gliders do not have radios. Remember, a radio is not required in a VFR aircraft -- see and avoid rules apply. While every attempt is made to answer powered aircraft radio calls or to frequently radio position reports to alert other aircraft in the vicinity, this is not always the case. In the interest of safety, a glider club's ground control position (field operation officer) will oftentimes help coordinate glider positions with powered aircraft. However, it is not uncommon to have gliders thermalling in the vicinity of the airport long after ground support people have gone home late in the day.

Furthermore, because of weight and power restrictions, gliders normally do not have transponders. This can become a problem with faster aircraft with TCAS (Terrain and Collision Avoidance System) on board. Again, see and avoid is essential!

Gliders use energy management to stay aloft and glide for long distances. A glider pilot, who wishes to venture away from their home airport and return, must be aware of the winds, their altitude, and the decay of thermals. Obviously, the further the distance, the higher the altitude that is

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necessary to return to the airport. Low-performance gliders have a glide ratio of 20:1, high-performance gliders can be 50:1, while the typical glider is 28:1 to 30:1. To help with altitude loss near the landing site, air brakes (spoilers) can be deployed, which reduce the glide ratio to about 7:1. A slip or steep spiral can also produce significant altitude loss in the vicinity of the airport.

When entering the traffic pattern, glider pilots are taught to be closer to the runway than powered aircraft and 200 feet below pattern altitude, traveling at about 60 kts. This ensures adequate separation from faster powered aircraft. Entering the pattern poses the greatest risk for a collision, but this applies to all aircraft. Additionally, a glider pilot who mismanages his energy or gets into "sinking air" may out of necessity perform a diagonal pattern, tighten the pattern, use a non-standard right or left hand pattern, or go straight in on final. A total mismanagement of energy could result in landing downwind (only to have a twin-engine aircraft announcing a short final in the opposite direction) or result in an off-airport landing in a field. All landings are to be a full stop; go-arounds are not an option!

Who has the right-of-way when landing?

FAR 91.113(g) *"Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface, which has already landed and is attempting to make way for an aircraft on final approach. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage of this rule to cut in front of another (aircraft), which is on final approach to land or to overtake that aircraft."* Common sense, see and avoid, and head-on-a-swivel prevail.

If I want to get a glider pilot certificate, what do I need to do?

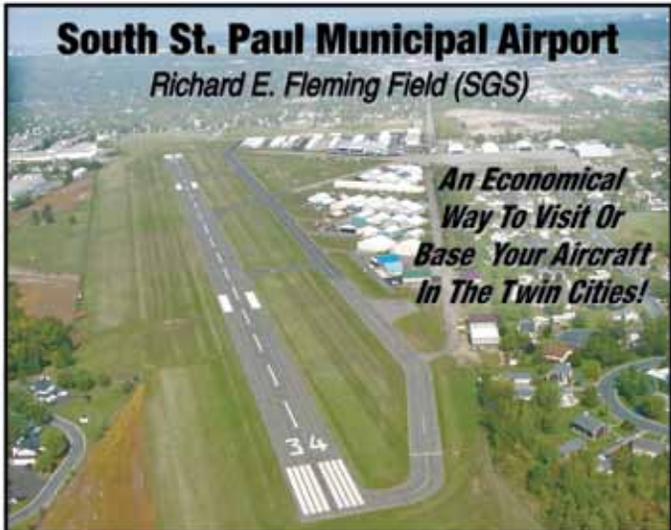
To get an add-on to your current pilot certificate, there is no written test. That's a plus! You do not need a medical. Another plus! Succinctly, to get a Private Pilot Glider Certificate add-on, you need three (3) hours of flight time in a glider and 10 solo flights. A Commercial add-on requires three (3) hours and 20 solo flights. Both certificates require training in launching techniques, on-tow maneuvers and emergencies, along with slow flight, stalls, steep turns, and slips. If you do not hold a pilot certificate, the requirement includes a little more training and a written examination. One can solo at age 15 and get their certificate at age 16 – a year younger than powered flight certificates. We have a young lady in our club who got her glider pilot certificate and driver's license on the same day! The cost is typically \$1,500 to \$2,000 for a glider add-on to a Private Pilot Certificate, and can easily be obtained in one summer.

For more information or to find a soaring club near you, check out the Red Wing Soaring Association in Osceola, Wisconsin (KOEO) at www.RWSA.org, Minnesota Soaring Association at www.SoarMN.com, or Soaring Society of America at www.SSA.org.

EDITOR'S NOTE: Woody Minar is the Chief Flight Instructor with the Red Wing Soaring Association, a Master Flight Instructor, and FAAS Team Lead Representative. The Minneapolis FAA Flight Standards District Office named Minar "Flight Instructor of the Year" in 2009 and 2012 (woody.Minar@CenturyTel.net). □

Aircraft Ramp Check Guide Now Available!

It has been reported that law enforcement has been "ramping up" ramp checks of general aviation aircraft, lately. The Aircraft Owners & Pilots Association (AOPA) has published the following guide for pilots to review and to keep in their aircraft for reference: <http://www.csobeech.com/files/AOPA-CBPGuide.pdf> □



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"We like the little guy!" Glenn Burke, Manager

Soar Like An Eagle With Hang Glide Chicago

by Larry E. Nazimek

All Photos Courtesy of Hang Glide Chicago

Since prehistoric times, man has dreamed of soaring like eagles. While powered airplanes have enabled us to fly faster, higher, and farther, than anything in nature, if you want to soar like an eagle, there is no substitute for hang gliding.

Hang gliding has been around far longer than powered flight, even if it was not called by that name. The Wright Brothers, for example, did extensive flight-testing in gliders at Kitty Hawk before attempting powered flight, and much of their research was based on that done by Octave Chanute at Miller Beach in the Indiana Sand Dunes. Chanute's work, in turn, was based on that done by Otto Lilienthal. None of them, however, had nylon fabric stretched over aluminum poles like today's hang gliders.

A great place to learn about this sport is Hang Glide Chicago, located at Enjoy Field (4LL4), southwest of Kankakee, Illinois. The business, established in 1998, is currently owned and operated by Joe Yobbka, who bought the business in 2003. They operated at various locations until 2006, when Enjoy Field was opened. It was the first airport certified in Illinois since the terrorist acts of 9-11-01. The primary turf runway is 1,000 ft. long, so unless you fly an ultralight or STOL (Short Take Off & Landing) craft, you will want to drive, instead of fly, there.

"The sport has the approval of the



Larry Nazimek above instructor Peter Berney in a Freedom 220 hang glider, ready for takeoff. Photo by Laura Heft

FAA to self-govern, and it works just fine," explained Yobbka. "If the FAA were to govern the sport as is done with other aspects of aviation, it would kill the sport." The U. S. Hang Gliding and Paragliding Assn., USHPA (<http://www.usHPA.aero/>), regulates the activity.

Pilot John Licata explained that there are Beginner, Novice, Intermediate, Advanced, Master, and Instructor Ratings, with endorsements for various types of flying and skill levels (H-1 through H-5).

A person who has, for example, proven his competence for flying from hills, may not be tow-launched until he has been certified for it. There may be certain places where one must possess a certain skill level (such as an H-3) in order to fly there, such as a place where pilots must launch from a cliff, and the required level can change, depending on the winds. Licata summarized it as, "Don't go beyond your skills."

There are various ways in which a flight begins. A common method is by launching from a hill (which usually provides a flight of only 20 seconds), or launching off a cliff. This type of launching, however, is not an option for the flat terrain around Enjoy Field, so other types of tow launches are used.

The most common method of towing at Hang Glide Chicago is with a tow plane. The tow planes look a lot like ultralights, but they are light sport aircraft, certified airworthy by the FAA, complete with an N number, that have been modified for towing.

Most of the gliders I saw there were the type where the "landing gear" is the pilot's feet. For launching, however, the glider is placed on a launch cart. As takeoff speed is reached and the glider becomes airborne, the cart is left on the ground. (Foot-launching behind a tow plane is a recognized form of launch by the USHPA, and it is commonly used in Europe and Australia, but a launch cart provides a safer and easier launch for properly trained pilots.)

I flew with instructor Peter Berney for a "tandem" flight in a Freedom 220 made by North Wing (<http://www.northwing.com/freedom220-hang-glider.htm>). In this tandem arrangement, I flew in a harness directly above Berney, who was in a separate harness. This aircraft has a fixed landing gear, so no other aid is required for the takeoff roll.

Berney has been flying hang gliders for 19 years and has been an instructor for eight of those years. During that time, he has made over 1,200 flights and has logged over 800 hours.

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Looking down at other hang gliders taking off from Enjoy Field (4LL4), near Kankakee, Illinois.



Ready to touch down.

Marty Stadnicki, who was flying his Kolb Mark III Classic that has been modified for towing. Attached to his plane is a polypropylene rope with a loop on each end. The glider pilot threads a smaller rope through the loop on the other end.

The two pilots brief the flight, with the planned release altitude being the biggest variable. For the tow, the glider pilot is in charge, since he can see the tow plane directly in front of him. There is no radio contact between the planes, but it is not the least bit necessary, as the operations are generally routine, and hand signals are sufficient.

The tow was initiated, and we were airborne within a few feet. Berney kept the tow plane on the horizon by varying our rate of climb through pushing and pulling the horizontal bar on the front of our glider. One end of our towing bridle was released by squeezing a lever that resembled the hand brake on a bicycle (with the other end being retained, thus releasing us from the long tow rope).

While the glider pilot is the one that makes the release, the tow pilot may also release the entire tow rope if he sees any problems in his side-view mirror, such as a glider that is weaving from side to side. A release by the tow pilot is seldom done, and when it is, he must look to see where the rope has landed so that it may be retrieved.

We were towed to 2,500 feet AGL. Stadnicki made several turns in order to keep us near the field, since that is where we definitely wanted to land. Berney explained that the tension on the tow rope is only about 120 lbs. I depressed the release lever on his command, and we were on our own.

It was relatively quiet in the air, so Berney and I were able to speak to each other with no problem whatsoever. Although I was riding above him, I was still able to grab the downtubes and pull my body to one side in order to make the glider turn. It's simply a matter of pulling, waiting for the wing to drop, and then waiting to complete the turn. The wing remains banked until the pilot pulls his body to the opposite side to roll the wings level.

In hang gliding, the objective is to fly in rising air currents. This is a lot easier with a variometer, an instrument designed for hang gliding, because it tells the pilot if he is rising or descending. The pilot need not look at the display, however, because a climb is indicated by a beeping tone, while a solid tone tells the pilot that he is descending.

There are also other methods of getting the gliders airborne. One of the methods they have is with a reel of tow line behind a truck. Yobbka explained that the truck moves forward, pulling the glider, and the tow line is let out as the glider becomes airborne, but the line is kept taut, "...just like the way you let string out when you're flying a kite."

A somewhat bizarre-looking device is a motor scooter mounted on a frame. The wheels have been removed, and the rear wheel is replaced with a reel. The scooter faces the glider, and as the scooter "driver" applies power, one end of the rope (routed through a section of PVC pipe) is taken up on the reel, while the other end tows the glider. (This is a teaching method for students nearing their first solo flight, in order to



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perfect their foot-landing skills.)

Most airplanes perform better in colder air, because the air is denser. Such is not the case, however, with gliders. Berney explained that while some glider pilots fly in the winter, you don't have the thermals you have in the spring or summer, with spring being the best. "What we look for is a large temperature differential between the overnight and daytime hours. This is one of several conditions contributing to a favorable daytime lapse rate, which is defined as a change of air temperature with regards to altitude."

With skill and the right thermals, a hang glider can stay up for hours and can actually fly cross country. Krzysztof Grzyb had recently flown 192 miles in one flight! Grzyb (rated at the H-4 level) is the world's top hang glider pilot this year for cross country flights. He explained that pilots are scored on their six best flights, with one point for every kilometer traveled, and there are extra points for flights with triangular legs.

Berney and Yobbka explained that used hang gliders can be purchased for \$1,000 to \$3,000, and new ones can be purchased for \$3,500 and up. One of the gliders there cost \$24,000.

To appreciate hang gliding, you must take a flight, and Hang Glide Chicago is an ideal place to try it out. Perhaps you'll be hooked by it and become a glider pilot.

For more information on Hang Glide Chicago: <http://www.hangglidechicago.com/>



Ed Lachendro of Beaver Dam, Wisconsin, stopped by the Dodge County Airport Fly-In in Juneau, Wis. on June 2, 2013 with his Piper J-3 Cub to inspire new pilots. Lachendro owns a private airstrip near Beaver Dam, Wis. and is a pilot with Jet Blue. *Dave Weiman Photo*

Giving That First Ride In An Airplane

by Jim Hanson

Most of us enjoy flying so much that we can't wait to share it with others. We are proud that we can do something that most people cannot – *fly an airplane!* Do you recall the very first time you took a passenger up as pilot in command? It is a big responsibility!

What did you and your passengers do on that first ride? Was it uneventful? Did any of your passengers become ill? Did they like it? Being a "salesman" for General Aviation is also a big responsibility, and *vitaly important* if you want family and friends to

participate in your airborne adventures.

Many of us are participants in giving rides to kids through EAA's Young Eagles program, and we're glad to help introduce aviation to potential pilots. I've long advocated for a similar program for pilots to give rides to adults on the same basis. Older people usually have the money and the time to learn to fly...they just need someone to take the time to give them the nudge toward that first flight. EAA listens to their members—and EAA has started an "Eagle Flight" program to encourage pilots to "share the air" with potential pilots. The program is still developing, but it has much in common with the Young Eagles program. There are a couple of differences...

Eagle Flights tend to be a little longer, are conducted more "one-on-one" with the prospective pilot, and the Eagle (I call them "Gray Eagles") doesn't get a logbook. What EAA does give them is encouragement, and a six-month complimentary membership.

Whether flying "Gray Eagles," or just family and friends, I've produced some guidelines for conducting that first flight that have worked

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for me in over 50 years of flying. Some – but not all – of these guidelines also apply to Young Eagles. Most of these guidelines are merely suggestions. The guidelines involve using common sense and common courtesy.

Giving initial air rides should be about *salesmanship, smoothness, and making your passenger comfortable*. I shouldn't have to emphasize this, but it is surprising how often these courtesies are ignored. Your entire presentation should be about making your passenger feel safe, to provide an enjoyable experience, and to establish with your passenger that you are a competent pilot. (*Aren't those the things you want to do on EVERY flight?*) Here are the elements:

1. Prepare for the flight. Tell your passenger what you will be doing, where you will be flying, and how long the flight will last.

2. Have your passenger follow you on the preflight. You can give a running commentary on what you are doing; just don't make it into a ground school (*the elevator trim tab goes down, forcing the elevator up, which forces the tail down, and the nose of the aircraft up*). Your role is NOT to be the flight instructor. Having your passenger follow the walk-around gives reassurance, and establishes you as a careful pilot.

3. Assure your passenger that you won't do anything dangerous.

4. When you enter the cockpit, show them how the seat belts latch, and how to work the door. (*Note that they do this on the airline briefing...again, it will instill confidence that you are professional*).

5. With passenger knowledge comes confidence. Take a minute or two to point out the aircraft instruments (most light aircraft panels look complicated to a novice).

6. Before starting the aircraft, call out "clear prop," then make a point of looking around before engaging the starter. Once again, you want to be seen as being careful.

7. Let your passenger experience taxiing with a nose-wheel

aircraft (probably not on a tail dragger as there is not an apparent "cause and effect" with rudder pedal application).

8. Let your passenger see you follow some kind of checklist on the run up.

9. Explain to your passenger before takeoff that you will fly the aircraft, explain what "follow me through" means, and most important, what "I have the aircraft" means. This is especially important in a tandem cockpit, where the passenger can't see you. Explain that sometimes you will have to work with the radio. If you hold up your hand, they shouldn't talk until you give the go-ahead.

10. Make normal takeoffs and turns. Make an exaggerated look in the direction of your turns so your passenger has a clue as to what's coming next, and it establishes you as a careful pilot.

11. Upon reaching the practice area, have your passenger "follow you through" each of the maneuvers – roll, pitch, and yaw – and make the movements slow and gentle, but never take your hands off the controls! You are the pilot in command, but unless you are a flight instructor, do not take your hands off the controls.

12. Invariably, first-time pilots look inside the airplane during the flight. To combat this, point to a spot on the windshield to demonstrate where straight and level is. The passenger can use their new-found knowledge to make the small corrections needed, which is a confidence-builder for them.

13. With the aircraft trimmed up, gently roll the aircraft into a turn...tell the passenger that you will be releasing the controls, and demonstrate the natural stability of the aircraft as the aircraft continues to turn. Have them follow through with the rollout from the turn.

14. Tell your passenger that you will be gradually reducing power to establish a glide, just as you will be doing when you

CONTINUED ON PAGE 62

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Thunder On The Lakeshore Hit Hard By Military Absence

MANITOWOC, WIS. – The air show lineup was superb, the side attractions interesting, but the absence of modern military jet demonstrations had an overwhelming impact on attendance at the “Thunder On The Lakeshore” air show, June 8-9, 2013 at Manitowoc County Airport, Manitowoc, Wis. Medium to large size air shows across the country have experienced similar declines in attendance since federal budget sequestration went into effect earlier this year and military participation was curtailed. Smaller air shows and fly-ins which have never been dependent on military demonstrations, continue to grow!

Air show producer Curt Drumm says that in past years, the Manitowoc air show has had an economic impact of as much as \$3 million on the local economy, and military participation has proven to be a tremendous recruiting tool. The weather has always played a major role in the success of the Manitowoc show, and while the forecast for rain on Sunday never materialized, families apparently made other plans that day. Attendance on Saturday was fair.



The smaller crowd size at the “Thunder On The Lakeshore” air show, Manitowoc, Wis., was attributed to the absence of military jets. *Dave Weiman Photo*



John Mohr flies his Stock Stearman as if it is an extension of his own body. *Geoff Sobering Photo*

Dozens of general aviation aircraft flew in for the fly-in breakfast and air show – some from as far away as the Twin Cities to watch their hometown favorite, John Mohr, perform low-level aerobatics in his Stock Stearman. Other

civilian performers included the wingwalking routine of Dave Dacy and Tony Kazian of Harvard, Illinois in Dacy’s all-powerful 450 hp Stearman; Jim “Fang” Maroney of Brookfield, Wis., in his de Havilland Super Chipmunk; Dr. Bill Blank of La Crosse, Wis., in his Super Decathlon; the Aerostars Aerobatic Formation Team of Cary, Illinois, flying three Yak 52s; and Capt. Bill Shepard of the Minnesota Wing of the Commemorative Air Force based at Fleming Field, South St. Paul in the Red Tail P51 Mustang.

The Tuskegee Airmen performed with three motorgliders and a T-6 Texan; Paul Stender of Indy Boy’s Extreme Jet Vehicles, raced Jim Maroney down the runway in his jet-powered school bus and jet-powered outhouse; veteran performer and aerobatic competitor, Bob Davis of Lake Geneva, Wis., flew a farewell performance in his Sukhoi 29;

and radio-controlled aircraft operators performed aerobatics with the quickness that only an unmanned aircraft can.

Fowler “Big Dog” Cary gave the crowd a high-powered performance in his T-33 “Vintage Thunderbird” jet fighter each day, which helped fill the void created by the absence of modern military jets. Two L-39s and two T33s flew flybys on Saturday.

Phil Dacy of Harvard, Illinois, provided the narration, and Wayne Boggs of Tampa, Fla. was airboss.

Side attractions and exhibits at the Manitowoc air show included vintage aircraft, warbirds, homebuilts and corporate aircraft; Joe Shepherd and his Lockheed Electra Jr, which was featured in the motion picture “Amelia;” and Don Kiel of Whitelaw, Wisconsin, who displayed his Beech 18, “Lady Lynn.”

The United States Tennis Association “Smash Zone” provided

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Jim "Fang" Maroney and his de Havilland Super Chipmunk.
Geoff Sobering Photo



Dr. Bill Blank and his Super Decathlon.
Geoff Sobering Photo



Tony Kazian on top of Dave Dacy's 450 Stearman.
Geoff Sobering Photo



Paul Stender and his jet-powered school bus.
Dave Weiman Photo

lessons for children, and a children's area with games and exhibits featured a 1/3-scale F117A "Nighthawk" Stealth Bomber replica.

There were airplane and helicopter rides, and balloon launches in the morning, and balloon glows at sunset along the riverfront in downtown Manitowoc with Great Lakes ore ships passing by on Lake Michigan for the ultimate backdrop. The City of Manitowoc performed a demonstration with its Police K-9 unit; and an evening concert featured "Ladies for

Liberty," singing a 1940s tribute to the "Andrews Sisters," along with the "Bourbon Cowboys."

The air show was produced by Manitowoc Aviation Resources, Inc., a non-profit 501c3 educational corporation, providing aviation education to students in northeastern Wisconsin.

The future of the Manitowoc air show is uncertain. Drumm says that it will all depend on corporate sponsorships and whether or not the U.S. military returns (www.manitowocairshow.com). □

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Palmyra Father's Day Fly-In Continues To Grow!



A 1958 E.P.9 built by Percival Aircraft, Ltd., England. Pilot Bob Massie of Ft. Atkinson welcomed people to get a close-up look at the aircraft. *Dave Weiman Photo*



Landings and takeoffs were pretty constant on Rwy 27 at Palmyra Airport. *Dave Weiman Photo*

PALMYRA, WIS. – The traffic pattern was a constant buzz, and landings and takeoffs were successfully accomplished without the assistance of air traffic control, at the annual Father's Day Fly-In Breakfast, June 16, 2013, in Palmyra, Wisconsin. It was anticipated that the fly-in would meet or exceed the 2400 breakfasts served in 2012,

according to Rick Jelinek, president of Palmyra Flying Club, Inc., sponsors of the event.

Among the aircraft that flew in was a 1958 E.P. 9. The E.P.9 was a 1950s British light utility aircraft designed by Edgar Percival and initially built by his company, Edgar Percival Aircraft Limited, and later as the Lancashire

Aircraft E.P.9 Prospector by the Lancashire Aircraft Company. Only 27 E.P.9s were built. The E.P.9 had a long and successful career as a private aircraft, utilized in multi-role STOL operations as an agricultural sprayer, and as a light cargo aircraft, jump plane, air ambulance and glider tug.

The aircraft is owned by Jan Christie of Woodruff, Wisconsin, and based at Palmyra, Wis. Christie bought the aircraft in Belgium in 1973 and flew it in Europe until he immigrated to the United States in 1976. Christie stored the aircraft for 24 years and then had the FAA license it in the Experimental/Exhibition Category in 2000. Of the 27 aircraft built, only two (2) are known to be flying today – Christie's E.P.9 in the U.S. and one other in England. The aircraft is powered by a 270 hp Lycoming GO-480 engine and has a Hartzell Constant Speed Propeller. □

A Hidden Treasure At Lake In The Hills Airport



Ole Sindberg with his one-of-a-kind flying "Prescott Pusher."



Prescott Pusher

Photos & Story by Dave Weiman

It was Sunday morning, June 30, 2013, and we were having Internet issues that needed to be resolved before I departed for a Sunday fly-in breakfast. The later it got, the less options I had. I needed a fly-in that continued to at least 12:00 noon. Once I got the plane out of the hangar, I looked at my options in the "Calendar of Events" in *Midwest Flyer Magazine*.

The "Lake In The Hills Fly-In Breakfast" in Lake In The Hills, Illinois looked to be my best option. The airport was just 34 minutes away, and it has a hard surface runway – a nice option during this period of rain every night, followed by temperatures in the 90s during the day. So I departed and landed with 15 minutes to spare.

Most of the 530 people served breakfast by EAA Chapter 790 had left, and all but a handful of the 75-plus aircraft that flew in, were gone as well.



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Remaining were a dozen volunteers from the chapter serving breakfast and cleaning up.

Chapter greeter, Ron Liebmann welcome me to the event, and introduced me to other chapter members, including Ole Sindberg, 79, a chapter director. "I used to be vice president until I was voted out," Ole noted with a smile.

Something I have learned when visiting pilots in the Chicago area is that many are either active or retired airline pilots, and most fly or have flown with United. United Airlines is based at Chicago O'Hare.

Ole was quick to let me know that he built and apparently owns the only "Prescott Pusher" flying today, and offered to show me the plane. There it sat in one of dozens of "Portaport" hangars, featuring low ceilings over the wings and a higher area for the nose and tail. There's no wasted space, and no space to waste! Portaport hangars were built to be portable, some equipped with a trailer hitch, so all one needs to do if the airport lease gets too expensive is to unbolt it from its concrete pad, fold it up, and tow it to a different airport.

The Prescott Pusher resembles an over-sized Bede Aircraft BD5, but larger. The aircraft seats four people, and the BD5 seats only the pilot.

The Prescott Pusher is powered by a 280 hp Lycoming O-540 and Ole claims it can cruise at 200 mph at 12,000 feet, burning 11 gph at 75 percent power. In comparison, the aircraft will cruise at 140-150 mph and burn 8.5 gph at 44 percent power.

The stall speed is high at 80 mph, and the aircraft requires a minimum of 2500 feet of hard surface on most days to takeoff. The rotation speed is 90 mph.

Ole said that pilots have been known to pull back on the elevator prematurely, only to find themselves going vertical once airborne, oftentimes stalling out before they are able to get the aircraft under control. "The aircraft flies straight like a jet," said Ole.

"Are you sure that's not knots," I asked him. "Everything with the Pusher is in miles per hour," Ole replied.

It took 11 years for Ole to complete "N40LE," while he was flying Boeing 727s and 767s for United. Following retirement, Ole flew 747s for Global Peace Initiative in Africa and India.

At age 79, Ole says that he exercises regularly to stay fit to fly. "This is not an aircraft which is wheel-chair accessible," he said. Ole has flown the Prescott Pusher to EAA AirVenture in Oshkosh, Wisconsin since he built the plane, and at press time, he planned on flying it there this year as well.

Before leaving Lake In The Hills Airport, I stopped by "Blue Skies Flying Services," which is very much in the business of promoting flight training. Signs stating "Learn To Fly Here" were on each side of the building, and a neon sign



"Blue Skies Flying Services" at the Lake of the Hills, Illinois airport is obviously in the business of promoting flight training.



Two rows of "Portaport" hangars at Lake In The Hills Airport.



The "Portaport" hangar features a trailer hitch.

stated that the flight school and gift shop were open! Mike Carzoli is president of the company that also provides aircraft maintenance (www.blueskiespilotshop.com).

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Anoka County-Blaine Airport's "Discover Aviation Days" Huge Success!



The Commemorative Air Force B-25 "Miss Mitchell."
Shawn Orton/Sky Wild Photography

BLAINE, MINN. – Air shows may be experiencing difficult times due in large part by the absence of military jets, but fly-ins and open houses like "Discover Aviation Days" at Anoka County-Blaine Airport in the Twin Cities, June 1-2, 2013, are doing well.

The event is very diversified, from a fly-in breakfast, to warbird and vintage aircraft displays, educational forums, airplane rides, autograph signing by aviation celebrities, and the 13th annual hangar dance featuring Dave Andrew's Big

Band – a 14-member 1940s swing orchestra – amidst Greg Herrick's vintage aircraft in the Golden Wings Museum.

Local star "Miss Mitchell" – the B-25 Mitchell Bomber of the Commemorative Air Force based at nearby Fleming Field in South St. Paul, always steals the show. The aircraft flew 130 missions in North Africa and Italy during World War II without a single casualty. While there were no aerobatic performances, there were flyovers, including one by a squadron of World War II T-6 Texans.

World War II veterans Wayne G. Johnson, a "Flying Tiger" from Beaver Bay, Minnesota; aircraft mechanic Owen Mobley of St. Croix Falls, Wisconsin; and Women Airforce Service Pilot Betty Strohfus of Faribault, Minnesota, were on hand to sign autographs and share their experiences at the event's new "Aviation Center." Astronaut Curt Brown was one of several featured speakers in the education tent. In a special program, Brown described his six flights to space since he became an astronaut 1988, and his participation in the Jet and Unlimited classes at the National Air Races in Reno, Nevada. Pilot safety seminars were conducted by the Minneapolis FAA Flight Standards District Office and FAAST Team volunteers.

Admission to Discover Aviation Days was free, but parking donations were eagerly accepted and helped to defray expenses of the event.



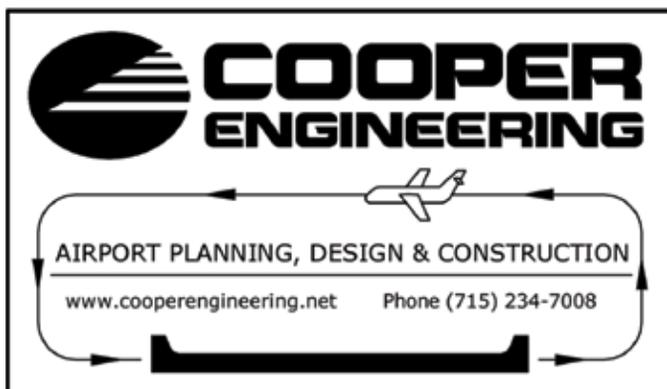
Bonding GA With Your Community

by Don Winkler

The opportunities for airports and pilots to get good public relations with communities are more abundant than you might think. I am not talking about fly-in breakfasts, Young Eagles flights, or other similar promotions, although all of those activities are well worth the effort that goes into them. I am talking here about an effort to reach a far



(L/R) Jeff Baum, lead pilot; Evan Redders, lead copilot; and Grant Goetsch, pilot of #2 aircraft. Dave Webb, pilot of #3 aircraft, arrived just prior to take off at dusk from a charter, and was not available for this group photo.
Don Winkler Photo



greater audience, the general public!

Case in point was when Wisconsin Aviation, Inc, located at Dane County Regional Airport in Madison, Wisconsin, was approached by the organizers of the renowned Fourth of July celebration, *Rhythm & Booms* in Madison, to fill in for the Wisconsin Air National Guard F16s that traditionally flew a flyover at the start of the fireworks display. Federal

sequestration cancelled the F16 flyover.

After receiving the request on very short notice, Wisconsin Aviation President Jeff Baum decided to put a plan together. This encompassed assigning pilots and aircraft to fly the event. This was not an easy task as the air charter department had a very busy schedule, already.

Eventually, three aircraft were assigned: a Citation Ultra, Citation CJ2 and a Citation CJ1. These aircraft were flown in formation by Grant Goetsch, Director of Flight Operations; Dave Webb, Chief Pilot; and Jeff Baum, himself.

The timing of the flyover needed to be very concise and required precision formation flying. With some last-minute



The lights on Wisconsin Aviation's three Citations gave that Fourth of July sparkle during "Rhythm & Booms" in Madison, Wis. *Dave Weiman Photo*

administration details from the event planners, the take-off proceeded nearly on time and the flyover was achieved.

Some skeptical spectators didn't feel that the Citations were as spectacular as the F16s, but the majority of the 100,000 people that gathered along the shores of Lake Mendota, on the lawn of the State Capitol, and on the isthmus between Lake Mendota and Lake Monona, appreciated it nonetheless.

Wisconsin Aviation absorbed the cost of the flight, but it was well worth it in the goodwill and public relations that resulted, and the media still recognized our military and veterans. All combined, the flyover was a win-win opportunity for all concerned. □

Harbor View Welcomes Antique Floatplane To Fly-In & Air Show



Harbor View Pub & Eatery owners Duane and Bonny Grube greeted Dale Walker of New Richmond when he flew his 1943 Howard DGA-15 to the restaurant located in Phillips, Wisconsin to attend the "Fourth of July Fly-In/Float-In Breakfast & Air Show." Harbor View Pub & Eatery is located on Long Lake across Highway 13 from Price County Airport in Phillips, Wis. (KPBH), and is open 7 days a week beginning at 10:30 am each day (www.HarborViewOnline.com).

Dave Weiman Photo

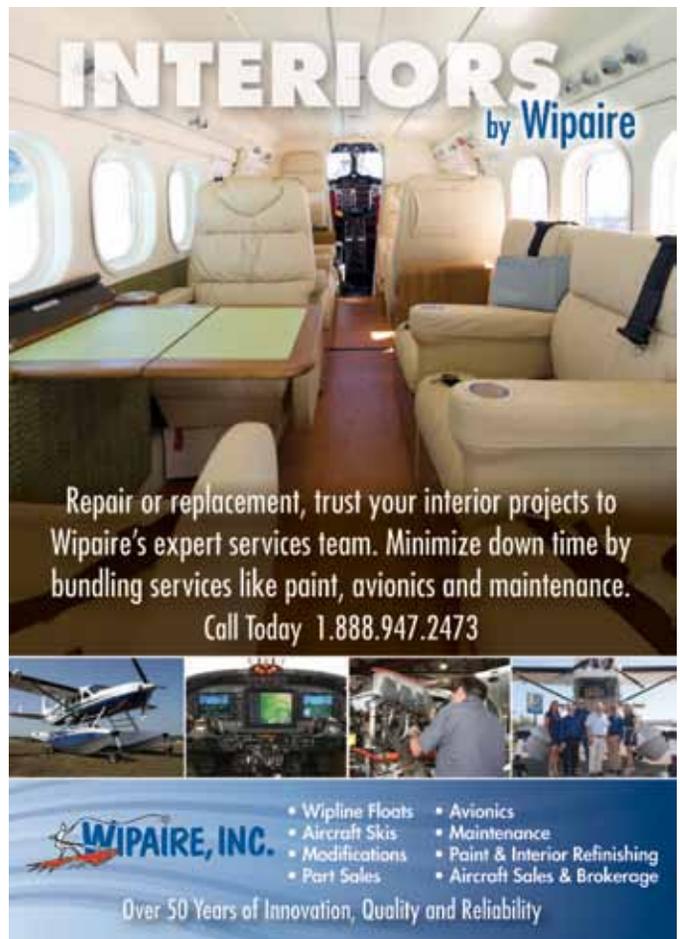
PHILLIPS, WIS. (July 6, 2013) – Duane and Bonny Grube, owners of the Harbor View Pub & Eatery, welcomed a rare antique floatplane to their shores on Long Lake. Dale Walker flew his 1943 Howard DGA-15 from New Richmond, Wisconsin to Phillips for the annual "Fourth of July Fly-In/Float-In Breakfast & Air Show" at Harbor View and Price County Airport.

Dale Walker is a pilot with Southern Air out of the Twin Cities, and flies the Boeing 747 jumbo jet.

An air show was held from 11:00 AM to 12:00 noon on Saturday, and a night show was held on the 5th. Two live bands performed at "Lake Rattle & Roll" from 4:00 PM to

1:00 PM on July 6 following the air show.

This year's air show in Phillips featured three aerobatic performances and an air show announcer, who broadcasted live from Harbor View Pub & Eatery. The headline acts



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included Darrel Massman of Waupaca, Wis., flying a Panzl monoplane; Bill Cowden of Menomonie, Wis., flying a Yak 55 monoplane; and Grant Nielsen of New Richmond, Wis., flying a Pitts Special biplane. Announcing the show was Jeff Overby of Menomonie, Wis. Some 25 aircraft flew in for the breakfast and air show from as far away as Iowa.



(L/R) Price County Airport Manager Brian Ernst with former airport manager, Chris Hallstrand. Ernst coordinated ground operations during the fly-in and air show, while Hallstrand coordinated air operations for the air show. Hallstrand is now operations manager at Wittman Regional Airport in Oshkosh, Wis.

Dave Weiman Photo



A fly-over of performers just prior to the start of the air show.

Dave Weiman Photo



Bill Cowden performed aerobatics in his Yak-55.

Dave Weiman Photo



Dave Weiman of *Midwest Flyer Magazine* (right) greeted subscribers Rick and Rosie Zahasky of Decorah, Iowa, upon their arrival at Price County Airport, Phillips, Wis. The N number on the Zahaskys' Piper Cherokee 180 ends with the letters "MF," which could stand for Midwest Flyer. "Now that's subscriber loyalty," said Weiman.

Phil Peterson Photo

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Air show performer, Bill Cowden, signs autographs following his performance.

Dave Weiman Photo

Midwest Students Win Build A Plane Contest



The winning teams from Canby High School in Canby, Minnesota, and Saline High School in Saline, Michigan, spent two weeks building two Glasair Sportsman aircraft at Glasair Aviation in Arlington, Washington.

WASHINGTON, D.C. – Canby High School in Canby, Minnesota, and Saline High School in Saline, Michigan, have won the “Build A Plane” contest, as part of a nationwide Science, Technology, Engineering and Math (STEM) aviation design challenge competition. Sponsors of the contest include the General Aviation Manufacturers Association (GAMA) and Glasair Aviation.

Each winning team – consisting of four students, along with a teacher and a chaperone – received all-expense-paid trips to Glasair Aviation in Arlington, Washington, to build a Glasair Sportsman 2+2 aircraft over two weeks starting June 17, 2013.

The Canby High School team consists of students Leah Schmitt, Wyatt Johannsen, Brandon Stripling and John Deslauriers, teacher Dan Lutgen, and chaperone Robert Slaba. The Saline High School team includes students Dustan Muir, Lee Lewis Luckhardt, Kyle LaBombarbe and Julia Garner, teacher Ed Redies, and chaperone Dustan Muir.

In just its first year, the GAMA and Build A Plane competition attracted entries from 27 schools in 22 states. The schools used complimentary “Fly to Learn” software, including curricula and training, which allowed them to design and fly their own virtual airplane. Each school entered a design to compete in a virtual fly-off, which was scored on aerodynamic and performance parameters. Judges from GAMA selected the winning high schools.

“To see the skills, ingenuity and creativity these students demonstrated in this competition gives me great confidence in the future of our industry’s engineering, maintenance and pilot workforce,” said GAMA President & CEO Pete Bunce. “This valuable experience promotes the real-world value of STEM education, as well as the career opportunities available in the aerospace engineering field.”

The Glasair Sportsman 2+2 is a metal and composite aircraft that seats four adults. Sold as a kit, the plane can be



Jeppesen President Mark Van Tine and GAMA President and CEO Pete Bunce show off a Hartzell propeller, which was installed on each Glasair Sportsman aircraft.

assembled with assistance in just two weeks through Glasair’s well-known “Two Weeks to Taxi” program. At press time, the planes were scheduled to be flown to Oshkosh, Wisconsin, where they were to be featured at

AirVenture 2013 from July 29-August 4.

The president and founder of Build A Plane is Lyn Freeman. Nigel Mott is president of Glasair. There are 160 Glasair Sportsman aircraft flying today. The progress of the planes under construction could be followed at <https://www.facebook.com/General.Aviation.Manufacturers.Association>.

GAMA is an international trade association representing over 80 of the world’s leading manufacturers of general aviation airplanes and rotorcraft, engines, avionics, components and related services (www.GAMA.aero). □

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Youth Aviation Adventure's First Annual Aim High Scholarship



EAU CLAIRE, WIS. – Sixteen-year-old, Bridget Usher of Eau Claire, Wisconsin, has received the first annual Youth Aviation Adventure (YAA) Aim High Scholarship for area youth. Usher became eligible for the scholarship when she participated in the 2012 Youth Aviation Adventure event, which featured 30 pilots and instructors who led 12 learning stations. NASA rocket scientist Bryan Palaszewski was keynote speaker of the event.

Usher, a sophomore at Regis High School in Eau Claire, took advantage of a free EAA Young Eagles plane ride; obtained a free EAA student membership; completed Part 1 (Recreational Pilot) of Sporty's Complete Flight Training DVD Course; took her first flight lesson, courtesy of grants from EAA Young Eagles; and submitted a 500-word essay about her experience.

Youth Aviation Adventure - Eau Claire is part of a national organization that is now offering events at 26 airports across the nation exposing young people to the world of aviation. YAA - Eau Claire is a 501(c) (3) non-profit organization. YAA was founded in Columbus, Ohio, as a way for Boy Scouts to earn their Aviation Merit Badge. Since that time, it has expanded to include any interested youth between the ages of 12 and 18.

Local businessman and pilot Jack Fay brought the event

to Eau Claire four years ago, and recruits volunteers and raises funds from area sponsors to run the event and cover expenses. Last year, Fay developed the idea of offering a \$500.00 scholarship for an area youth to support educational aspirations related to any field.

"This scholarship is a great way to reward curiosity and engagement among young people in Eau Claire," Fay said. "Our core belief at YAA is that it can be a catalyst for students to think of what they might be able to achieve whatever their endeavor in life. Bridget's essay was a shining example of just that. As she reflected in her essay, this experience has created a lifetime impression of something she never thought she could do. She exudes the thought and passion with which young people can approach their goals." In Usher's words, "Even when you're not in the air, flying gives you the feeling of both pride and accomplishment, and I'm looking forward to getting my license someday."

Sparkling interest in aviation careers has taken on increased importance as the number of commercial pilots has continued to fall behind industry needs. The Boeing Company has forecast a need for 460,000 new pilots (69,000 in North America) by 2031.

Funding and in-kind sponsors of Youth Aviation Adventure - Eau Claire include Xcel Energy, Royal Construction, Ralph and Ann Kisor, Gordy's Country Market, Mayo Clinic Medical Transport, Audio Architects, DigiCopy, EAA Squadron 507 (Eau Claire), Boy Scout Council of Chippewa Valley, Chippewa Valley Regional Airport, Heartland Aviation, and NASA (Bryan Palaszewski). In addition, more than 30 pilots and airport personnel, University of Wisconsin-Eau Claire student volunteers, community members and others, donate their time, expertise and energy to make the event possible.

For more information, contact Jack Fay at n58763@gmail.com. □

Partnerships Among Aviation Campuses In Minnesota

ANOKA, MINN. – Anoka-Hennepin School District students interested in aeronautics now have the opportunity to get credit due to a partnership with Minnesota State Colleges and Universities (MnSCU) and Minnesota State University, Mankato (MSU).

Anoka-Hennepin's Secondary Technical Education Program (STEP) will begin offering courses in aviation technology in the fall of 2013.

The specified aviation occupations curriculum at the high school level is linked with the curriculum of specified aviation occupations program(s) at the post-secondary level in such

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a way that duplication and overlap of instruction is virtually eliminated, according to the Minnesota Department of Transportation (MnDOT) Office of Aeronautics. MnDOT's aeronautics office helped make the aviation technology articulation agreement possible.

The new initiative is intended to keep some of the \$48 million in tuition lost each year to colleges outside of Minnesota in the state of Minnesota. □

K-State Flight Team Earned Top 20 Finishes At National SAFECON 2013



K-State Salina's National SAFECON 2013 team: Front Row (L-R): Ian Barnhart, Ryan Cady, Samantha Hoff, Tyler Thull, Cameron Calvert, Martin Harvey. Back Row (L-R): Scott Bell, Tosh Taylor, Matt Elston, Trevor Henson, Bert Hutchison, Shane Richardson, Josh Solomon, and team advisor, Tom Karcz

COLUMBUS, OHIO – A Kansas State University Salina Flight Team, comprised mostly of first-time competitors, brought home six Top 20 finishes at the National Intercollegiate Flying Association's National Safety & Flight Evaluation Conference (SAFECON) and competition, May 6-11, 2013, at Ohio State University, Columbus, Ohio.

The team won an invitation to the national competition by placing second in the association's Region VI competition in October 2012. Teams from 29 collegiate aviation programs across the country participated.

The competition consists of 13 events, with members of the K-State Salina team placing in the Top 20 in five events: Ground Trainer, IFR Simulated Flight, Message Drop, Preflight, and Power-off Landing.

K-State is located on the Salina campus adjacent to Salina Regional Airport. The aviation program has a modern fleet of more than 40 aircraft and more Master Certified Flight Instructors than any other college or university in the country. K-State Salina offers affordable bachelor's degrees in aircraft maintenance, airport management, avionics, professional pilot, unmanned aircraft systems, technology management, and engineering technology (www.salina.k-state.edu/aviation). □

CAF Searches For New National Headquarters Location

MIDLAND/ODESSA, TEXAS – The Commemorative Air Force (CAF) has announced plans to establish the CAF National Airbase near a major metropolitan area. The new facility, described by CAF officials as an "airbase," will contain a year-round aviation attraction, house CAF staff, and support volunteer CAF members who will organize and execute an annual warbird air show/fly-in. This new airbase will also serve as a base of operations for some of the CAF's most significant flying vintage military aircraft.

The CAF plans to establish several airbases at key locations around the country. At each airbase, the public attraction will contain flying vintage military aircraft, combined with interactive educational displays, entertaining activities and an annual air show. Additionally, the CAF will look to partner with other leading innovative, historical, educational and entertainment based organizations to accomplish its mission.

The CAF, which was founded more than 55 years ago, is dedicated to maintaining and flying its fleet of 156 vintage military aircraft in order to educate Americans on the history and importance of our country's efforts to protect freedom through airpower (www.commemorativeairforce.org).



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The National Naval Aviation Museum contains almost 355,000 square feet of exhibit space inside, and an additional 37 acres of outdoor displays outside.



Four Blue Angels A-4 Skyhawks adorn the atrium.

A Flight Into Naval Aviation History

Photos & Story by Greg Reigel

On May 18, 2013, a group of pilots, aviation junkies and Sun Country employees boarded a flight from Terminal 2 at the Minneapolis-St. Paul International airport to the “cradle of aviation” – Pensacola, Florida. The Mission: The National Naval Aviation Museum located at Naval Air Station Pensacola.

This was the latest trip in a series of “aviation day-trips” coordinated by former military/airline/corporate pilot Malcom “Spook” Johns and hosted by Sun Country Airlines. Previous trips arranged by Spook included visits to the National Air and Space Museum Steven F. Udvar-Hazy Center at Washington Dulles International Airport, the Air Force Museum in Dayton, Ohio, as well as a previous visit to the Naval Aviation Museum. (My article on the Udvar-Hazy Center trip appeared in the June/July 2012 issue of *Midwest Flyer Magazine*.)

The cost for this particular aviation day-trip was \$343.00 which included round trip airfare and bus transportation from the airport to the museum and back. Admission to the museum is free, although a donation to the museum is strongly encouraged, and definitely deserved.

Sun Country flight 8850 departed at 6:30 a.m. Although

the MSP weather was overcast with steady rain, after a brief climb, our B737-700 aircraft broke out on top to sunny skies with the sun still low on the horizon to the east. We arrived in PNS shortly after 9 a.m., greeted by partly sunny skies and a temperature of almost 80 degrees. Certainly warmer than the cool and wet in MSP! We boarded coaches for the short drive to NAS Pensacola and, after several wrong turns (apparently the bus driver was not a local), we arrived at the Naval Aviation Museum.

When we entered the museum, we promptly learned that visitors were not allowed to carry backpacks inside; presumably a security precaution implemented after the Boston Marathon bombers’ use of backpacks to transport and conceal their bombs. So, after retrieving the essentials and then stowing our backpacks back on the bus, it was time to see some airplanes!

The Pensacola museum, along with other Navy museums, is operated by the Naval History and Heritage Command and contains almost 355,000 square feet of exhibit space within its building with an additional 37 acres for outside displays. It is one of the largest air and space museums in the world, hosting over 150 aircraft and a variety of displays proudly representing Navy, Marine Corps and Coast Guard Aviation.

Inside the main building, the first floor “Main Deck” hosts early aircraft, aircraft from World Wars I and II, an exact replica of the flight deck and superstructure of the USS Cabot CVL-28, and an atrium showcasing four Blue Angels A-4 Skyhawks in a diving diamond formation. All of the aircraft are beautifully restored and give you the sense it would only take a pre-flight walk-around and a run through the start-up checklist to bring them to life.

Just off the south wing of the Main Deck, the Cubi Bar Café entices visitors with the opportunity to experience what airmen serving in the south seas did at the Officer’s Club at Cubi Point in the Phillipines. The Cubi is reassembled from the actual bar as it was in the Phillipines and is decorated with more than 1,000 squadron and unit plaques and other military memorabilia. When you enter the Cubi, you truly do step back in time. And the food is really good too!

The upper level “Second Deck” of the museum includes World War II Carrier and Pacific exhibits and affords a

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bird's-eye view of the aircraft displayed on the Main Deck. Additionally, the only thing missing from the Second Deck's up-close and personal view the Blue Angels A-4s in the atrium is the roar of the engines and the smell of kerosene. It's pretty amazing.

Other features on the Second Deck include a virtual carrier flight deck and lighter-than-air and space displays.

Motion-based flight simulators, as well as 3D flight simulators and cockpit trainers, provide hands-on opportunities to experience Naval aviation. And if that wasn't enough, the museum even has an art gallery with impressive aviation artwork.

The newest edition to the museum is a 55,000 square foot building designated "Hangar Bay One." Within its walls are aircraft from the post-World War II era including a Lunar Excursion Module, a Marine One Presidential Helicopter (complete with what appears to be a former President Richard Nixon at work within), as well as aircraft flown in the Vietnam and Persian Gulf wars. Women in Naval aviation are also represented, as are Coast Guard aircraft. And it looks like they still have some room for additional aircraft/exhibits.

The aircraft displayed on the museum's flight line can also be toured with a guide via trolley. Inside the museum, free guided tours with retired military and volunteer guides walk visitors through Naval aviation history.

In addition to the static displays, the museum has its own Imax Theater where you can view and experience the museum's "Magic of Flight" which features the Blue Angels. Although I didn't watch the movie, based upon the rest of the museum, I have no doubt that the footage is breathtaking.

The museum definitely lives up to its reputation as being one of the largest aircraft displays in the world. As a result, it wasn't possible to see all that I wanted to see during the visit. To truly see everything, I think the museum is probably a two-day experience. And, unfortunately, the museum did not escape the impact of the federal sequester. At the time of my visit, the archives were closed. Less than a month later, the Navy announced that the entire museum would be closed on Mondays beginning the week of July 8, although it otherwise plans to continue its normal business operations on weekends and holidays during the furlough period.

After a full day of experiencing the history of Naval aviation, our group boarded the coaches for the ride back to PNS. Later, Sun Country flight 8851 departed PNS at approximately 5:30 p.m. for the trip back to MSP. Not surprisingly, the cabin was fairly quiet for the return flight and we arrived back at MSP's Terminal 2 shortly after 9:00 p.m.

On this particular aviation day-trip, it was both enlightening and humbling to be in the presence of such history and service. With its historical displays, current displays and naval aviator training, including the National Flight Academy, the National Naval Aviation Museum is truly a showcase for the past, present and future of Naval aviation. □



The Cubi Bar Café



The National Naval Aviation Museum features an exact replica of the flight deck and superstructure of the USS Cabot CVL-28 aircraft carrier.

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Willmar Aviation Pioneer Inducted Into Forest of Friendship



Mary Jane Rice at the International Forest of Friendship Park, Atchison, Kansas.

WILLMAR, MINN. – Mary Jane Rice, cofounder of Willmar Air Service in Willmar, Minnesota, was among 21 people inducted into the International Forest of Friendship in Atchison, Kansas, June 22, 2013.

Rice joins 1,200 other honorees whose names are engraved on granite plaques and displayed on walkways throughout the wooded park. Among other inductees are Amelia Earhart, Charles and Anne Morrow Lindbergh, Sally Ride, Jimmy Doolittle, and the seven astronauts who lost their lives on the space shuttle Columbia in 2003. Rice, and her husband, John L. Rice, started Willmar Air Service in 1946.

Rice was also inducted into the Minnesota Aviation Hall of Fame in 1994. The Minnesota Chapter of the Ninety-Nines nominated Rice for the Forest of Friendship Award.

The originators of the forest envisioned “world friendship through flying.” The organization is a living memorial to the world history of aviation and aerospace, and made up of trees from all 50 states and 35 countries around the world.

Rice was nominated and sponsored by the Minnesota Chapter of the Ninety-Nines, an international organization of women pilots, of which she has been a member since 1939. □

Tall Tower Expert Leaves Us Tall

MADISON, WIS. – Former Wisconsin DOT Bureau of Aeronautics official and Air Force veteran, Gary L. Dikkers, 66, of Madison, Wisconsin, passed away from an extended illness on June 5, 2013. Dikkers was born November 30, 1946, in Freeport, Illinois, and graduated from the U.S. Air Force Academy in 1968. He served as a forward air controller in Vietnam after completing flight training, as a flight instructor and fighter pilot, and as an air liaison officer with the 82nd Airborne Division. After retirement from the Air Force, Dikkers was the airspace manager with the Wisconsin Bureau of Aeronautics, where he stood strong in defense of Wisconsin airspace and airports against cell phone and wind turbine companies.

Dikkers was a contributing writer and photographer for *Midwest Flyer Magazine* and involved with the Wisconsin Aviation Hall of Fame.

“Gary was the strongest of advocates to protect Wisconsin airspace and airports from the encroachment of cell phone towers and wind turbines,” said Dave Weiman of *Midwest Flyer*



Dave Weiman

Gary Dikkers

Magazine. “His intelligence, tactfulness, and unwillingness to give up on airspace issues resulted in companies to rethink their plans that would violate airspace. Gary’s example and teachings will be with us as we continue his work in the future.”

Gary Dikkers is survived by his wife, Marlene; daughter, Katrina; his faithful dog, “Hermie;” his mother, Wanda; and brothers Steve (Michele), Gene (Kim) and Kurt (Sue). □

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Rochester Welcomes Minnesota Native Back To State As New Airport Manager

ROCHESTER, MINN. – Rochester International Airport (RST) welcomed Marty Lenss as its new airport director at an open house, June 7, 2013. Lenss filled the vacancy left when Steven Leqve retired after 35 years of service. Lenss was previously airport director at Outagamie County Regional Airport in Appleton, Wisconsin where he led a number of major airport expansion projects, including the recent construction of a new general aviation terminal for “Platinum Flight Center.”

Lenss says that Outagamie County Regional Airport and Rochester International Airport are similar in size, but uniquely different. Both airports have airline service and active general aviation operations. In addition to



L/R) Jamie Gwin, Station Trainer for Delta Airlines; Marty Lenss, Airport Director at Rochester International Airport; and James L. Talen, Chairman of the Board of Eastwood Bank and an active pilot and aircraft owner, at the open house June 7 to welcome Lenss to the community of Rochester, Minnesota.

Photo by Dave Weiman

Platinum Flight Center, Outagamie County Regional Airport is also home to Gulfstream Aerospace Corp. Rochester is served by “Signature Flight Support,” provides air ambulance services and support for the Mayo Clinic, and has a large FedEx complex.

Lenss says that he looks forward to assessing the future needs of the Rochester airport, and as a native Minnesotan, reconnecting with his friends and colleagues in airport management through the Minnesota Council of Airports (MCOA).

In Wisconsin, Lenss was involved with the Wisconsin Airport Management Association (WAMA) and received that organization’s “Distinguished Service Award” at the Wisconsin Aviation Conference on May 1. □

States/Airports To Pick Up Slack For FAA

KANSAS CITY, MO. – Regional airport conferences, sponsored by the FAA regional offices, are popular among state airport officials and airport managers, but with the federal sequestration budget cuts, the FAA has put a moratorium on hosting such events.

Four states in the FAA Central Region will host the Central Region Conference, September 16-17, 2013,

at the Marriott Downtown in Kansas City. A “Turf Management Course” will be held at the Sun Flower Hills Golf Course, September 15. To register, go to www.4statesairportconference.com.

Airport officials Ed Noyallis and Marquita Pace are the event coordinators (816-289-7218). □

North Dakota Aeronautics Director Meets With FAA Administrator To Secure Airport Funding

WASHINGTON, D.C. – North Dakota Aeronautics Director Larry Taborsky, State Airport Planner Kyle Wanner, and Henry Ogrodzinski, president of the National Association of State Aviation Officials (NASAO), met with FAA Administrator Michael Huerta, June 19, 2013, to try and secure funding for North Dakota airport improvement projects.

Because of the state’s recent oil boom, North Dakota is now the number two oil-producing state in the nation, which has recently caused an exponential growth in both commercial and business aviation resulting in enormous pressure on the state’s airport infrastructure. Minot International Airport alone has seen a 236-percent increase in passenger enplanements since 2009, and the passenger terminal is currently operating at three times its design capacity. Indications are that current oil exploration and drilling will also be responsible for longer-term population growth, with the construction of pipelines, terminals, refineries, and fertilizer plants. As a result, the airports and their terminals must be expanded.

Administrator Huerta turned down North Dakota’s request for federal Airport Improvement Program (AIP) funds, sighting the FAA’s shortfall in 2013 AIP funds to

pay \$253 million to maintain contract control towers and eliminate employee furloughs, as a result of the sequestration law passed by congress.

North Dakota’s only hope in getting federal dollars is if other states returned unused entitlement funds.

NASAO encourages all airport sponsors (i.e. municipalities) to make their carry-over decisions and notify their FAA Airports District Offices as early as possible concerning their AIP needs. □

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Illinois Airports Recognized by IDOT As Airports of the Year

MOLINE, ILL. – Eight Illinois airports were recognized at the Illinois Aviation Conference, May 15, 2013, in Moline, Illinois. Illinois Transportation Secretary Ann Schneider congratulated the “2013 Airport of the Year” award recipients for their accomplishments throughout the year, including an outstanding partnership with the State of Illinois and their commitment to customer satisfaction.

“We are very proud of the commitment made to ensure the comfort and safety of Illinois travelers,” said Schneider. “These airports set the bar for excellence and we are



Chicago Executive Airport, Wheeling and Prospect Heights, Ill., was named Reliever Airport of the Year for 2013.

happy to partner with them to continue to advance aviation and further safe and efficient air travel throughout Illinois.”

Each year, representatives of the Illinois Department of Transportation’s (IDOT) Division of Aeronautics convene to determine which airports should receive special recognition as “Airport of the Year.” The criteria for the award is based on cooperation and coordination by airport management and staff with the Division of Aeronautics, the airport’s safety record and how well it is maintained, and their promotion of seminars and aviation events.

The division recognizes airports in the following seven categories:

Primary Airports – Airports with annual enplanements of 10,000 or more passengers.

Reliever Airports – Airports primarily designed to serve general and corporate aviation in large metropolitan areas, such as Chicago and St. Louis.

General Aviation Airports - Category A – Airports which accommodate aircraft needing more than 6,000 feet of runway length.

General Aviation Airports - Category B – Airports important to the aviation system serving aircraft requiring 6,000 feet or less runway.

Private - Open to the Public

Airports – Airports that are privately owned and do not rely on federal or state funds to operate. These airports have to meet the same safety requirements as publicly owned airports.

Heliports – All categories including public and private-use heliports, hospital heliports, and restricted landing area (RLA) heliports.

Restaurant of the Year – The division’s “Five Prop Award” for fine dining on an airport.

This year’s award recipients are as follows:

Chicago Rockford International Airport (Rockford, Ill.) – Primary Airport of the Year.

Chicago Executive Airport (Wheeling and Prospect Heights, Ill.) – Reliever Airport of the Year.

DeKalb Taylor Municipal Airport (DeKalb, Ill.) – General Aviation Category A Airport of the Year.

Illinois Valley Regional Airport (Peru, Ill.) – General Aviation Category B Airport of the Year.

Percival Springs (Watson, Ill.) – Private/Open to the Public Airport of the Year.

St. Mary’s Good Samaritan Regional Health Center (Mt. Vernon, Ill.) – Heliport of the Year, Ground Facility.

St. John’s Hospital (Springfield, Ill.) – Heliport of the Year, Rooftop Facility.

The Flight Deck Bar and Grill, located at Rochelle Municipal Airport, received the “Five Prop - On-Airport Restaurant of the Year Award.”

The Illinois State Aviation System is one of the largest in the nation; it’s comprised of more than 870 individual landing facilities. According to a 2012 Statewide Aviation Economic Impact Study, aviation contributes nearly \$41 billion annually to the Illinois economy.

For more information about IDOT’s Division of Aeronautics, visit www.dot.state.il.us/aero/index.html. □

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New Schweiss Moving Gate Adds Versatility To Buildings



The Paw, an exclusive dog and cat resort in Minnesota, had Schweiss Doors install a 46 ft. liftstrap moving gate. The gate lifts to the ceiling when open and divides a 96 ft. room in half when down.

Schweiss one piece hydraulic and patented lift strap bifold doors have been on the market for years. Schweiss now has a newcomer on the scene – the Schweiss Moving Gate.

The Schweiss Moving Gate still utilizes the patented liftstraps, but instead of folding like a bifold door or outward like a hydraulic door, it lifts straight upward. The gate is a perfect solution for a room divider and cladding materials can come in multiple applications or combined with metal, glass or other materials to your liking.

A perfect example of this was a first-of-its-kind Schweiss “Gate” built by Schweiss Doors for “The Paw,” an

upscale dog and cat resort. The owner of the 27,000 sq. ft. luxury pet resort needed a room divider gate, wall if you wish, to separate a 96 ft. room in half for dog training and handling purposes.

What made this Schweiss 46 ft. wide, 1,500 lb., multiple-function designer gate different was how Schweiss Doors built it to the customer’s personal gate design. They wanted a quiet and smooth operating Schweiss gate that stood about head high with the top half made of see-through polycarbonate panels and below that, steel paneling.

This particular Schweiss gate allows humans and animals to see across to the

other side of the room without having to raise the Schweiss gate. A push button control on the sidewall lifts the Schweiss gate conveniently out of sight and the Schweiss gate lifts in less than a minute.

Schweiss Doors designed it to lift straight up to the high ceiling, up and out of the way when not in use. Five popular patented Schweiss Bifold liftstraps, and a 2 hp top-mounted Schweiss quality electric motor, easily and quietly lift the Schweiss Moving Gate.

Learn more about Schweiss Doors at: www.schweissdoors.com or call (800) 746-8273. □

NationAir Aviation Insurance Forms New Public Entity Group

WEST CHICAGO, ILL. – NationAir Aviation Insurance has created a new company division, the Public Entity Group, dedicated to meeting the needs

of government clients.

“Publicly funded aviation programs have a far greater level of complexity than those of private aviation, and have

additional budgetary issues as taxpayer funded entities,” said NationAir President Jeffrey Bauer. “With the Public Entity Group, we can focus on

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NationAir counts more than 150 publicly funded clients among its customers, including airports, law enforcement agencies, mosquito abatement districts, municipalities, and county and state governments. The Public Entity Group will enable NationAir to build on the expertise accrued by representing government entities since the company's founding in 1978.

The Public Entity Group will be led by NationAir Senior Vice President Tom Kaiser, who brings more than 30 years of aviation and insurance experience to the new division. He has represented public entities throughout his 22 years with NationAir. The division also will benefit from NationAir's participation in key industry groups, including the American Mosquito Control Association, Airborne Law Enforcement Association, Association of Air Medical Services, and

American Association of Airport Executives.

Clients in the Public Entity Group will have priority access to NationAir's value-added services, including NationAir's dedicated in-house claims and safety advisor, plus complimentary contract review and certificate management service. Public entity clients will benefit from preferred rates with NationAir's partners who cover a wide range of issues, including emergency response planning; legal counsel; SMS/IS-BAO consulting and certification for fixed and rotor wing aircraft; and crisis communications consulting.

NationAir was founded in 1978, and is one of the country's oldest and largest aviation insurance brokers. The company is headquartered in suburban Chicago, and has representatives in nine locations across the country, and clients in all 50 states and in 30 countries (www.nationair.com). □

Tanis Receives STC For AgustaWestland AW119

EDEN PRAIRIE, MINN. – Tanis Aircraft Products has obtained a Supplemental Type Certificate (STC) for the installation of a Tanis Preheat System on the AgustaWestland AW119. AgustaWestland has already placed an order for 15 STC Preheat Systems for their customer “Life Flight Network.”

Produced by Tanis Aircraft Products, the Heli-Preheat System increases reliability and safety of operations, reduces torque oscillation, thermal stress, spool up, and launch times. Mounted on the aircraft, it weighs less than 7.5 pounds (3.4 kg.). The system provides preheating to the engine, engine oil, reduction gearboxes and attached accessories, critical driveline

components, main and tail rotor gearboxes, fluids, hydraulic modules, and a battery. The installation kit comes complete with required cabling, circuit protection, and a shore power plug and door kit.

Since 1974, Tanis Aircraft Products has manufactured customized preheat and maintenance solutions for many different aircraft and helicopter applications, and single, multi-engine and turbo prop aircraft. For more information, contact Tanis Aircraft Products at 952-224-4425 or 1-800-443-2136 or email info@Tanisaircraft.com.

www.TanisAircraft.com □

Wicks Aircraft Offers Variety of New Products

HIGHLAND, ILL. – Wicks Aircraft Supply has expanded its high-tech product line to include everything from low-cost GPS Emergency Locator Transmitters to strobe lights:

- 406mHz ELT from ACK: This new, GPS-capable unit also operates on 121.5 mHz, and is light weight (1.6 pounds, with 5-year battery). Featuring a full “plug & play” installation kit, dual-stainless strap mounting, and antenna, this ELT includes an antenna and has one of the lowest

battery replacement costs in the industry and comes with a two-year warranty: \$600, tax incl.

- Aeroleds Pulsar newly-TSO'd NSP & NS strobes: These 4-inch long, anodized aluminum-based 4-ounce strobes provide brilliant LED light in red or green. The NS consumes 18 watts for its 22 LEDs; the NSP is a 20-watt unit, and contains 24 LEDs: NS \$1,075 pr. Tax incl., NSP \$1,100 pr. tax incl.

- Aeroleds Suntail: This TSO'd tail strobe/position light pulls 16 watts to light its 18 LEDs, using its built-in power supply. With an anodized aluminum base, this 3-ounce light has a rated life of 50,000 hours: \$320 experimental, \$475 TSO'd

- Aeroleds Sunspot: This high-intensity Landing and Taxi Light use 20 watts; the HX can be PMA'd for certified aircraft: \$430 HX landing or taxi.

- All the above Aeroleds units operate on 9-36VDC.

- Aerovoltz 4, 8, 12, and 16-cell 13.6V batteries: Powerful, yet amazingly lightweight, these multi-cell lithium batteries can crank most any experimental aircraft, with engines from tiny two-strokes to even 580-inch sixes. With a service life of



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more than double that of a typical lead-acid battery, Aerovoltz can be used in any orientation, require no ventilation, and never leak. Even better, amp for amp, Aerovoltz can save up to 80% of the space and 90% of the weight, compared against traditional batteries. Contact Wicks for pricing.

- **Aerovoltz Lithium Battery**

Charger: Though Aerovoltz batteries maintain 90% of their voltage sitting on the shelf for a year and do not require any special charging considerations in the aircraft, the lithium-compatible bench charger balances the cells' charge and is recommended for long life:

\$70.00

For additional information contact Wicks Aircraft Supply at 1-800-221-9425 (www.WicksAircraft.com). □

Unmanned Aircraft Systems Action Summit Addresses Future Of Unmanned Aircraft Industry

GRAND FORKS, N.D. – More than 350 professionals associated with the unmanned aircraft systems (UAS) industry gathered for the seventh annual Red River Valley Research Corridor UAS Action Summit, May 30-31, 2013, at the Alerus Center in Grand Forks, N.D., to learn about current and trending UAS technologies, practices, platforms and issues facing this rapidly growing industry.

This year's theme "Where The Future Gets Its Flight Plan: Global Destination for the UAS Industry" focused on worldwide industry growth potential and expansion to civil and commercial markets.

According to summit organizers, the Grand Forks region is becoming an epicenter for UAS activity. The Air Force Base and Customs and Border Protection in Grand Forks already fly UAS missions, and regional universities, colleges and other aviation organizations support the UAS mission.

Presenters included UAS federal agency officials, universities and commercial entities who covered topics such as international airspace

integration; UAS uses in precision agriculture; commercial, civil and military applications; and privacy, legal, moral and ethical implications of the industry.

Summit participants also witnessed a strategic signing ceremony between North Dakota congressional leaders, Northrop Grumman, the University of North Dakota (UND) and Northland Community & Technical College. This agreement is the first of its kind and forms a unique alliance to provide specialized education, UAS operations training and advanced employment opportunities. Additionally, Grand Forks County and the Air Force Base in Grand Forks unveiled plans for "Grand Sky," a new state-of-the-art business and technology park dedicated to supporting all phases of UAS development.

U.S. Senators John Hoeven and Heidi Heitkamp, along with the Red River Valley Research Corridor, Northrop Grumman and the City of Grand Forks co-hosted the UAS Action Summit. The 2014 Research Corridor UAS Action Summit is scheduled for August 26-27 in Grand Forks, N.D. □

Unmanned Aircraft At Camp Ripley

CAMP RIPLEY, MINN. – The Minnesota National Guard has opened an Unmanned Aircraft Systems (UAS) facility at Camp Ripley Training Center on May 17, 2013. The facility provides a centralized location for service

members to train in the use of UASs in combat to gather intelligence. The 13,000 square-foot building houses both Shadow and Raven aircraft and simulators designed to provide realistic training scenarios, and are equipped with cameras only, and are not armed. Training flights will take place only in the restricted airspace located on the military installation of Camp Ripley. □

Biofuels For Aviation In Midwest

CHICAGO, ILL. – The commercial aviation industry has a clear path toward cleaner, more economical and more secure energy alternatives through the increased use of advanced biofuels developed in the Midwest, according to a report issued by the Midwest Aviation Sustainable Biofuels Initiative (MASBI). MASBI is a coalition led by United Airlines, Boeing, Honeywell's UOP, the Chicago Department of Aviation and the Clean Energy Trust, along with an advisory council of more than 40 public and private organizations, chaired by Argonne National Laboratory.

In addition to endorsing the report's recommendations, several individual MASBI members made new commitments to help secure a robust future for biofuels.

Noting the progress made in developing biofuels, including its use on more than 1,500 commercial aviation flights globally, the coalition agreed that more must be done to achieve the

CONTINUED ON PAGE 62

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Wisconsin Leaders Celebrate General Aviation Manufacturing At Jobs Rally

APPLETON, WIS. - Governor Scott Walker, U.S. Senator Ron Johnson, U.S. Representatives Tom Petri and Reid Ribble, and Outagamie County Executive Thomas Nelson joined the General Aviation Manufacturers Association (GAMA) and hundreds of manufacturing workers, local officials, business leaders and aviation enthusiasts, May 30, 2013, at Gulfstream Aerospace Corporation located adjacent to Outagamie County Regional Airport in Appleton, Wis.

"I'm proud to be a part of this event to celebrate and promote general aviation," Governor Scott Walker said. "The economic impact created by general aviation is



Governor Scott Walker

strong, and it plays such an important role in providing the transportation needs of individuals and businesses across the globe."

"I am proud of our strong general aviation sector including manufacturers, like Gulfstream, that are creating and providing good-paying jobs in my district," added



(L/R) U.S. Representative Tom Petri, Wisconsin Governor Scott Walker, U.S. Representative Reid Ribble, U.S. Senator Ron Johnson, GAMA President and CEO Pete Bunce, GAMA Chairman Brad Mottier, Gulfstream Vice President and General Manager of the Appleton facility, Greg Laabs, and Outagamie County Executive Thomas Nelson.



U.S. Representative Reid Ribble

U.S. Representative Reid Ribble, whose district includes the Gulfstream Aerospace facility. "The people of northeast Wisconsin are hardworking, honest people and it's the reason that Gulfstream has entrusted them with new ventures."

"Manufacturing is the lifeblood of Wisconsin's economy and of the Fox Valley," said U.S. Representative Tom Petri. "And general aviation manufacturing is a major part of that. Manufacturers provide good, solid jobs for thousands in our area, and today's manufacturing employees are more skilled and productive than ever before. As the host region of the largest air show in the world – EAA AirVenture – I'm proud to support general aviation here and across the country."

Nationally, the GA industry contributes more than \$150 billion to the U.S. economy annually and supports 1.2 million jobs. In Wisconsin, GA contributes more than \$3.5 billion to the state's economy annually and GAMA manufacturers alone employ more than 1,100 Wisconsinites. GAMA's members with facilities in Wisconsin include Gulfstream, Signature/BBA Aviation, Cessna Aircraft Company and UTC Aerospace Systems.

"The aviation industry is central to

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our local economy,” said Outagamie County Executive Thomas Nelson. “It is the engine that makes our airport hum and the broader, regional economy grow. In addition to bringing coveted, high-paying jobs to our economy, the presence of the aviation industry enables our airport to be a beehive of commercial, leisure and cultural activity. It is an industry whose value cannot be overstated.”

Greg Laabs, Vice President and General Manager of Gulfstream’s facility in Appleton, noted that the company added approximately 100 jobs in January.

“General aviation is a success story in Appleton that we would like to see continue and get stronger,” Laabs noted. “The industry provides hundreds of well-paying jobs. In



Attendees at the Gulfstream rally.

return, our employees design, outfit, service and support the world’s most technologically advanced jets. And they are just as committed outside the hangar, contributing to local charities, blood drives and food banks.”

GAMA President and CEO Pete Bunce concluded, “We are fortunate to have heard today from these leaders in local, state and the federal government

who understand the important role general aviation plays in transportation and in creating manufacturing jobs here in Wisconsin. They know how important it is to have policies and regulations that strengthen general aviation manufacturing and fuel economic prosperity, and we look forward to seeing many more jobs created in the years ahead.”

GAMA is an international trade association representing over 80 of the world’s leading manufacturers of general aviation airplanes and rotorcraft, engines, avionics, components and related services. GAMA’s members also operate repair stations, fixed based operations, pilot and maintenance training facilities, and manage fleets of aircraft.

www.GAMA.aero

Wausau Pilot Wins Charity Landing Contest

WAUSAU, WIS. – Wausau pilot Robert Mohr won the “Grimm Trophy” at Wausau Downtown Airport



Robert Mohr

during a month-long landing contest to raise money and food for charity. Mohr, along with 11 other area pilots, contributed \$2.00, or a dollar and a food item, for each separate attempt to land closest to a line across the runway. The competition was called “Landings For Lunches” because of its goal of raising cash and food to help feed those in need.

Mohr’s winning landing was just six inches from the line. He also tied Rico Jaeger for second place with a touchdown 1 foot from the line.

All of the food and cash contributions go to The Neighbors’ Place, a Wausau food pantry. Mohr donated his cash prize to the organization, making a total donation of over \$1,000.00, as well as a large number of non-perishable food items.



(L/R) The Executive Director of The Neighbors’ Place, Tom Rau; contest winner, Robert Mohr; Director of Community Support for Wausau, Aidyn Laurynz; and Wausau Flying Service, Inc. President, John P. Chmiel.

Several local businesses sponsored the contest and contributed matching cash to increase the donations: Christian Family Medical Clinic, Kocourek Automotive Group, Philips

66, The Neighbors’ Place, Wausau Flying Service, the City of Wausau, Security Realty, Mohr’s Automotive, First Impressions, Jones Cabinetry, and Aircraft Maintenance of Wausau.

Precision landing competition, also known as “spot landings,” challenges pilots to have their main wheels touch down on, or as close as possible beyond a line across the runway. Landings short of the line, or more than 100 feet past the line, do not qualify. The competition will return in May 2014 and is open to all licensed pilots who register in advance of their attempts.

For additional information, contact Gil Buettner at 715-845-3400 or John Chmiel at Wausau Flying Service at 715- 845-3400 (taildraggerflyer@yahoo.com).



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Airport Operations & Land Use Seminar

by Hal Davis
WisDOT Bureau of Aeronautics

Managing an airport in Wisconsin is no small task. Often forced to play the role of snow plow driver, accountant, airport planner, and aviation advocate – all in the same day – the men and women responsible for managing the state's airports are some of the hardest working people you will find. That's why every fall the Wisconsin Bureau of Aeronautics



Hal Davis

(BOA) holds a two-day Airport Operations & Land Use Seminar for the people responsible for managing our state's airports. The seminar provides airport managers with the information and tools they need to take on the day's most relevant and timely challenges. This year, seminar topics include: airport emergency plans and accident investigation, preventing airspace hazards, how to take advantage of the surplus equipment program, developing a wildlife hazard management plan, and many more.

In addition, the seminar provides a platform for interacting with FAA officials, BOA staff, airport consultants, and other airport managers. There's no better place to gain valuable

information about managing Wisconsin airports.

We invite all airport managers, airport owners, airport committee members, city administrators, and anyone else who has a hand in managing an airport to attend.

The 2013 Airport Operations & Land Use Seminar will take place Wednesday, September 25 and Thursday, September 26 at Hotel Mead in Wisconsin Rapids. For more information about the seminar, registration, or accommodations visit www.dot.wisconsin.gov/news/events/air/operations-seminar.htm. If you have any questions call (608) 267-2142 or email howard.davis@dot.wi.gov. Hope to see you there! □

Meet Joni Moe...

Aircraft Registration Program Manager, WisDOT Bureau of Aeronautics

After a 16-year hiatus, Wisconsin's aircraft registration program returned to the state's Bureau of Aeronautics (BOA). Since 1997, the program was administered through the Division of Motor Vehicles (DMV). Along with the program, Joni Moe also made the transfer to the bureau. Moe managed the aircraft registration program for the DMV since 1997 and is continuing her role with BOA.

Moe's primary responsibilities are to manage the aircraft registration



Joni Moe

program and to assist in the operation of BOA safety programs. Her duties include registering aircraft, research and analysis of industry data, ensuring compliance with related federal rules and state laws, and monitoring relevant pending legislation.

In her free time, Moe enjoys traveling and hiking. She lives in Mazomanie with her husband, Steve. Together, they have two children.

For questions regarding aircraft registration, contact Joni at (608) 266-9657 or Joni.Moe@wi.dot.gov. □

Registering Your Aircraft In Wisconsin

by Joni Moe

WisDOT Bureau of Aeronautics

If you registered an aircraft in Wisconsin in the past 15 years, you did it through the Department of Transportation's Division of Motor Vehicles. In April of this year, aircraft registration returned to the department's Bureau of Aeronautics. If you are a Wisconsin aircraft owner, don't expect to see any major changes. The registration process and requirements remain the same. However, I'd like to take this opportunity to answer some of the most frequently asked questions.

How do I register? Submit a completed and signed application, along with a copy of the bill of sale and check made payable to the Wisconsin Department of Transportation for the total amount due for registration fees and taxes. The application and additional information can be found online at <http://dot.wi.gov/travel/air/aircraft-reg.htm>. Mail the completed forms and payment to:

Wisconsin Department of Transportation
P. O. Box 7914
Madison, WI 53707-7914

Who is required to register? If your aircraft is based in Wisconsin for a period of 30 consecutive days, or for a cumulative period of 60 days in a calendar year, you must apply for Wisconsin registration or exemption. Wisconsin registration is required even if you already registered your aircraft in another state.

How are registration fees determined? Registration fees are determined by the gross weight at take off.

What if I buy an aircraft already registered in Wisconsin? Upon sale of an aircraft currently registered in Wisconsin, the registration is transferable to the new owner. Please contact us to complete the transfer.

Can I register my aircraft as an antique? Aircraft manufactured in 1955 or earlier, and used solely for recreation or display, can be registered as an antique.

As always, if you change the "N" number, change address, or if the aircraft has been sold, destroyed or is no longer based in Wisconsin, please contact us at

(608) 266-9657

or email:

aircraft-registration@dot.wi.gov.

Tax-related questions should be directed to the Wisconsin Department of Revenue at (608) 261-7694. □

LET'S FLY & DINE

The First Class Café, Manitowoc, Wisconsin



MANITOWOC, WIS. – There is a new restaurant across the street from the Manitowoc County Airport called "The First Class Café." The cafe opened May 6, 2013, serving breakfast, lunch and dinner seven (7) days a week.

Owners Isain and Diana Gonzales recently moved to Manitowoc from Antigo, Wis., where they spent 18 years gaining experience in the restaurant business.

The cafe offers a complete selection of breakfast specialties including omelets, breakfast skillet and Belgian waffles, delicious burgers, wraps and melts for lunch, soups and pies, and a complete dinner menu including salads, pasta, seafood and stir fry.

Located directly across the street from the airport, Lakeshore Aviation will offer a fuel discount to fly-in customers.

For additional information, check out The First Class Café's website at <http://firstclasscafe.weebly.com/>, or call 920-686-0566. □

Eau Claire's The Farm On Starr Restaurant & Bar

EAU CLAIRE, WIS. – After 22 years, there is a new restaurant at Chippewa Valley Regional Airport in Eau Claire called "The Farm On Starr Restaurant & Bar." The farmed-themed restaurant opened on April 1, 2013. Hours are 6 a.m. to 9 p.m., Sundays through Thursdays, and until 10 p.m.,

Fridays and Saturdays.

Owners Glen and Sarah Hein also operate "Black Tie Catering" in Menomonie, Wis.

For additional information or group reservations, call (715) 514-5073.



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

Cassandra Isackson, Director

Dan McDowell, Editor

Minnesota DOT Office of Aeronautics

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The Adventure Begins With Aviation

by *Cassandra Isackson*

Director, Minnesota Office of Aeronautics

The past couple of months have been a whirlwind for me as I continue to get my aviation legs under me. It is exciting to see the deeply felt love and passion nearly everyone in aviation seems to have. Their heartfelt dedication and sincere motivation is clearly evident.

We are here to work for you and to help keep aviation in Minnesota vibrant, safe, and thriving. In fact, we are currently wrapping up the new “State Aviation Systems Plan” (SASP) and making sure our programs align with the SASP goals. These goals include:

- Reduce aviation accidents and injuries, and to enhance airport operations.
- Ensure that Minnesota citizens and businesses have



Cassandra Isackson

convenient access to the air transportation network.

- Improve airports’ abilities to become more financially sustainable.
- Provide a reliable aviation system for all Minnesotans.
- Ensure the integrity of our airports’ infrastructure without compromising future needs.

With your continued input and ideas, I am very confident we will accomplish these goals.

When you go flying, why not make flying an adventure as you travel to an airport in a Minnesota city that you have never before visited. Discover that local city and its treasures. Minnesota has so much to offer and as an aviator, you have a fast and easy way to see many places in a relatively short period of time.

Take a few friends with you who may have never flown in a GA aircraft. Introduce them to flight and show them the beauty they can only see from the air. Share an opportunity with them to discover that the adventure begins with aviation!



The Continuing Challenge of Leadership

Picking your landing spot

In a world where we are bombarded with information at every turn, we tend to lose site of meanings. Our vision and memories are often clouded or blurred by the amount of information we receive on a daily basis. Too often very different words and concepts become accepted (in general) by the masses as being one and the same when in fact, given a little thought, we are reminded that they (the words) are actually quite different.

Look at the words “objective” and “purpose.” When asked, many – if not a majority of people today – will say that those two words mean the same thing. It isn’t that they haven’t known the differences or definitions; it is quite simply that our society has allowed the differences to be muddled...to be mashed into a single definition, as it were.

The same thing is true about “leadership” and “management.” These two words have very different meanings and overtones, yet most people treat them as being the same. Rest assured they are not the same.

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Using a simple definition we can say that leadership provides the vision, direction, goals, and principles for a group or organization. Management on the other hand, directs the resources including the people in that group or organization according to the vision, direction, goals and principles established by the leadership. That being said, you cannot have true leadership without sound management, nor can you have true management without sound leadership. Author/Lecturer Stephen R. Covey describes the differences as, “Management is efficiency in climbing the ladder of success; leadership determines whether the ladder is leaning against the right wall.”

We see then that leadership without management often sets a vision or direction with little regard to what it will take to get there. Additionally, we see that management without leadership works to maintain the status quo in line with previously established plans. Business tycoon Ross Perot said of leadership and management, “Lead and inspire people. Don’t try to manage and manipulate people. Inventories can be managed, but people must be led.”

That leads to this question ‘can leadership and management be separated?’ According to authors P. Hersey and K. Blanchard, “Leadership occurs any time one attempts to influence the behavior of an individual or group, regardless of the reason. Management is a kind of leadership in which the achievement of organizational goals is paramount.”

As stated earlier, we can now see that leadership and management together should effectively produce a vision while controlling and managing the resources needed to achieve that vision, and doing so while consistently moving toward a stated goal or outcome.

Preparing to takeoff

So what does this have to do with aviation? Everything! On at least a weekly basis, the aviation community is threatened by downturns due to outrageous gas prices brought about by outrageous oil prices. We see threats of extensive fees brought about by federal agencies. We see threats of potential cost explosions to be levied against aircraft owners and their pilots because of security issues brought about by terrorism in our world.

We see reports in the aviation news dailies about threats to airports across the nation brought about by encroachment, lack of understanding, lack of communication, or a simple disregard for safety for aviators, as well as for the people who are allowed to buy, build, and work on property at the fence of airports or just off the end of runways well within stated safety zones that should be clear of everything.

What general aviation and aviation in general needs today is for every aviator to take an active leadership role in supporting aviation and their airport(s) right now. This can be done by becoming well informed about the important issues facing aviation today. Then each aviator can make dedicated efforts on a consistent basis to educate the non-aviators of their community, community leaders, and their state and federal legislative representatives about the importance, value,

and necessity of and for general aviation in our communities.

Aviators need to communicate regularly with their airport manager and management team. Ask the manager what YOU as an individual can do to support or assist him/her and their staff. Ask what their plans are for the future of the airport.

Support the “Adopt-an-Airport” program and assist your airport manager in making that program a local success that clearly benefits the entire community. You can also help your local airport support the “Adopt-a-School” program and help spread the word about aviation and its many facets to the youth of your community.

Do your research and know your facts about General Aviation and your airport. Remember that General Aviation has a \$12.2 billion impact on the state of Minnesota through its network of 135 public airports. Also, GA’s impact includes the creation of 164,900 jobs in Minnesota, while providing more than \$6.5 billion in labor income annually.

It is time for every aviator to take on a leadership role for the benefit of aviation for sure, but also for the continued benefits aviation brings to their community and the surrounding region. It is extremely important to remind the leaders and community members that your airport is the “front door” to your community.

Become an activist for your airport. If you fly or use the airport for any reason, you know its value. Take that knowledge and passion for aviation and share it throughout your community and surrounding region. Remember, in the words of the Metropolitan Airports Commission, “Each airport is unique, but all provide valuable resources for the metropolitan community, encouraging growth in commerce and jobs, providing green space and recreational opportunities, and boosting the local area economy.”

So let the continuing challenge of leadership move you to be an active leader for aviation. Add your voice and support to keeping aviation and your local airport a vitally important and truly valuable part of your community. □

Twin-Engine Seminoles Join Piper’s G1000 Club

VERO BEACH, FLA. (June 25, 2013) –Piper Aircraft, Inc. has received Type Certificate (TC) approval from the Federal Aviation Administration to incorporate the Garmin G1000 avionics suite into new twin-engine Piper Seminole aircraft models for delivery beginning this year. With this latest TC, the Garmin G1000 is standard equipment on nearly all new Piper products.

Garmin’s G1000 is a seamlessly integrated all-glass avionics panel that makes flight information easier to scan and process.

Garmin’s reliable GRS77 Attitude and Heading Reference System (AHRS) provides accurate, digital output and referencing of aircraft position, rate, vector and acceleration data. The latest Garmin G1000 software on the Seminole includes Vertical Profile View and user-defined holding patterns.

AIRCRAFT

Van’s Aircraft Delivers Their First Fly-Away RV

After 40 years of supplying kits for amateur-built aircraft, Van’s Aircraft, Inc. stepped into a new world on May 31, 2013, when it delivered its first certified, fly-away, ready-to-go Van’s airplane. George Longino of Dallas, Texas, arrived at Van’s Aurora, Oregon facility and accepted the key to his new “Signature Series RV-12 S-LSA” from company founder Dick VanGrunsven. RV transition training was provided. A total of 12 Signature Series airplanes have been completed or are under construction. Additionally, Sporty’s Pilot Shop has announced that a Signature Series RV-12 will be its 2014 Sweepstakes airplane (www.vansaircraft.com).

CALENDAR

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

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

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

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

NOTE: Due to the cancellation of many military aircraft, some air shows may not be held. Call ahead to confirm.

AUGUST 2013

29-8/4 **OSHKOSH (OSH), Wis. - EAA AirVenture 2013. www.airventure.org**

3 **SHELBY (12G), OHIO** - Pancake breakfast 8am-Noon.

3 **ZIONSVILLE (TYQ), IND.** - Down Syndrome Indiana Open House/Fly-In 10am-2pm. Music, food, ice cream & much more at the Indianapolis Executive Airport.

4 **RED WING (RGK), MINN.** - Sturdi Wheat Pancakes Breakfast, Scrambled Eggs, Sausage, Coffee, Milk and Juice. 8am-Noon.

4 **CRESO (CJJ), IOWA** - Breakfast 7:30am-12:30pm at Ellen Church Airport. 563-547-3434.

4* **LONGVILLE (XVG), MINN.** - Breakfast 8am-Noon. Free will offering. Cars, helos, displays... family fare!

10 **RICE LAKE (RPD), Wis.** - 7:00/10:00 Pancake Breakfast. 10:00/1:00 Sandwiches/Ice Cream/Popcorn/Hotdogs. Parachute Jumpers at 11:00. Helicopter Rides, Warbirds, Static Displays, Medical Helicopter, Police and Fire Units. Free breakfast for pilots who fly-in. 715-651-6878.

10 **WINN (53W), Mich.** - Eggs, ham, cheesy potatoes & pancakes breakfast at Woodruff Lake 8am-Noon.

10 **BRIGHTON (45G), Mich.** - Burgers & brats lunch & car show 10am-3pm.

10 **ALLIANCE (2D1), OHIO** - Pancake, eggs, sausage breakfast 8am-Noon at Barber Airport. *Rain date 11th.*

10 **FRANKENMUTH (66G), Mich.** - Grassroots

Fly-In/Camp-In Noon-5pm. Food, bonfire, camping & more! Shower facilities available. Free shuttle into town.

10-11 **MILACA (18Y), MINN.** - Airport breakfast. 10th - Pot luck 5pm until it is gone. Flag Retirement Ceremony by American Legion. 11th - 7am-Noon pancakes, sausage, ham, eggs, fruit & beverage breakfast. Under wing camping and limited RV Camping available. Various displays and demos.

11 **CHETEK (Y23), Wis.** - BBQ fly-in lunch 10:30am-2:30pm at Chetek Municipal Southworth Airport. Antique, unique, modern and warbird planes, antique and unique boats display. 715-456-8415.

11 **QUEEN CITY, Mo.** - Watermelon & BBQ Fly-In at Applegate Airport 1pm-Dark. 660-766-2644. Right hand traffic runway 16 & left hand traffic runway 34.

11* **PAYNESVILLE (PEX), MINN.** - Breakfast 7:30am-1pm. Airshow by Rob Ator at 10:30am & 12:20pm.

11* **LA CROSSE (KLSE), Wis.** - Aviation Day & Belgian Waffles Breakfast. Static Exhibits.

13-18 **Mimminiska, Ontario, Canada - Canadian Fishing Fly-Out to Miminiska Lodge. 196 nm north of Thunder Bay, Ontario. Contact Krista 888-465-3474 or krista@wildernessnorth.com**

17 **FOREST LAKE (25D), MINN.** - Open House & pancake breakfast, corn on the cob, brats, ice cream 7am-4pm. at Daniel De Ponti Memorial Airport. Car show and activities included! 651-776-1717.

17 **INDIANAPOLIS (7L8), IND.** - Taildraggers Rendezvous grilling burgers & hot dogs at Post-Air Airport 10am-2pm.

17 **MASON (TEW), Mich.** - Aviation Day. Eggs, sausage, juice & coffee breakfast 7:30-11:30am. Grilled steak lunch Noon-3pm at Mason Jewett Field.

17 **NEWARK (VTA), OHIO** - Breakfast & Open House. Pancakes, eggs, sausage, coffee & juice breakfast 8am-Noon at Newark-Heath Airport.

17-17* **POPLAR GROVE (C77), ILL.** - 17th - Live music/beer tasting 5:30pm & camping overnight! 18th - Pancake Breakfast 7am-1pm & quilt show.

18 **TOMAHAWK (TKV), Wis.** - Breakfast, lunch and static displays 7am-4pm. 630-777-9400.

18 **BOYCEVILLE (3T3), Wis.** - Breakfast 7am-Noon.

18 **MANKATO (MKT), MINN.** - Pancakes, eggs to order, sausages, milk, juice, & coffee breakfast 7:30am-12:30pm.

24 **GLENCOE (KGYL), MINN.** - Fly-In Sweet Corn and Bratwurst Feed 11am-2pm.

24 **GLADWIN (5M6), Mich.** - Fly-In/Open House. Food and Fun at Sugar Springs Airpark. Overnight camping available.

317-523-3131.

24 **MATTOON (KMTO), ILL.** - Airshow 13 Airshow, gates open at 11am, free admission, P51 Mustang, Jet School Bus. Facebook-Coles County Memorial Airport.

24 **PERRY (PRO), IOWA** - Fly Iowa 2013. Breakfast, Air Show and other exhibits. Events start at 7am.

24 **NOBLESVILLE (I80), IND.** - Pancake breakfast 8-11am.

24 **SPARTA (8D4), Mich.** - Chris Cakes Pancakes breakfast at Paul C. Miller-Sparta 7am-5pm.

24-25 **WAUKESHA (KUES), Wis.** - Wings Over Waukesha Airshow. For advance tickets, etc. visit: <http://www.wingsover-waukesha.com>

25 **CUMBERLAND (UBE), Wis.** - Pancake breakfast 7-11am. Field is closed for an aerobatic demonstration from 11am-Noon. Camping is allowed. Cumberland Rutabaga Festival in town, call 715-822-3378.

25 **JUNEAU (UNU), Wis.** - Pancake breakfast & Juneau August Fest.

25 **MILNOR (4R6), N.D.** - Barbeque Supper 4pm to Sunset at Milnor Harris Lunneborg Field. Free will offering. CTAF 122.9. 701-680-1001

25 **LAKOTA (5L0), N.D.** - Fly-In & Golf. Norris Severson 701-247-2561 / 3289.

25 **WINDOM (MWM), MINN.** - Pancakes & French toast breakfast 8am-12:30pm. 507-830-0273.

25* **OWATONNA (OWA), MINN.** - French Toast Breakfast 7am-Noon. (507) 444-2448.

31 **SHELL LAKE (SSQ), Wis.** - Flight breakfast/reunion 7:30-11:30am. No Airshow. 952-356-4942.

31 **MARION (MZZ), IND.** - Pancake Breakfast and aircraft, vintage cars, trucks, fire trucks and tractors display 7am-2pm.

31* **NEW LISBON (82C), Wis.** - Breakfast 7am-?. Lunch 10:30am-2:30pm. Display of aircraft, cars & farm equipment. Arts & craft & baked good sale. Events for kids. RV judging best of show.

SEPTEMBER 2013

1 **DUNSEITH (S28), N.D.** - International Peace Garden Fly-In, 10:30am-1pm. Really fun discussions across the border! 10:30am coffee and discussion at the Peace Garden Conservatory, lunch at the adjoining Peace Garden Cafe. ND Aeronautics Commission 701-328-9650.

1 **MONDOVI (W69), Wis.** - Log Cabin Fly-In 9:30 a.m. Lunch at Noon. Picnic lunch: hot dogs, baked beans, potato salad, fresh buttered sweet corn, coffee, water, pop, assorted desserts and lots of camaraderie. 715-287-4205.

7 **RED WING (RGK), MINN.** - Annual Bar-B-Que Burgers and Brats will be served

- 4-7pm. Bring a salad or dessert to pass.
- 7 **OSCEOLA (OEO), Wis.** - Wheels and Wings. Breakfast, lunch, airshow, classic airplanes and hundreds of classic cars.
- 7* **MERRILL (RRL), Wis.** - Breakfast & lunch, flea market, etc. 8am-4pm.
- 8 **BISMARCK (BIS), N.D.** - Pancake breakfast, cool cars, sweet airplanes 7:30 am-1:00 p.m. (701) 223-4754.
- 8 **JACKSON (MJQ), MINN.** - Breakfast 7:30am-12:30pm. Visit Fort Belmont Rendezvous.
- 8 **Mt. MORRIS (C55), ILL.** - Breakfast 7am-Noon at Ogle County Airport.
- 8 **VIROQUA (Y51), Wis.** - Chili Feed & Car Show 11am-3pm.
- 8 **NEW ULM (KULM), MINN.** - Breakfast 7am-12:30pm. 507-354-8940.
- 8* **MAPLE LAKE (MGG), MINN.** - Pork Chop Dinner 11:30am-2pm. 763-670-6021.
- 14 **ROCK FALLS (SQI), ILL.** - The Old Fogeys Fly-In Lunch 11am-2pm at the Whiteside County Airport. 309-441-6106.
- 14 **FARIBAULT, MINN.** - Pancake, sausage & scrambled eggs breakfast in conjunction with AirFest 7am-Noon. Airfest 612-618-5883. Breakfast 507-744-5111.
- 14 **ALLIANCE (2D1), OHIO** - Pancake, eggs, sausage breakfast. *Rain date 15.*
- 14 **JACKSON (JXN), MICH.** - Pancake breakfast 7am-Noon at Jackson County-Reynolds Field.
- 14 **OCONTO (OCQ), Wis.** - Fly-in 9:00-5:00, Remote Control, Vintage, Experimental, Car-Tractor Show, Food, Museum, 920-246-5620.
- 15 **BOTTINEAU (D09), N.D.** - Breakfast 8am-1pm. 701-228-5265.
- 15* **BLUE EARTH (SBU), MINN.** - Pork Sandwich, beans, sweet corn 11am- 2pm. Airport Grand Re-opening.
- 21 **ANTIGO (AIG), Wis.** - Breakfast served from 9-11am, Lunch from 11am-3pm at the Langlade County Airport. Airshow at 1pm.
- 21 **INDIANAPOLIS (IND), IND.** - Aviation Festival & Hog Roast. Great food, static airplane display, carnival games and much more 11am-4pm.
- 21 **LEE'S SUMMIT (LXT), Mo.** - Pancake breakfast 8:30am-Noon.
- 21 **MIDDLEFIELD (7G8), OHIO** - Airport Day Pancake breakfast 7am-3pm at Geauga County Airport.
- 21* **ROCK FALLS (SQI), ILL.** - The Old Fogeys Fly-In at Whiteside County Airport. 309-441-6106.
- 22 **NEW HOLSTEIN (8D1), Wis.** - Pancake Breakfast 7:30-11:30am, 920-898-5768 ext. 111.
- 22 **HINCKLEY (OC2), ILL.** - Pancakes, sausage & eggs, cooked to order. www.eaa241.org
- 22 **MADISON (DXX), MINN.** - Breakfast 8am-Noon. R/C aircraft demonstration at the Lac qui Parle County Airport.
- 22 **ENDERLIN (5N4), N.D.** - Sunfest Fly-In at the Sky Haven Airport 8am-Noon. Held in conjunction with Enderlins Sun-Fest Days.
- 22 **HINCKLEY (OC2), ILL.** - Grassroots Pancakes, eggs, sausage, juice & coffee breakfast 7-11:30am.
- 22* **ANGOLA (01E), IND.** - Annual Indiana Seaplane Pilots Association Splash-In at Pokagon State Park, on Lake James. <http://seaplanepilots.org/inspa/>
- 28 **LADYSMITH/TONY (RCX), Wis.** - Fall Fly-In Pancake brunch 9am-1pm at the Rusk County Airport. In conjunction with Rusk County Fall Festival. 715-532-2257.

OCTOBER 2013

- 5 **RED WING (RGK), MINN.** - Fall Fly-Out meet at the Main Terminal Building 9:30am-3pm. 715-441-1790.
- 6 **NOBLESVILLE (180), IND.** - BBQ lunch Noon-3pm.
- 10-12 **FORT WORTH, TEXAS - AOPA Aviation Summit 2013.** www.aopa.org
- 13 **Mt. MORRIS (C55), ILL.** - Pork 'n Pie Feast Old fashioned pig roast with all the trimmings, including home-made pie!
- 19 **LEE'S SUMMIT (LXT), Mo.** - Pancake breakfast 8:30am-Noon.
- 20 **WATERVLIET (40C), MICH.** - Chili Hop lunch in conjunction with 5k run, 10am- 4pm. 269-208-3296.

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TIPS WORTH SHARING

How To Never Forget To Remove Your Tow Bar Before Flight

Have you ever considered what might happen if you forgot to remove your aircraft tow bar from the nose strut of your aircraft, then started your engine? Depending on the aircraft and the weight of the tow bar, and whether it is made of aluminum or steel, you might even taxi, takeoff and fly to your destination without it ever hitting the propeller. But a slight bump on landing, for instance, will likely bounce the tow bar upward and into the propeller.

If the tow bar is aluminum, the propeller might slice right through it and damage to the propeller could be minimal. A tow bar made of steel will likely damage the propeller and could also damage the engine, and experience catastrophic failure.

Avoid this from ever happening by never letting your hands off the tow bar during your preflight inspection. That

way, you will always remove the tow bar prior to yelling "clear prop" from the cockpit and starting the engine.

EDITOR'S NOTE: Information and suggestions contained herein represent the opinions and/or flying experiences of individuals and are not to be misconstrued as being based on research, pilot operating handbooks, or Federal Aviation Regulations or recommendations. Readers are encouraged to do research before acting on any suggestion made here. If you have a "Tip Worth Sharing" with your fellow pilots, email your tip to: info@MidwestFlyer.com. Thank you! □

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Following the third leg from Dallas/Fort Worth to St. Louis, the mobile hangar had to be put up at Lambert - St. Louis International Airport to protect Solar Impulse from bad weather that hit the Midwest.
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Solar Impulse on approach at JFK International Airport, New York, N.Y.
© Solar Impulse/Revillard

Solar Impulse Deploys Revolutionary Inflatable Hangar Upon Its Arrival At Lambert-St. Louis International Airport

ST. LOUIS, MO. – Swiss pilots, Bertrand Piccard and André Borschberg, took off from Moffett Field in Mountain View, Calif. on May 3, 2013, in the solar-powered airplane, Solar Impulse HB-SIA, en route to New York. They stopped in Phoenix, Dallas, St. Louis, Cincinnati, and Washington, D.C. before reaching their final destination, John F. Kennedy International Airport on July 6.

When Solar Impulse landed in Lambert-St. Louis International Airport on June 4, 2013, completing its third leg of the 2013 Across America mission, the team had to use their inflatable mobile hangar for the first time during a mission.

The revolutionary hangar was conceived and designed by Solar Impulse for the around-the-world mission in 2015, but provided a shelter after storms severely damaged the hangar reserved for the aircraft at Lambert-St. Louis Int'l Airport.

The choice of St. Louis as the Solar Impulse Midwest stop was no coincidence. The city has played a significant role in the history of American aviation back in the days when Charles Lindbergh was a chief pilot for the Chicago to St. Louis U.S. Mail Route. The city's business leaders, including the namesake of Lambert-St. Louis International Airport, Albert Bond Lambert, supported Lindbergh in his bid to make the first trans-Atlantic flight between New York and Paris in 1927 in the "Spirit of St. Louis."

"It was particularly important for me to come to St. Louis because I was so inspired when I met Charles Lindbergh at Cape Canaveral during a launch of the Apollo when I was 11



Bertrand Piccard and André Borschberg upon their arrival with Solar Impulse at JFK International Airport, New York, N.Y.
© Solar Impulse/Merz

years old," said Bertrand Piccard, initiator, chairman and pilot of Solar Impulse shortly after landing. "I'm truly moved to be able to land here today with Solar Impulse."

Shortly after landing at JFK, Borschberg stated that the aircraft sustained damage to its fabric on the left wing: "It obliged the team to envisage all the possible scenarios, including bailing out over the Atlantic. But this type of problem is inherent to every experimental endeavor. In the end, this didn't prevent us from

succeeding in our Across America mission and provided an invaluable learning experience in preparation for the round-the-world tour in 2015."

Solar Impulse is a revolutionary carbon fibre airplane with the wingspan of a Boeing 747 (63.4m / 208 ft) and the weight of a small car (1,600kg / 3,527 lb). It is the result of seven years of intense work, calculations, simulations and tests by a team of about 80 people and 100 partners and advisors. A plane so big and light has never been built before. The 12,000 solar cells built into the wing provide four 10 hp electric motors with renewable energy. By day the solar cells recharge the 400kg / 881 lb. lithium batteries which allow the plane to fly at night and 24 hours a day.

The purpose of Solar Impulse is to inspire everyone to become pioneers in their everyday lives. Its latest initiative, "Clean Generation," is creating a global movement to promote the use of clean technologies and is already rallying thousands of people to support the adoption of sustainable energy solutions (www.solarimpulse.com). □

Lindbergh Foundation Honors Solar Impulse Pilots

WASHINGTON, D.C. – The Charles A. and Anne Morrow Lindbergh Foundation presented the Lindbergh Spirit medal to the pilots and co-founders of the Solar Impulse project in a special ceremony at the National Air and Space Museum, Steven F. Udvar-Hazy Center at Dulles International Airport, on June 21, 2013.

The Solar Impulse prototype HB-SIA, fueled solely by solar energy, has flown across the U.S. starting from San Francisco and stopping in Phoenix, Dallas, St. Louis, Cincinnati and Washington, D.C. before reaching its final

destination, New York City. Pilots and co-founders Dr. Bertrand Piccard and André Borschberg plan to fly the follow-on version of the aircraft, HB-SIB around the world in stages for the first time in 2015.

The Lindbergh Spirit medal depicts Charles and Anne Morrow Lindbergh's pioneering flight in 1931 from New York to Tokyo, as well as Charles Lindbergh's epic trans-Atlantic flight. The Lindbergh Foundation is headquartered in Anoka, Minnesota. The award is given for pioneering achievements in aviation. □

Court Decision Aids Safe Transition To Unleaded Avgas

A U.S. District Court for the District of Columbia ruling March 27, 2013, has freed the Environmental Protection Agency (EPA) from having to make an accelerated endangerment finding on emissions from general aviation aircraft. This ruling will help ensure that efforts to find an unleaded replacement fuel will continue in a manner that will guarantee aviation safety.

The court ruled that the EPA has discretion to make endangerment findings under an important Clean Air Act provision, but cannot be forced to do so as "Friends of the Earth" had hoped. Friends of the Earth originally filed its lawsuit against the EPA in March 2012 over piston aircraft use of leaded avgas.

Members of the GA Avgas Coalition asserted that Friends

of the Earth was not taking into consideration all the work being done to come to a long-term solution. Coalition members include the Aircraft Owners & Pilots Association, General Aviation Manufacturers Association, National Air Transportation Association, National Business Aviation Association, and Experimental Aircraft Association.

The Unleaded Avgas Transition Aviation Rulemaking Committee released a report on June 26, 2012 that outlined the hurdles facing the industry's transition to an unleaded fuel for piston aircraft and addressed them with detailed suggestions.

To assist in the process of identifying an alternative fuel to 100LL, the FAA created a Fuels Program Office in September 2012. □

FAA Requests Proposals For GA Transition To Unleaded Fuels

WASHINGTON, D.C. – The Federal Aviation Administration (FAA) has asked the world's fuel producers to submit proposals for fuel options that would help the general aviation industry make a transition to an unleaded fuel. The FAA is committed to the development of a new unleaded fuel by 2018 that would minimize the impact of replacing 100 octane, low-lead fuel for most general aviation aircraft.

The FAA will assess the viability of candidate fuels in terms of their impact on the existing fleet, their production and distribution infrastructure, their impact on the environment and toxicology, and economic considerations.

The FAA is asking fuel producers to submit by July 1, 2014, data packages for candidate replacement unleaded fuel formulations for evaluation by the FAA. By Sept. 1, 2014, the FAA will select up to 10 suppliers to participate in phase one laboratory testing at the FAA's William J. Hughes Technical Center. The FAA will select as many as two fuels from phase one for phase two engine and aircraft testing. That testing will generate standardized qualification and certification data for candidate fuels, along with property and performance data. Over the next five years, the FAA will ask fuel producers to

submit 100 gallons of fuel for phase one testing and 10,000 gallons of fuel for phase two testing.

The President's 2014 budget includes \$5.6 million in research and development funding for the William J. Hughes Technical Center to conduct the fuels evaluation testing. The government and in-kind industry contributions, in a multi-year program, will fund candidate fuel testing.

To date FAA has tested over 279 fuel formulations in an attempt to find a "drop-in" solution, which would require no aircraft or engine modifications. A "drop-in" unleaded replacement fuel is unavailable and may not be technically feasible. That is why an industry-government initiative called the Piston Aviation Fuels Initiative (PAFI) will facilitate the development and deployment of a new unleaded avgas with the least impact on the existing piston-engine aircraft fleet. The FAA and industry-group leaders recently formed the PAFI Steering Group (PSG), to facilitate, coordinate, expedite, promote and oversee the PAFI.

For more information on the FAA's efforts on avgas, go to www.faa.gov/about/initiatives/avgas. □

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HANGARS FOR SALE – Holman Field, Saint Paul, Minnesota. Former flight school. Three hangars 3,500 sf; 5,184 sf; and 5,624 sf. Two offices: 1,300 sf and 1,056 sf. James Miller Investment Realty Company; jmiller@jmrealty.com; **651-222-2561**.

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HANGAR FOR SALE, DISASSEMBLY & REMOVAL - 60 X 60 ft steel frame, 18 X 58 ft bifold door, buyer to disassemble and remove in August 2013: \$15,000. Contact Larry Lunda at **715-284-9491**, or llunda@lundaconstruction.com

HANGAR FOR SALE - Capitol Drive Airport, Brookfield, Wisconsin. Open, partial T-Hangar. Recent roof. 40 X 28 X 9.5 feet. Easily made square. \$2500. For photos and details, email: buzzworth@wi.rr.com.

NEW LARGE HANGAR FOR RENT – Mankato Regional Airport (MKT), Mankato, Minnesota. The 12,000 square foot hangar has a 28 x 94-foot opening, in-floor and radiant heat and a 16,000 square ft concrete apron. Discounted rates available for tenants interested in a long-term lease. MKT is an all-weather airport with 6,600 and 4,000-foot runways. Call **507-387-8624** or email mknoff@city.mankato.mn.us for pictures, pricing and availability.

HANGARS FOR RENT! – Chippewa Valley Regional Airport (CVRA), Eau Claire, Wisconsin. Three (3) hangars are available for rent, ranging from 2,160 to 3,600 square feet. Discounted rates available for interested parties signing lease agreements for 3 years or more. All hangars have heat. Chippewa Valley Regional Airport (CVRA) serves Western Wisconsin and is located in the City of Eau Claire. CVRA is an all-weather airport with 5,000 and 8,100-foot runways. Call **715-839-6241** or email admin@chippewavalleyairport.com for pricing and availability.

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1981 Cessna 414A RAM VII – N351HC
 5652 TT, 130 SMOH (Ram 08/12), 776 SPOH, 12/2012 annual, spoilers, winglets, FIKI, GMX200 w/TAS & XM, 530W, 135 current, Cessna Service Center-maintained. ..\$479,000



2001 Cessna T206H – N3531H
 1130 TT, 265 SPOH, 04/2013 annual, Garmin G500 with synthetic vision, Garmin GTS800 traffic, XM Weather, JPI EDM830, and numerous other upgrades, one owner, Midwest-based. The very best T206H currently on the market!\$289,000



1974 Cessna A185F Skywagon – N4663C
 2045 TT, 565 SMOH, 300hp IO-520D with high-70 compressions, Fluidyne 4000 retractable skis & tail ski, dual nav/coms, 1463 lbs. useful load, hangared in Midwest since new, same owner past 25+ years. Fresh Annual with Sale!\$131,500 / Make Offer!

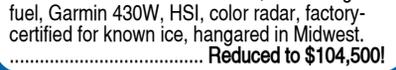


1979 Cessna 421C Golden Eagle – N88646
 4120 TT, 305/590 SMOH, 590/90 SPOH, RAM conversion, Garmin 430W (WAAS), 800 IFCS with FD & YD, Garmin 696, Bendix RDR 160 color radar, BFG Skywatch/stormscope (Sky 497), 2295 lbs useful load.\$349,000



1956 Pilatus P3-03 – N303G
 2900 TT, 700 SMOH, 150 SPOH, fresh annual with sale,

full gyro panels front & back, Garmin GTX320A transponder, PS Engineering PM501 intercom, dual coms, refurbished seats (2006)....\$68,500



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GUEST EDITORIAL FROM PAGE 31

land. Bring the power partially back... not all the way off. Trim the airplane for a glide. Explain that the stability of the airplane tends to return it to its trim speed naturally. Have them follow you through while you increase the glide speed by 10 knots (no more) and watch as the aircraft returns to trim speed.

15. At least every 5 minutes, call out some point on the horizon. This keeps the passenger from getting sick, and gives them a break.

16. When you return to the airport, once again make deliberate (or even exaggerated) actions by looking for traffic and "signaling" your turn by looking in that direction.

17. Make a normal landing. This is not the time to show off.

18. As you taxi in, tell your passenger what you are doing to secure the aircraft, and let them know when it is okay to exit the aircraft.

19. Congratulate the passenger on taking the first step towards learning to fly. "We did turns, climbs, and descents." Everything you do with an airplane is just a combination of these elements. See how we combined them for takeoff and landing? This will reassure them that they can learn to fly.

20. Bring your camera and make a big deal out of taking photos, then send the photos to your passenger immediately following your flight. They will be the center of attention.

21. Explain to your passenger that you are not a flight instructor, but that

you are going to introduce him/her to one. Most people will be honored that you thought enough of them to make a personal introduction, and it is a nudge toward the next step.

22. Don't leave your new Eagle alone. Answer questions. Give them your telephone number to contact you if they do have more questions. If appropriate, offer to help mentor them. Invite them to stop out to the airport. If it is a "Gray Eagle" flight, send in the paperwork so they continue to receive reinforcing material from EAA.

Most introductory rides are far too long (leave them wanting more) and poorly conducted. No "stalls," no steep turns, no "negative G pushovers" or "training maneuvers," no "buzz jobs," no "Hey, let me show you THIS!" You should come across as careful, caring, and above all, safe! Why would you want it any other way?

EDITOR'S NOTE: Jim Hanson is the long-time FBO at Albert Lea, Minnesota. In his 50 years of flying (including 40 years in the FBO business), Jim says "I may not have all the answers, but I have made most of the mistakes, and I try not to make the mistakes more than once!" If you have a suggestion for Jim, contact him at jimhanson@deskmedia.com, or at his airport office at 507-373-0608. Jim is still looking at new ways to make mistakes. □

BIOFUELS FOR AVIATION FROM PAGE 49

sustainable production of commercial-scale and cost-competitive advanced biofuels from sources such as non-food

crops and waste products.

MASBI recommendations include:

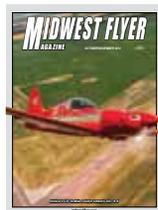
1. Streamline the approval process for new biofuel production methods;
2. Level the policy playing field for advanced biofuels with the conventional petroleum industry;
3. Tailor agriculture products such as oil-seed crops for jet-fuel production;
4. Improve biofuel production through agricultural innovation; and
5. Pursue deal structures that balance risk and reward for early adopters of technology.

Expanding the availability of sustainable aviation biofuels will have clear business benefits for the airline industry and the broader Midwest economy besides the obvious benefits for the environment. From 1990 to 2012, fuel costs increased by 574 percent and are now the single largest expense for commercial aviation, accounting for up to 40 percent of an airline's operating budget. Commercial aviation spends \$6.3 billion on jet fuel a year for flights originating in the Midwest, alone. MASBI estimates that replacing five percent of petroleum jet fuel in the Midwest with aviation biofuel would create more than 3,600 jobs and reduce carbon-dioxide emissions by 700,000 tons. The Midwest can be a leader in this effort because it boasts the experience, technological innovation, and resources to do so. Visit www.masbi.org to download the full report and executive summary. □

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