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**MAGAZINE**

DECEMBER 2013/JANUARY 2014



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# Minnesota Aviation Day At The Capitol

## March 5, 2014

### St. Paul, Minnesota

### *You Won't Want To Miss This Special Event!*

On Wednesday, March 5, 2014, the Minnesota aviation community will meet at the State Capitol to visit with their State Senators and Representatives to tell them how important aviation and their local airports are to them and to their local communities.

Anyone actively involved in aviation in Minnesota, and who believes in the importance of their local airport, is encouraged to participate:



Fixed Base Operators - Airport Managers - Airport Commissioners - Mayors - City Council Members  
Business Aircraft Owners & Operators - Corporate Flight Departments - Pilots - Aircraft Technicians  
Aviation Support Service Professionals

The event will kickoff with a welcome continental breakfast at 9:00 a.m. in the Capitol (Room 316).

*\* Governor Mark Dayton has been invited to address participants.*

At the welcome breakfast, each participant will receive a packet of materials containing handouts to be given to legislators and also suggested talking points to be discussed during their visit(s).

*Participants will have the opportunity to visit their State Senator and Representative(s).*

At Noon participants will attend a box lunch meeting in the Capitol. Legislators will be invited to attend.

Hosting "Minnesota Aviation Day At The Capital" is the Minnesota Aviation Trades Association (MATA), Minnesota Business Aviation Association (MBAA) & Minnesota Council Of Airports (MCOA).

In addition to attending yourself, you are encouraged to organize a "Plane Pool" or "Car Pool" of equally concerned persons.

Transportation from South St. Paul Municipal Airport/Fleming Field (SGS) will be provided to all fly-in attendees who RSVP with their ETA to Glenn Burke, Airport Manager, at 651-554-3350.

*To Participate Please Register On or Before January 16: \$20.00. After January 16: \$25.00. Fee Covers Lunch & Materials.*  
Contact Gordon Hoff, Executive Director, MBAA at **[gordon.hoff@comcast.net](mailto:gordon.hoff@comcast.net)** or call **651-398-4649**.

**See You March 5, 2014!**



**ON THE COVER:** Larry Kelley's B-25J Mitchell Bomber "Panchito" as seen at Oshkosh 2013. Of the 9,815 B-25s manufactured, Panchito was built by North American Aviation in Kansas City, Kansas and delivered to the U.S. Army Air Force on February 16, 1945. The aircraft was used for pilot training at what later became Vance Air Force Base in Oklahoma, and James Connally Air Force Base in Texas. Air National Guard units flew the aircraft in New York, South Carolina and California between 1954-58 before it was sold to civilians for use as a fire-bomber and orange grove sprayer before its restoration. Larry Kelley bases Panchito in Georgetown, Delaware. Panchito was the lead aircraft among 11 B-25s to fly at the 60th Reunion of the "Doolittle Raiders" in April 2002 in Columbia, South Carolina. Complete story on the final toast of the Doolittle Raiders on page 19.

MGN Photo by Mike Nightengale.



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## Coming Together, Right Now, For You!

by Dave Weiman

Listening to the Beatles' hit song of the '60s, "Come Together," made me think of what is happening in the aviation community right now. But instead of "coming together, right now, over me" or any one person or organization as the lyrics might suggest, we are coming together as an industry for the good of all.



Dave Weiman

Hopefully, you are seeing this happening as you participate in seminars and conferences during the year. Working in this industry on a daily basis, I see this level of cooperation growing.

For instance, you will read in this issue an interview I had with newly appointed AOPA President and CEO Mark Baker. In that interview Mark talks about how he is working with representatives of all general aviation organizations to come up with a list of services provided by the Federal Aviation Administration (FAA) that are important to us, and a list of services we can do without. Once we have consensus among us, we can go to FAA Administrator Michael Huerta and help him prioritize services. The hope is that once these cost-saving measures are implemented, the FAA will save enough money that mandated sequestration cuts in the FAA budget – and increases in user fees – won't be necessary.

In another article, you will read how the directors of our state aeronautics offices throughout the country meet and discuss issues of common concern, and share ideas. We all benefit from this exchange of information and cooperation.

Another article describes how several

organizations have come together to introduce state legislation to exempt aircraft parts and maintenance from sales taxes, which is good for the state's economy, good for business, and good for you and me as consumers.

Elsewhere in this issue, you will read about state aviation associations and individuals participating in "Aviation Day At The Capitol" events in their respective states so they can meet with their elected officials and inform them as to how important aviation and their local airports are to them and their communities.

When you read about the cooperation and work being done to represent your interests in aviation, I encourage you to contact organizers and offer your assistance, and financial support, and participate. *Thank you and Happy Holidays!* □

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May 1	June - July
July 1	August - September
September 1	October - November

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## FAA Publishes Clarification Regarding Fuel Reimbursement Exemption For Charitable Medical Flights

by Greg Reigel

**O**n February 22, 2013, the FAA published a Policy Clarification on Charitable Medical Flights addressing the reimbursement of fuel expenses for pilots.

As you may recall, 14 C.F.R. 61.113 prohibits a private pilot from acting as pilot-in-command of an aircraft that is carrying passengers or property for compensation or hire and, for any other flight carrying passengers, a private pilot may not pay less than his or her pro rata share of the operating expenses (fuel, oil, airport expenditures, or rental



Greg Reigel

fees). In order to pay less than his or her pro rata share, the pilot would have to hold a Commercial Pilot Certificate. As a result, up until recently, private pilots operating charitable medical flights could not receive reimbursement for their fuel, etc., without complying with Section 61.113, which defeated the purpose of a "charitable" medical flight.

However, Section 821 of the FAA Modernization and Reform Act of 2012 addressed the situation and now requires that the FAA allow an aircraft owner or operator to accept reimbursement from a volunteer pilot organization, such as Angel Flight, or Wings of Mercy, for the fuel costs associated with a flight operation to provide transportation for an individual or organ for medical purposes. In order to take advantage of this law, volunteer pilot organizations have petitioned

the FAA for exemptions from the requirements of Section 61.113(c) so that their pilots can be reimbursed for some or all of the expenses they incur while flying these flights, since the flights would otherwise be prohibited.

The FAA will issue these exemptions if the applying volunteer pilot organization complies with the following conditions and limitations by:

1. Developing a pilot qualification and training program;
2. Authenticating pilots' FAA certification;
3. Requiring flight release documentation;
4. Imposing minimum pilot qualifications (flight hours, recency of experience, etc.);
5. Requiring a Second Class FAA Medical Certificate;

**CONTINUED ON PAGE 13**

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## GPS Approaches & WAAS, Glide-Slope Intercepts & Portable Electronic Devices



Michael J. Kaufman

by Michael J.  
"Mick" Kaufman

In my previous column, I concluded a series on the procedure turn – when to

do one and how to eliminate doing one illegally according to FAA protocol.

A short time ago, I received a phone call from one of our readers, Bert Gosch, the flying button box player from La Crosse, Wis. We talked about his music (which I enjoy) and GPS approaches which gave me one of my topics on the next series for my column – GPS approaches and WAAS. Another reader, Mick McMahon of Madison, Wis., planted the seed for another topic

on glide-slope intercepts and the news of allowing portable electronic devices to be used during all phases of flight, prompting a few additional comments for this issue's column.

It is hard to move forward on the GPS approach topic without giving some history on how we arrived at where we are today in GPS navigation. The approaches we are now doing are mostly the result of one radio equipment series – the Garmin 430/530 – and for that reason I will be explaining several approaches and how they are accomplished on these two boxes in this column and in several of the following issues of *Midwest Flyer Magazine*.

We have moved forward from the Garmin 430/530 with newer technology, but these boxes will be the gold standard in GPS boxes for many

years to come, as the King KX-170s were several decades ago. I still see the King KX 170 in many airplanes I fly; they just keep on working.

Even though the overall vote goes to the Garmin 430/530s, my favorite is the Apollo CNX 80, later known as the Garmin 480 after Garmin's acquisition of UPS technologies. There is a cult out there of Garmin 480 fans, and I am one of them.

Early in our transition away from VOR and ADF navigation, there was Loran C that filled a gap before GPS gained its popularity, and there were a few Loran approaches commissioned. The next phase of GPS approaches were overlay approaches, which used existing approaches (VOR & NDB) and configured them for use with the GPS. I am not sure if there are any



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overlay approaches still in use at this time. So much for the short history course on navigation!

With so many approaches for a majority of U.S. airports, you will need to make a decision on which approach you would like to do. The decision should be based on weather, wind direction, runway in use, published approach minimums and direction from which you are approaching the airport. A review of the approach charts and current weather are very helpful at this point. If you are planning a landing at a busy airport, the ATIS will be advertising the approach in use, but that does not preclude the pilot from requesting a different approach. At non-tower airports, air traffic control will often ask the pilot which approach he would like to make and the initial approach fix or transition desired. I mentioned above checking several items to help you make a decision on the approach to choose.

It is interesting that the minimums for two LPV (Localizer Performance with Vertical Guidance) approaches to the same airport or runway can be radically different. An example is the LPV 09 for the Lone Rock, Wis. airport (KLNR), which is 381 feet lower than the airport's LPV 27. If you were faced with low minimums and light wind, my choice would be Runway 09.

Once the approach has been selected, we need to set them up on our Garmin 430/530s. With KLNR selected as a Direct To waypoint or the destination (last waypoint in a flight plan sequence), we press the "procedures" button. The GPS responds by offering us a list of approaches to select. If we do not see the one we wanted from the list, we scroll down the list and the approach should appear below.

After selecting the approach by pressing "enter," the next question the Garmin asks us is how do we want to get established on the approach? One of the options listed is "radar vectors." My preference is never to select this option unless it is 100% assured that we will

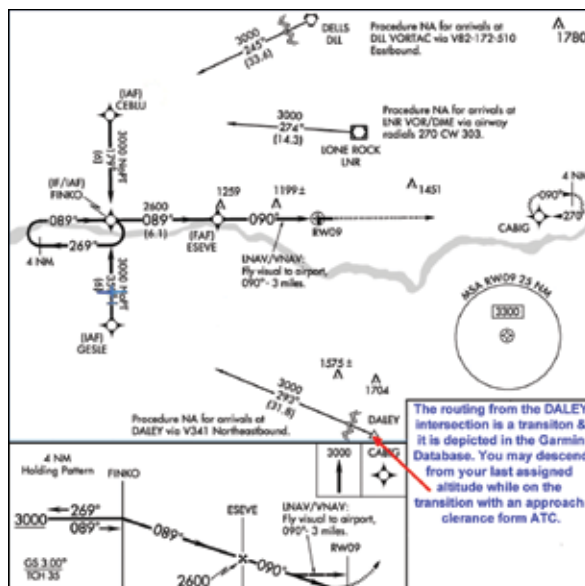


Figure 1

actually get radar vectors. The reason I suggest this is because it is an easier process to select a full approach and amend it to vectors to final than it is to reconfigure an entire approach sequence should ATC make a last minute change, or if they did not intend to give us vectors to final.

If we study the approach charts prior to choosing a plan of action, we will notice that there may be several initial approach fixes and transitions to the selected airport.

If you read my previous series on eliminating a procedure turn, you may remember that all approaches begin at an initial approach fix (IAF) with some exceptions.

So let's assume we choose an initial approach fix (IAF) and there is a transition taking us from an airway intersection to it. We return to the Garmin GPS, select it with the right scroll knob, and hit the enter key. We now can see what we have done and if it looks good, we have two choices... We can enter it into the current flight plan (load) or activate it at this moment. If we choose to activate it, the GPS now plots our course from our present position to the first waypoint in the approach. If we had chosen and activated vectors to final approach, course guidance is discontinued and the box will show the extended final approach course in a magenta color. If

we are not ready to go there at that moment, we should have just loaded the approach, not activated it. There are a lot of other details I will cover in the next issue of *Midwest Flyer Magazine*, but we have now loaded a basic approach with a transition and an initial approach fix. The next issue will cover editing it and flying it.

Reader Mick McMahon sent me some excerpts from another publication and I thought them interesting enough to dedicate some space in my column to comment. I am addressing this topic with my thoughts, and

many of you may not agree with me. You may email me with your opinions, which I value. The argument here is, **when should we descend – and to what altitude – on a precision approach** (approach with glide-slope or vertical guidance).

This depends on two criteria: clearance given by ATC and/or the published altitude on the approach chart.

Creating a scenario around the approach chart in FIG 1, let's assume our final clearance was "*Cessna N2852F maintain 3,000 until established on a published segment of the approach. You are cleared for the RNAV/GPS 9 approach to the Lone Rock airport. Report cancellation or down time on this frequency or through flight service.*"

Putting the aircraft at the position I depicted in FIG 1 at 3,500 feet MSL when this clearance was received, when may I descend below 3,500 feet, and when would I as a pilot descend? Looking at the approach chart, the lowest altitude authorized for the segment I am on is 3,000 feet. I would descend to 3,000 feet after receiving this clearance.

After passing "FINKO" – the intermediate fix (IF) – the lowest authorized altitude is now 2,600 feet. The 2,600 feet indicates this with a line under it in the profile view on the



[illegible]

established on the descent profile as well. This technique will not work on an approach without a glide-slope with multiple step down fixes, as you always want to take advantage of being able to reach the minimum descent altitude as soon as allowed by the published procedure. I also use this technique on ILS approaches, as it makes a much smoother transition to the descent profile. I teach this procedure to my instrument students and modestly accepting some bragging rights, they make good instrument pilots and fly great precision approaches.

be a lifesaver in low instrument conditions on an ILS approach. On the ILS 22 approach to Eau Claire, Wis. (KEAU) (FIG 2), it shows glide-slope intercept at 2,900 feet with the aircraft crossing the final approach fix (FAF) at 2,866 feet. The final approach fix (FAF) is depicted as 7.3 DME on the frequency of 109.5 Mhz. This is the spot where you can make a final altimeter check; they should match within a close tolerance. If they do not match, you may be in trouble and should make a missed approach.

Two items can cause an error as I have found out; you have the wrong altimeter setting or there is an instrument error in the altimeter or glide-slope indicator.

The last issue I wish to comment on deals with use of “portable electronic devices” in aircraft below 10,000 feet. The airlines used to have a strict rule

**CONTINUED ON PAGE 15**

DECEMBER 2013/JANUARY 2014 MIDWEST FLYER MAGAZINE 11

## How Much Sun Is Too Much – Or Enough?

by Dr. John Beasley, M.D.

Aviation Medical Examiner

Professor Emeritus and Clinical Professor

Department of Family Medicine

University of Wisconsin - Madison

A couple of recent articles said: “Sun Protection is vital for all” and “If you don’t need a flashlight, you should be using sunscreen.” Gimme a break! Do you really want to stay indoors all the time or slather on goo whenever you go out? Many of us enjoyed a fine time at last summer’s AirVenture where there was lots of sun and perhaps some of us got a bit extra. Sunshine, like many things in life, is fine – perhaps even good for us – in moderation, but perhaps not in excess.



John Beasley

Sure, for most of us (especially those of us with lighter skin) excessive sun exposure does lead to accelerated ageing of the skin, and it increases the risk of skin cancers. And, for you younger pilots, most sun damage is done in your teens and 20s. Actually, by the time one gets to “senior” status, most of the damage has been done.

There are several conditions associated with excessive sunlight. The most common are *actinic keratosis*. These appear as slightly roughened, scaling spots, commonly on the face or other sun-exposed areas. They feel a little like sand paper. About 1 in 100 of these can become skin cancers, and they are most often treated with freezing to get rid of them. Other treatments are available, too.

Next up the list are *basal-cell cancers*. They appear as non-healing spots often on the face, but they can be found nearly anywhere. They tend to have

a slightly raised border which has a pearly appearance. Usually they can just be excised and that’s the end of the problem, as long as they are not allowed to get too big. Spreading throughout the body is exceedingly rare. About 80% of skin cancers are of this type.

Then we come to *squamous cell cancers*. These tend to arise from the actinic keratosis and most often are flat, and again, non-healing areas. Generally, just local excision or other treatment takes care of them, although they can spread. They should be treated while they are still small and before there is a risk of spreading. About 16% of skin cancers are squamous cell.

Finally, comes the bad one – *malignant melanoma*. These can spread and kill and are about 4% of skin cancers. They should be caught early. Google up “*ABCDE Melanoma*” and you’ll get both instructions and some images of what these look like. If caught early and excised, the cure rate is around 95%. Melanoma tends to be



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associated not just with sun exposure, but with frank sunburn. There is also some tendency to run in families. The average person has about 1 chance in 50 of developing melanoma during their lifetime. If you have light, easily burned skin, a family history for melanoma and a history of bad sunburns, you have higher risk. At the same time, there is a bit of a national neurosis developing about sun exposure.

Last year during the summer, I got a call from a nursing home asking if they

could have an order to apply sunscreen to my 88-year-old patient before she went outside. Good Grief! At 88, she ought to just go outside and enjoy the sun and not worry. More seriously, we're also seeing more clinically significant vitamin D deficiency and even perhaps an increase in some diseases such as multiple sclerosis (which may have some possible link to inadequate vitamin D).

There is also some evidence that sunlight, especially in the winter, can

help alleviate some depressive symptoms. (During the winter, I try to get my exercise outside over the noon hour in the sun when I can. It helps me to avoid "seasonal grumpiness disorder".)

So, it's the sunburn that is really bad. Moderate exposure isn't so bad (especially if you have darker skin) and the damage done is limited. Broad-brimmed hats, sunscreen use (slather it on), and avoiding sunburn are helpful. But don't be "solar-phobic" and live indoors. □

#### **AVIATION LAW FROM PAGE 8**

6. Requiring the filing of an instrument flight plan for each flight;

7. Restricting pilots to flight and duty time limitations;

8. Requiring mandatory briefings for passengers;

9. Imposing higher aircraft airworthiness requirements; and

10. Requiring higher Instrument Flight Rules (IFR) minimums.

Although these are the current restrictions, the various volunteer pilot organizations and Air Care Alliance are continuing to work with the FAA to reduce these burdens that are placed on volunteer pilots, and organizations, which reimburse fuel. Fortunately, the FAA has indicated that it "will continuously update these conditions and limitations as necessary to best ensure that these operations meet this

equivalent level of safety." Hopefully, those discussions will be productive and meaningful. But for now, fuel reimbursement should be available if the conditions for the exemption are met.

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

Email your questions or comments to: [greigel@aerolegalservices.com](mailto:greigel@aerolegalservices.com). □



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## REGIONAL REPORTS

### Off & Running!

**News & Information You'll Want To Know In Ohio, Michigan, Indiana, Illinois, Wisconsin, Minnesota, North Dakota & South Dakota**

*by Bryan Budds*

*Manager, AOPA Great Lakes Region*

**W**ith the new year officially upon us, AOPA is again working aggressively to protect and promote general aviation in legislatures across



Bryan Budds

the region. While most state lawmakers are not returning to their offices until the first weeks of January, AOPA has been working behind the scenes on legislative issues that are a priority for our members in their respective states.

As we have seen in several other states – all with AOPA support – lawmakers are looking for ways to strengthen their aviation sector and in turn protect the tens of thousands of aircraft maintenance jobs in their state by passing ***sales tax exemptions*** for aircraft parts and labor. In recent years, Indiana, Michigan, Ohio, and Minnesota have all passed similar forms of exemptions.

Now, AOPA is setting our sights on Wisconsin – working closely with companies like Gulfstream and Cessna, county economic development organizations, and the entire cadre of Wisconsin aviation organizations to achieve passage of this important exemption – completely eliminating the sales tax on aircraft parts and labor by early 2014. So, when you see (and you will see them) an email from AOPA

Government Affairs asking you to contact your Assemblyman or Senator in Wisconsin to support the proposal – ***please do!*** Local voices, in our entire state advocacy, are critical!

But, as always, the legislative portion of AOPA's regional activity is only part of the story – even when the legislatures are in session. Under the new leadership of AOPA President and CEO Mark Baker, AOPA has committed to holding up to six (6) regional events across the country and is something I'm very excited about.

At the time of the drafting of this article, we have narrowed the focus to a few outstanding airports across the region to host these regional events (one in just about every state in the region) and are working with local partners, airport managers, and many others to find the best fit. By the time you read this article, the locations of these regional events will have been announced, so please check **[www.aopa.org/great-lakes-rm](http://www.aopa.org/great-lakes-rm)** or **[twitter.com/aopagreatlakes](https://twitter.com/aopagreatlakes)** for up-to-the-minute updates! □

### More Regional & Grassroots Interaction In 2014

**News & Information You'll Want To Know In Kansas, Missouri, Nebraska & Iowa**

*by Yasmina Platt*

*Manager, AOPA Central Southwest Region*

**I**t was great seeing many of you at the AOPA Aviation Summit in Fort Worth in October. Thank you for making it a *great* event! While it may be our last AOPA



Yasmina Platt

Summit for now, I am excited that AOPA will be holding six "Regional

Fly-Ins" around the country in 2014, in addition to interacting more at other grassroots events. It means I will get to see more of you, more often.

The goal of an AOPA Regional Fly-In is to create a positive, grassroots relational experience for our members and the local aviation community, to promote the value of general aviation, and to draw positive attention to the local airport and its value to the local community. Exact locations and dates are expected to be announced in January. Watch for your January issue of *AOPA Pilot Magazine* for details.

We are currently in the pre-selection process, identifying and contacting airports, to ensure that we cover as much of the country as we can, in areas that are easy to get to and have all the facilities and space we need. We are also considering locations that are family friendly and ideal spots for weekend

getaways.

The events will be free to all attendees and the public. They will be held on Saturdays and we hope most of you will fly in and bring friends and family along.

While all seven regional managers have been very involved since the program started in 2012, this new direction is going to give us an even better opportunity to help fulfill President Baker's vision. To learn more about the Regional Manager Program, read Bob Minter's blog: **<http://blog.aopa.org/advocacy/meet-the-aopa-regional-managers/>**. Bob is my counterpart in the Southern Region.

To stay current on developments in our region or your specific state, visit **<http://www.aopa.org/Advocacy/Airports-and-State-Advocacy.aspx>** or follow me on Twitter @AOPACentralSW. □



## Can you afford not to?

by Mark R. Baker

President & CEO

Aircraft Owners & Pilots Association

**T**his week I received a letter from a pilot who told me that he was joining AOPA because he wants to do his part to support our efforts to put an end to the unwarranted stops and searches of general aviation flights by Customs and Border Protection (CBP) agents.

He was appalled by reports that law enforcement officers, sometimes with guns drawn, were stopping, questioning, and searching law abiding pilots on purely domestic GA flights. It goes without saying that all of us at AOPA are appalled, too.

That's why we're working closely with our friends in Congress to put an end to these incidents and get some answers to important questions like "What gives CBP the authority to make these stops without probable cause or reasonable suspicion of illegal activity? Why are GA flights that never leave the country being monitored and searched by the agency charged with protecting our borders? And why is CBP suddenly making the records of these stops secret?"

I was pleased that our actions on this issue prompted




Mark Baker

another pilot to join AOPA. But it raises the question of why every pilot—and every person who cares about GA—isn't an AOPA member.

Perhaps you don't think you're affected by this issue with CBP, so you don't feel the need to get involved. But AOPA is engaged in protecting our freedom to fly on all fronts. User fees, sequestration cuts at the FAA, the future of avgas, state taxes on GA, and efforts to expand the driver's license medical standard are just a few of the issues AOPA is tackling today, all with an eye to ensuring that general aviation is around for us and for future generations of pilots to enjoy.

If you're actively flying these days, you know that you can rely on AOPA to provide tools and services that make your flying safer, easier, and more fun. But even if you're grounded at the moment, you can count on AOPA to keep protecting general aviation, and the interests of GA pilots, so that you can get in the air again when you're ready.

Personally, I don't think any pilot can afford not to be a member of AOPA. In a world where GA pilots are an extreme minority and the threats come from every direction, every member and every voice counts.


If you're already a member, thank you for standing up for the freedom to fly. If not, consider adding your voice to the chorus of pilots and aviation enthusiasts who want to keep GA around today and for generations to come. Can you afford not to? [www.aopa.org](http://www.aopa.org) 

### PORTABLE ELECTRONIC DEVICES FROM PAGE 11

that all passengers turn off portable electronic devices during the climb, final descent and approach (below 10,000 feet). The news media has been talking about this and on a recent flight to Richmond, Va., the flight attendant during her safety briefing stated: "You do not need to turn off your portable electronic devices, and we are the first airline to implement gate-to-gate use of portable electronic devices." WOW!

For what it is worth from a guy who has worked with electronics for a good share of his life, this decision by the FAA and the airlines is a bad one. We don't know what interference could be generated by these devices that could cause an ILS or autopilot deviation during an approach. The combination of selected ILS frequency and two or three portable electronic devices emitting so-called *acceptable radiation*, may overpower or capture the ILS receiver. From my experience as the former operator of a two-way radio shop and an amateur radio operator, it is not worth the risk to allow these devices to be used during the critical phases of flight – more supporting comments in the next issue of *Midwest Flyer Magazine*.

*Till then, blue skies and tailwinds!*

**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](mailto:captmick@me.com) or call 817-988-0174. 

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# Checklists & Pilot Awareness

by Harold Green

When I began writing this article, Runway 28 at San Francisco International Airport (KSFO) had just reopened after Asiana Airlines Flight 214 landed short and slow on July 6, 2013, strewn pieces of airplane and pilots' reputations across the runway.



Harold Green

After sorting out the inane, ignorant comments of the TV reporters, it appears there were four pilots on board. The pundits made much of the fact that the check pilot was on his first flight as a check pilot and the pilot-in-command was making his first landing at SFO in a Boeing 777, never mind that both were very experienced pilots.

These wise reporters were able to ascertain that more training was required and more oversight was mandatory – at least they did this after learning that Runway 28 does not mean that the plane was landing to the east. This immediately brought to mind a few other incidents.

First, an Air France aircraft crashed into the Atlantic while the pilots on board reacted in a totally inappropriate

manner to recover from what they obviously did not recognize as a stall. The basic problem was ice blocking of the pitot tubes and they did not recognize that fact. According to the recovered data and voice recorders, the pilots kept trying to pitch the airplane up, indicating they apparently did not recognize the airplane was already stalled.

On a different but related note, a few years ago I had the privilege of meeting and talking with a pilot who had ejected from an F-15 at over 800 mph. It was a night training flight over the Atlantic and while the cockpit display told him all was well, he sensed something wasn't right. His father had taught him to fly in a light plane and had preached to him to *"Listen to the airplane. It's talking to you."* Even though his cockpit instruments told him all was well, he heard the wind noise increasing and ordered an ejection with only a few seconds to spare before they would have hit the water.

The pilot's radar observer was killed, but he survived with serious injuries and was picked up by a rescue helicopter as the event had been detected via satellite data link. It was later determined that the problem was a software glitch in the avionics. If he had followed the electronic advice, he would have been dead.

There was also the case of the

miracle on the Hudson. A prime example of a situation, which required piloting skills, while perhaps covered in training, could never be fully experienced until it happened and then depended on the pilot being aware of what his airplane was doing for its successful conclusion.

Consider the training regimen that pilots flying in airline and military operations undergo. They are given rigorous flight checks every six months. They are put through simulator exercises that would curl your hair and they must react precisely in accordance with the training manuals. In short, these folks are trained to a very high level. They must know the right procedure for every circumstance that the trainers can conceive of and they must be able to apply those procedures correctly with no delay.

While no training regimen can cover every possible eventuality, these people can hardly be assumed to be under-trained. No one can know how many accidents this training has prevented. Yet, we still have occurrences as what occurred in San Francisco.

In this discussion, I am not attempting to assess the capabilities or the judgment of the pilots because thankfully I wasn't there, nor have I ever flown anything approaching the performance of those aircraft, so I am NOT qualified to judge the pilots involved. Our goal is simply to look at a possible view of the situation and how it may apply to general aviation aircraft operations.

Recently while talking to a pilot flying for a manufacturer of high-performance general aviation aircraft, he told me his company, in an effort to reduce the accident rate for their airplanes, is initiating a concentrated effort to ensure that instructors train in accordance with procedures stated in their flight operations manual (FOM). A laudable goal, and it may actually reduce the accident rate. However, it has been my experience that flying only by any written fixed procedure is a good way to fly the airplane as long as everything is going as planned. It

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## Time on the Hill

**A huge part of what AOPA does is about representing pilots before government leaders and decision makers. In other words, advocacy.**

Because we're an advocacy organization, we have to go where the action is—and that means spending a significant amount of time in Washington, D.C.

Don't get me wrong, we also spend a lot of time out in the states, at airports, with pilot groups, and taking care of business in our Frederick and Wichita offices. But some things are best handled inside the beltway.

AOPA has long had an office near Capitol Hill. And since taking this job, I've spent a good bit of time in the Capitol myself. I've met with more than a dozen senators and congressmen, spent time with the FAA administrator, and had meetings with leaders from other agencies, too. There's just no substitute for face-to-face discussions with the people whose choices can change the way we fly.

If you've spent any time dealing with the government—whether that means paying your taxes or reading the FARs—you know that government-speak can take years of practice and a law degree to master. But a lot of that falls away when you can sit down across from someone and tell them about what matters to members. Just as important, it gives you a chance to hear about what matters to them so you can find the common ground where you can get things done. Not only do conversations like these let you get to the meat of the issues quickly, they also let you build personal relationships—and that's important when you have to deal with tough issues like major funding cuts, reforming aircraft certification, and finding an acceptable alternative to avgas.

I plan to spend a lot more time in Washington, and I think our work in D.C. is so important that I've asked some of our headquarters staff to spend more time there, too. We have the best subject-matter experts around, and having them work closely with our legislative affairs staff makes it easier for us to give Congress and regulators the information they need to make decisions that will help, not hurt, general aviation.

A handwritten signature in black ink, appearing to read "Mark R. Baker".

Mark R. Baker  
President & CEO, AOPA



doesn't seem to do much when things aren't going as planned. What's even more worrisome is that the FOM doesn't usually give a clue as to how to tell when things aren't going as planned.

For example, I have had pilots become extremely concerned when the Visual Approach Slope Indicator (VASI) is out. They have apparently either forgotten how to judge height and the touch down point visually, or have not been following the approach so they can adjust upon loss of specific external visual guidance cues.

The point is, training in many cases, emphasizes response to specific situations often not emphasizing the factors that create the situations or the ability to recognize the onset of the problem. It might be that we would be well advised to spend more teaching effort in overall recognition of the conditions of flight. In this light, consider two levels of flight training: "education" and "training."

With respect to light aircraft at least, education may be considered to consist of teaching pilots to develop an awareness and recognition of the need to remain aware of their airplanes' flight profile at all times, and what this profile means in terms of safety. This includes both awareness of the airplane's flight profile and the relationship to instrument presentations.

Training then becomes the teaching of the proper response to specific situations as in the FOM. This is certainly a necessary part of flying any airplane – more so as the performance and complexity of the airplane increases.

Checklists and formal procedures followed blindly are analogous to the old saw about the lecture mode of teaching: "The best way to get information from the lecturer's notes to the student's notes without passing through the mind of either."

We have all had the experience of skipping an item on a checklist while being sure we had accomplished the task. Further, as instructors we have had students do the same thing many times. Of course we correct them. However a nagging question remains as to what will happen if a real emergency arises.

What will happen to the checklist item, or the Operations Manual setting then? Ever forgotten to raise the flaps after take off and wonder why the airspeed remains low and the trim is way off?

It generally takes a lot longer to recognize the cause than it should. Remember, the airline cockpit has two pilots so one can check the other. We don't have that advantage but, with the flow sequence as described in the next paragraph, by using the checklist, combined with awareness of the flight profile of the aircraft, we can achieve at least part of that advantage.

The use of checklists has been improved with the flow pattern approach to checklist use. In this method the pilot performs the necessary steps via a logical sequence to move through the task to be completed. Then the checklist is used to confirm that all

required actions have been completed properly. This approach provides the advantage that all items are considered twice and, more importantly, the pilot will review not only the requirements, but his or her own actions as well. In effect this goes partway to adding a second pilot in the cockpit.


Checklist use is only part of the story. A necessary part of a pilot's education is to instill the need to instinctively and continuously monitor the aircraft's flight profile. This must also include a thorough understanding of what produces that performance. Many pilots do not seem to understand the relationship between pitch, power and aircraft performance even though they have had the relationship explained to them many times. Perhaps that is because these relationships have not been reinforced sufficiently during their flight training.

For example, after setting one notch of flap for takeoff, it is not unusual to miss the need to raise the flaps when transitioning to cruise or cruise climb. If the flow pattern approach were used, the pilot would have the advantage of a double check via the checklist. Betcha there aren't very many people who have not been in the situation of wondering why the airplane is not reaching cruise speed after takeoff, only to discover that the flaps were still in takeoff mode. I confess I've done that.

In summary, the points being made are twofold. First, whenever possible, use the checklist not as the primary means of establishing the aircraft configuration, but rather as a necessary means to back up the pilots actions. Second, I believe we need to continuously emphasize the need for the pilot to be aware of and monitor aircraft performance and flight configuration at all times. This should be in addition to, not in lieu of, the FOM and checklists.


**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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## Doolittle Raiders Honored With 'Final Toast'



(L/R) Doolittle Raiders: Lt. Col. Edward J. Saylor, engineer-gunner of Crew No. 15; Lt. Col. Richard E. Cole, co-pilot of Crew No. 1; and Staff Sgt. David J. Thatcher, engineer-gunner of Crew No. 7. The fourth surviving raider, Lt. Col. Robert L. Hite, co-pilot of Crew No. 16, was unable to attend due to health reasons.

WRIGHT-PATTERSON AFB, OHIO – The Air Force hosted the famed Doolittle Tokyo Raiders' final toast to their fallen comrades during an invitation-only ceremony, November 9, 2013 at the National Museum of the U.S. Air Force in Dayton, Ohio.

"Tonight is a night of conflicting emotions: pride in our Doolittle Tokyo Raiders, sorrow at the end of a mission, and a myriad of other emotions," retired Maj. Lloyd Bryant, the Master of Ceremonies, said as he opened the ceremony.

On April 18, 1942, 80 men achieved the unimaginable when they took off from an aircraft carrier on a top-secret mission to bomb Japan. These men, led by Lt. Col. James H. "Jimmy" Doolittle, came to be known as the Doolittle Tokyo Raiders.

The ceremony was attended by three of the four living

Doolittle Tokyo Raiders: Lt. Col. Edward J. Saylor, engineer-gunner of Crew No. 15; Lt. Col. Richard E. Cole, co-pilot of Crew No. 1; and Staff Sgt. David J. Thatcher, engineer-gunner of Crew No. 7. The fourth surviving raider, Lt. Col. Robert L. Hite, co-pilot of Crew No. 16, was unable to attend due to health issues, but he was there in spirit!

Among those in attendance for the ceremony included Acting Secretary of the Air Force, Eric Fanning; and Chief of Staff of the Air Force, Gen. Mark A. Welsh III. Fanning and Welsh presented the Raiders with an Eagle as a token of their appreciation and gratitude.

Cole was then asked to open the 1896 cognac and give a toast. The year of the bottle of cognac is Doolittle's birth year.

"Gentlemen, I propose a toast," Cole said. "To the gentlemen we lost on the mission and those who have passed away since. Thank you very much and may they rest in peace."

The 80 silver goblets in the ceremony were presented to the Raiders in 1959 by the city of Tucson, Ariz. The Raiders' names are engraved twice, the second upside-down. During the ceremony, white-gloved cadets poured cognac into the participants' goblets. Those of the deceased were turned upside-down (AFNS).



B-25J Mitchell Bomber "Panchito"  
MGN Photo by Mike Nightengale.

## President Kennedy's Air Force One Now On Display



DAYTON, OHIO – Boeing VC-137C SAM 26000 (Air Force One) on its final landing on May 20, 1998, at the National Museum of the United States Air Force.

(U.S. Air Force Photo)

DAYTON, OHIO – On Nov. 22, 2013, the world marked the 50th anniversary of the assassination of President John F. Kennedy. One of the most historic artifacts associated with

that fateful day is on display at the National Museum of the U.S. Air Force.

Special Air Mission (SAM) 26000, Kennedy's Air Force One, is exhibited in the museum's Presidential Gallery. He flew aboard SAM 26000 to Dallas, Texas, where he was assassinated on Nov. 22, 1963 – and it was on this airplane that Vice President Lyndon B. Johnson was sworn in as the new president. SAM 26000 then carried Kennedy's body and Johnson back to Washington, D.C.

This U.S. Air Force Boeing VC-137C aircraft was the first jet made specifically for use by the President of the United States. Built in 1962, this aircraft carried eight presidents: Kennedy, Johnson, Nixon, Ford, Carter, Reagan, George H.W. Bush and Clinton, in addition to carrying heads of state, diplomats and other dignitaries and officials, on many historic journeys. More information about the aircraft and its most historic missions is available at [www.nationalmuseum.af.mil/factsheets/factsheet.asp?id=570](http://www.nationalmuseum.af.mil/factsheets/factsheet.asp?id=570).



# Grassroots, Recreational Flying



## Honor Paul: Join The Sport Aviation Association & Support Grassroots, Affordable Flying!

by Ed Leineweber

I guess I wasn't paying attention, but somehow I missed until just recently the emergence of the **Sport Aviation Association** (SAA) on the grassroots aviation scene. Maybe you've missed it too, and don't know that this "little guy, true grassroots" effort was originally formed by Paul H. Poberezny many years ago. Here's a brief introduction to the SAA, its early beginnings, present status and future mission.



Ed Leineweber

The history of the Sport Aviation Association is itself fascinating. According to records on file with Wisconsin state government, SAA was formed as a non-profit corporation by Paul on November 5, 1970, only 17 years into EAA's now 60-year existence. Apparently Paul saw a problem with the image in the word "experimental," and considered promoting the broader concept of "sport" aviation. However, the idea and the new outfit languished for many years, while Paul was occupied making the Experimental Aircraft Association into the world-class aviation organization it has since become.

Paul's vision did start to come into focus, however, in 1996, when the late Jimmy Leeward – air racer, former EAA board member and founder of Leeward Air Ranch, Ocala, Fla. – took an interest and made a financial contribution to get



Ed Fisher with the Mong Sport prototype, hanging in the Aircraft Spruce East showroom last Spring. Designed by Ralph Mong in 1953 around the Continental A65, 400 sets of plans were sold, but only 77 aircraft were built and flown. Modified Mongos were successful air racers. How many are still flying, how many are easily made airworthy again and where are all those plans sets?

things rolling. Paul's daughter, Bonnie, and son-in-law Chuck Parnall, were also a big help in those days with organizational details. SAA held its first convention in the year 2000 at the Frasca Fly-in at Frasca Field, near Urbana, Illinois, facilitated by Paul's and Audrey's long-standing friendship with Rudy and Lucille Frasca.

By 2005, SAA had a mailing list of 2200 interested folks, including about 700 active members, and put out a magazine called *To Fly*. But for various reasons, Paul decided to abandon this effort, ceased publication of the magazine, and disband the organization that same year. (The funds in the SAA treasury were donated to help establish the Founder's Wing at EAA headquarters.)

Although many encouraged Paul to keep SAA going, and several even approached him to take over the reins, Paul took no action until 2012, when a guy named Ed Fisher wrote Paul urging him to reactivate the organization. Shortly thereafter, Paul told Ed, **"Now is the time, and you are the man."**

It would be hard to reject the mantle when anointed by Paul Poberezny himself to take up the mission of SAA, and Ed did not shrink from this responsibility. Instead he embraced

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A Wittman Tailwind spotted at the 2013 Camden, S.C. Vintage Aircraft Association Fly-In. Designed by the late Steve Wittman in 1953, this two-seater has a maximum speed of 200 mph! Plans are still available, and about 350 have been built. The Tailwind was the first design under the then-new Experimental Amateur-built Category that the FAA approved to carry a passenger. Surely there are more than a few grounded aircraft still around that could easily fly again with a little TLC.



A pair of C model Baby Aces spotted at the 2013 Triple Tree Fly-In. The one in the foreground was built by the late Ernie Carlson, Youngstown, Ohio, in the '60s. These iconic early homebuilts, designed by Orland Corben in 1929, the rights to which were later purchased by Paul Poberezny, are still being built today. With nearly 500 finished aircraft, surely there are many out there waiting to be "discovered" and restored.

it, along with a core of SAA volunteers determined to make this organization work the second time around. Together, they have accomplished much in barely more than a year.

Starting with the old 2005 roster, approximately 2600 questionnaires were sent out to prospective members of the revived organization. Today, SAA boasts of almost 800 members, and shows a modest but steady growth trend.

Ed Fisher serves as president. Inducted into the EAA Homebuilders Hall of Fame in 2011, Ed is a design contest winner, two-time Oshkosh Grand Champion Lindy Award winner, and builder of 18 aircraft from scratch. He admits to having more fun building than flying, and counts 30,000 hours of builder time. He is a certificated A&P mechanic.

In his younger days, Ed was a pylon air racer, aerobatic pilot, and very active for decades in the Formula One and Formula Vee/Supervue air racing scenes as a volunteer, builder and pilot. Now, at 59, Ed primarily makes his living doing custom fabrication and restorations, and as a consultant to individual aircraft homebuilders and companies in the homebuilding industry.

Mostly these days, however, Ed's passion is the Sport Aviation Association, for which he volunteers hundreds of hours, trying to get it back up and running, as Paul envisioned when he entrusted the organization to his care.

But SAA is an all-volunteer organization, and Ed is only one of a dedicated core of true believers putting their hearts and souls into this effort. The SAA website, [www.sportaviationassociation.org](http://www.sportaviationassociation.org), lists the current board members, officers and regional representatives, including Butch Harvey, vice president, and Val Fisher, secretary/treasurer. Jeff Lange co-edits *To Fly* magazine with Ed.

At the beginning, the organization was totally donation-based, and faced real challenges when it came to budget time. Recently, the board decided to go to a dues-based format, effective in January. But at \$28 per year, membership in SAA should still be within the reach of all who are interested. For

all you One-Percenter out there, additional donations at renewal time will be most welcome!

"So what's the point?," you might be wondering. "Why create another aviation organization, adding yet again to the alphabet soup that comprises the GA community?" Good

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question, and one that each must address as we consider joining forces in this latest effort. I can only tell you why I decided to sign up as soon as I learned of the existence of the Sport Aviation Association.

First, it wasn't to be part of an organization dedicated to competing with EAA, of which I am a long-standing, proud and dedicated member. Judging from the statements on the SAA website, Ed and the others there look at it the same way. It says, "Before you read further, it is important that you know and understand that we are NOT in competition with EAA. We want to complement EAA's efforts and help retain the heritage of the amateur aircraft builder. Our mission is not political – it is simply to encourage the fun, fellowship, and camaraderie that is so special and unique to aviation." This put me at ease on that



The author's personal favorite '60s era homebuilt, the Bowers Fly Baby, shown here in the biplane configuration. Winner of the 1962 EAA design contest, hundreds of plans were sold in the years that followed, and several hundred were built. While builders are still today making sawdust around Fly Baby projects, and a couple of new ones appear on the FAA Aircraft Registry each year, many projects were never finished, and many once-flying airplanes now sit in garages and hangars, not having flown in years. Yours is out there somewhere.

point.

Next, the SAA vision statement resonated with me, dedicated as I am to trying to promote affordable grassroots, recreational flying. I won't quote the entire lengthy statement, but encourage you to go to the site and read it for yourself. It is enough to say here that it can be summarized in the statement from the opening paragraph: *The Vision and Purpose of the Sport Aviation Association is to promote fellowship, learning, and safety for the grassroots 'little*

*guy' of recreational aviation.* Amen to that!

Just how the SAA is going to realize its vision remains to be seen, especially as it attempts to build its strength and evolve from roots as an all-volunteer, donation-funded, organization. But one possible avenue to pursue is what brought me in contact with Ed Fisher in the first place. I was referred to him by Robert Taylor, founder of the Antique Airplane Association and the Air Power Museum, based at Antique Airfield, near Blakesburg, Iowa.

As you might know, and as I have previously written, Bob Taylor has created an offshoot of the AAA known as the *Legacy Log of Homebuilt Aircraft*. Bob's insight is to recognize the restoration of old homebuilt aircraft as a potential source of safe, affordable flying machines. Ed Fisher shares this belief as well, and likes to refer to antique homebuilts as a "new category of aircraft."

Our hunch is that there are hundreds, maybe thousands, of partially-completed or once-flying aircraft out there in barns, hangars, garages and basements that can be finished or restored to a condition for safe flight at affordable prices. We intend to pursue this concept vigorously in the future in various ways, and see what comes of it.

Meanwhile, you can help, and enjoy the ride at the same time, by joining the Sport Aviation Association. And while you're at it, join the Legacy Log of Homebuilt Aircraft as well. Let's see what we can accomplish! Paul would be pleased.

**EDITOR'S NOTE:** Ed Leineweber is an aviation, litigation and business attorney practicing in Madison, Wisconsin. He is a Certified Instrument Flight Instructor (CFII) and holds a Light Sport Repairman Maintenance Certificate. A retired Wisconsin Circuit Court Judge, Leineweber once operated two fixed based operations and managed the airports where they were located. □

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# One On One With AOPA's New President & CEO, Mark Baker

by Dave Weiman

I had the opportunity to interview newly appointed AOPA President Mark Baker at his request. He wanted *Midwest Flyer Magazine* readers to get to know him, and he sought the aviation press as a major way to do that.

I felt comfortable with Mark from the get-go. We both grew up in the Twin Cities metropolitan area and learned to fly there... we both worked in lumberyards as college students... we both took our ground school instruction in the same Aeronautical Science building on the University of Minnesota campus, and graduated from that university... and we know many of the same people in the flying community, and attended some of the same aviation events over the years. Our paths definitely crossed, and why we never met before now, I don't know, but we certainly got better acquainted during the interview.

Mark joined the University of Minnesota Flying Club and trained under our mutual friend, Waldo Anderson. Waldo trained Mark for his seaplane rating, commercial pilot certificate – all the way up to his high-altitude endorsement flying Citations. He has owned a number of airplanes over the years, from the J-3 Piper Cub he still owns today, to Cessna Citations he used as president and CEO of some major corporations like Home Depot and Gander Mountain. He recently purchased a gorgeous Beech 18 on floats that was owned by Al Lund of Hayward,



Mark Baker

Dave Weiman

Wisconsin – a plane I have seen and photographed at the “Minnesota Seaplane Pilots Association Annual Safety Seminar & Fly-In” on East Gull Lake in Brainerd, Minnesota. Mark has also attended that event many times.

I came away from the interview knowing that he has turned around a lot of corporations to make them more profitable. While many of the same principles in the business world can be applied to organizations such as AOPA to add value to their memberships, as a long-time member himself, Mark knows that the main job of AOPA is “advocacy,” which we would all agree with.

**With advocacy being front and center on Mark Baker's agenda, I asked him what he felt is the single biggest threat to GA?**

“I think if you reflect on what happened with sequestration this past year, budget cuts are real and affect a lot of pilots. We have to make sure that the right interests are protected, and that's AOPA's job.

“We need to work with other aviation organizations, such as GAMA, NBAA, NATA and EAA to bring to the FAA's attention the things that are really important to us. We realize the FAA needs to cut some areas, but we have to help the agency realize what is important to us, and what is not important to us, so officials can make cuts where it will do the least harm to general aviation.”

**What is your take on the potential for more “user fees” and what should we as a pilot community be doing to avoid them?**

“My first inclination is that we need to work on the cost side first - help find savings where we can. I think there is a lot of opportunity here. In a perfect world, we would have everything, but that's not very realistic.

“For instance, do VORs need to be funded when they are seldom used for navigation? Can we eliminate redundant approaches that are seldom used? Getting amendments to Part 23 approved to lower aircraft certification costs would also help. Changes in the Third Class Medical would save the FAA \$11 million without compromising safety. At the same time, it would save pilots money that could be better spent on new equipment that would enhance safety.

“I will be meeting with FAA Administrator Michael Huerta very soon and will discuss this. We cannot do what we have done in the past. We must prioritize!

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"We want to work with the other national aviation organizations and hopefully come up with a cohesive list of services we want to keep, and those we can do without."

**As president of AOPA, what is your position on the fees being charged EAA AirVenture Oshkosh for air traffic control services?**

"I am a big supporter of EAA and the leadership of EAA, Jack Pelton. Our elected officials have to decide what authority the FAA has in this regard, and we need to know what we can expect going forward."

**What do you feel about the "privatization" of the air traffic control system?**

"My first reaction is that Congressional approval of FAA budgets and long-term public oversight of the air traffic system is critical. I am concerned with what's going to happen in the months and years ahead."

**Do you support NextGen to the point that you are willing to accept a system of user fees above and beyond the federal excise tax on aviation fuel?**

"Continual improvements in aviation navigation and communication will evolve, and we want to support that because we don't want to be left with 20th century technology when there is much better and safer technology available. But how it gets paid for is another issue. I'm not a fan of user fees when there are costs that can come out of the system. The FAA wants a safe system as much as we do, so hopefully we can work together on this and reach

a common goal."

**What did you accomplish at each of the corporations you worked for?**

"I got my start in business working at Knox Lumber Company off Prior Avenue in St. Paul, which was started by a couple of World War II pilots. I started with Knox working retail in 1975 for \$2.29 per hour. While at Knox, and going to school full time at the University of Minnesota, I learned to fly, and bought my first airplane – a Cessna 150. After 15 years at Knox, I ended up becoming vice president of marketing, and helped the owners sell the company.

"I first started using an airplane for business when I went to work for Scotty's in Florida as vice president of merchandising. I was flying a Cessna Cardinal RG at the time.

"After I helped sell Scotty's, I went to work for Home Club in Orange County, California and bought a Beechcraft Debonair to fly to stores up and down the West Coast.

"I joined Home Depot in 1994 as president of its Midwest Division and opened up all of the stores in that region flying a Beechcraft Baron from store to store. That division grew from nothing to \$6 billion in sales in 5 years.

"I then moved to Atlanta as Chief Operating Officer of Home Depot and bought a Cessna Citation 500 to commute to my home in the Twin Cities.

"After that, I became President and CEO of Gander Mountain, where I initially opened up 25 new stores and then another 100 stores, increasing sales to \$1 billion a year. I was traveling

quite a bit then and flew the company Citation a lot."

**Was that your idea to hang bush planes from the ceilings of all of the Gander Mountain stores?**

"Guilty as charged!"

"After Gander Mountain, I became President and CEO of Scott's Miracle Grow and commuted in a CJ from Minneapolis to Columbus, Ohio.

"I finally ended up at Orchard Supply – an 85-year-old hardware and garden center headquartered in California, where I worked hard to resurrect its customer service, then left that position in March of 2013."

**Do you feel that an association should be operated like a corporation, and if so, why or why not?**

"There are parallels. You must have value, whether buying a product from a business or paying a membership fee to an association. The main difference is that in an association, your primary concern is what is important to the membership.

"Advocacy, protecting our freedom of flight, working hard on getting the Third Class Medical changed, and making changes in Part 23 aircraft certification seems to be important to members. What will help is that general aviation has the largest caucus in Congress today."

**What are your plans in your first 90 days at AOPA?**

"Getting closer to members and to put more focus on protecting our airports."

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### How did the decision to discontinue the annual AOPA Aviation Summit come about?

"I visited with the staff in my first days on the job. After exploring our options, it was clear to me that we had to change the format from one national convention to multiple regional fly-ins. It was time for a change!

"There's obviously a lot of good that comes from members getting together at one central location once a year – an exchange of ideas and thoughts, seeing new products – but this can be expensive for both members and the association.

"Whenever you hold an event where there is a common bond, it is good, so we want to continue that, but in a regional format. AOPA started with a fly-in in 1962, and as the industry has gone through a lot of changes over the years, we are going full circle to return to that fly-in format to reach our members."

### In your opinion, how can the industry best grow and expand itself?

"By increasing airport access. I am really bothered by tall metal fences and no trespassing signs at our airports today. We need airport ambassadors – airport tours. I want more airports to have FUN, again. We don't want airports to be exclusive. We want them to be inviting places to go where there are picnic tables, cookout grills and it is easy for the general public to watch airplanes. We want to get our communities involved with our local airports."

### What can pilots do to protect their right to fly?

"The first thing is to join AOPA. One other thing is for members to engage with their state legislators and local elected officials. We need visibility in our state houses around the country and for members to be in close contact with their federal elected officials."

### What percentage of AOPA members do you feel are familiar with industry issues?

"A high percentage due to our communications with them.

"I am proud of what the staff does with the magazine, and the traffic we have on aopa.org. We have a devoted membership and staff."

**EDITOR'S NOTE:** I solicited some questions from some of our readers. Here is what concerns them:

*For many years, I have seen GA going the way of Europe in so far as there's a light sport/pleasure market on the one end, and a turbine/jet market on the other. This is leaving a huge gap and resulting decline – and I think the eventual loss – of personal transportation aircraft that you and I fly. What does Mr. Baker see that will renew the personal transportation market in the United States?*

"I understand that part because I have been flying for business and pleasure all my life. Changing Part 23 certification will help lower the cost of aircraft and avionics

and make flying safer, and so hopefully more people can enjoy flying for personal transportation."

**One of the most important issues I see facing the pilot community is the lack of cooperation from the FAA to help solve pressing issues, such as helping to address the decline in student starts and controller staffing and cost issues. Instead, the FAA wastes resources in creating and enforcing annoying/meaningless regulations and unilateral mandates. It's almost as if the FAA has become a slow moving, non-directional/adversarial force. What can we do as a pilot community and fraternal organization to regain significant influence to facilitate the concept that the FAA exists to serve its customers? I have never felt so unwelcome by the government since I became a pilot in 1969. We are NOT drones.**

"I understand the rant, but the FAA is not an enemy at the end of the day. The FAA has a situation on its hands. The agency is trying to fill too much on the menu. We need to help them rearrange the deck. I think there are a lot of great people in the FAA trying to do it all with limited resources. We have to work together to make sure we protect the things that matter most to us. I look for progress, but it will certainly be a challenge."

**EDITOR'S NOTE:** More on AOPA and Mark Baker beginning on page 26. □

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## Cross-Country To AOPA's Final Summit

*by Dave Weiman*

**W**henever the AOPA Aviation Summit is held east of the Rockies, I like to fly our 1976 Cessna 182 Skylane there myself, rather than go on the airlines. Time-wise, Peggy and I did well flying to this year's Summit in Fort Worth, Texas, October 10-12, 2013, with tailwinds both directions. Schedule-wise, we went on our

AOPA Pilot Editor-In-Chief Tom Haines (left) and AOPA President & CEO Mark Baker (right) congratulate former USMC Lt. Andrew Kinard (center) for being the first recipient of the AOPA-Able Flight Scholarship, and for obtaining his Sport Pilot Certificate. *Dave Weiman Photo*

schedule – no one else's. Cost-wise, fuel cost us about \$200.00 more than the cost of two airline tickets. Enjoyment-wise, you can't beat flying yourself.

We packed a lunch, lifted off a grass airstrip near Madison, Wisconsin at 9:00 am, landed in Joplin, Missouri for fuel, then touched down at Fort Worth Meacham International Airport at 4:00 pm. (The service at both airports was exceptional!)

We deliberately arrived two days before the Summit began to beat the rush, and have time to see some of the sites. We were the second aircraft to arrive for AOPA, just before Hal Shevers of Sporty's pulled up in his Citation.

I tied down in the grass next to a Bonanza. More than 200 other aircraft joined us in the days that followed, and 10,614 other attendees.

We were looking forward to AOPA's last Summit before the change to "regional" fly-ins in 2014. We have met lots of wonderful people over the years, and have some terrific memories, but believe that we will meet even more of our readers at the regional level.

Barely two months on the job, this Summit was very



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important to newly appointed AOPA President and CEO Mark Baker in meeting members and sponsors, and setting the course for the years to come.

He opened the general session on Thursday with a spirited call to preempt mandated sequestration cuts to the Federal Aviation Administration's (FAA) budget with smart reductions that do more for pilots, to increase pressure on the FAA to expand the driver's license medical standard, and to open up public access to airports nationwide.

"We're going to take a hard look at FAA spending and come up with our own suggestions for saving money," he told a crowd of over 1,000 members at the Fort Worth Convention Center. "We know that costs have to come down. But we also know that some cuts make a lot more sense than others."

Baker noted that during a previous round of sequestration cuts, "there was a plan to close virtually all the contract towers in the country, and eventually our friends in Congress had to step in to keep those towers operating. We can't let that happen again, so we aren't going to wait around for people who don't understand or care about general aviation to make those choices."

Baker suggested streamlining flight service station operations and shutting down little-used VORs and instrument approaches as a way the FAA could save more than \$55 million without damaging general aviation.

"We aren't talking about getting rid of things you use, things that are important to you," he told the AOPA membership. "We're talking about not spending money on things that don't help pilots and don't improve safety."

Baker invited members to share their cost-cutting ideas with AOPA by sending an email to [FAAcostsavings@aopa.org](mailto:FAAcostsavings@aopa.org).

Baker also said he is pressing the FAA hard to approve a petition that will allow many pilots to substitute a valid driver's license for a third-class medical certificate. AOPA and the Experimental Aircraft Association (EAA) petitioned the FAA for that change 20 months ago, and more than 16,000 pilots filed comments on the idea. The FAA has so far failed to act.

"Some people at the FAA have said changing the medical isn't a priority," said Baker. "But that doesn't make sense. We estimate that letting more pilots fly with a driver's license medical would save the FAA \$11 million at a time when we know they need to cut costs."

"I brought this issue up with the FAA Administrator just last week. He is understandably worried about safety. But we feel confident that this petition ensures safety. Light Sport Pilots have been flying safely with driver's license medicals for nine years. Our proposal would actually add another layer of safety by giving pilots training in how to self-certify that they are fit to fly."

Baker, who grew up in Minnesota, described himself as "one of those airport kids. I used to ride my bike down to the field to watch the planes take off and land. That experience just isn't available anymore, but it should be."

"Airports shouldn't look like prison camps. We respect the need for security, but airports only thrive when people can use them."

Baker said he will work with the FAA and aviation security agencies to reduce the austere measures that some airports have employed to improve security, making airports more accessible to encourage both new pilots and a stronger connection with communities.

"The community needs access," said Baker. "This is how neighbors experience the value of their airports and how future pilots are exposed to GA. Watching planes take off and land is just as cool now as it was when I was a kid. Why can't our airports have picnic tables, shelters, grills, viewing areas, and playgrounds?"

Baker also touched on the future of AOPA's relationship with its nearly 400,000 members, stressing that he wants to hear directly from members about what matters to them. In light of that, he said, AOPA will forego an annual summit in 2014 and instead stage a series of about a half-dozen regional fly-ins.

"These will be full-day events," Baker said. "I'll bring you up to date on what's happening at AOPA and I'll listen to you about your concerns. We'll have seminars or other educational opportunities, have lunch together and do some flying. It will be a whole day of GA, and I can't wait to get started!"

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Andrew Kinard in control of a Light Sport Aircraft.

The night before opening day, we had the pleasure of dining with U.S. Marine Lt. Andrew Kinard of Spartanburg, S.C. Andrew is the first person to receive the AOPA-Able Flight Scholarship and was recognized on opening day by AOPA President Mark Baker and AOPA Pilot Editor-In Chief Tom Haines.

Andrew attended the U.S. Naval Academy, and upon graduation, he

passed up a Marine aviator's slot and instead chose ground duty and commanded a unit in Iraq. Within six weeks of his arrival there, he lost both legs to an improvised explosive device during a foot patrol. He has since undergone more than 70 surgeries.

During his recovery, Andrew also worked on the staff of a U.S. senator, enrolled simultaneously in business and law degree programs at Harvard University, and took up sport pilot training with Able Flight and obtained his sport pilot certificate.

Andrew's Able Flight training took place at Purdue University in Indiana, which partners with the program. He and other participants took six weeks of intensive flight training and ground school, flying twice a day on average as weather allowed.

Following a video showing Andrew flying, he told the audience at the convention center, "Be thankful for what you have got. Do not look at what you have lost, but look at what you still have." In recognition of his sacrifice, determination and accomplishment, Andrew received a standing ovation.

The Able Flight program has created 33 new pilots since its inception in 2006, thanks in part to donations from AOPA members. For information, visit [www.Ableflight.org](http://www.Ableflight.org).

AOPA again presented its top awards to deserving recipients including the "John B. Hartranft Jr. Award" to U.S. Congressman John Barrow (D-GA) for his unparalleled work on behalf of general aviation (GA) in the U.S. House of Representatives.

Rep. Barrow is the democratic co-chair of the House General Aviation Caucus and an avid GA supporter who has adamantly opposed "user fees."

A member of the GA Congressional Caucus since it was founded in 2009, Rep. Barrow and leaders of the House Aviation Subcommittee spearheaded the effort to garner support for a letter to President Obama opposing the inclusion of aviation user fees in his fiscal year 2014 budget. This letter received overwhelming support with 223 signatures, the highest number of

any Congressional letter opposing user fees to date.

AOPA's "Laurence P. Sharples Perpetual Award" went to Colorado airport advocates Dave Shepard and Steve Wood for their work on airport security issues at Grand Junction Airport as they affect general aviation. Shepard went so far as to organize an airport users and tenants association in response to concerns regarding the airport administration's approach to security, leasing and public engagement affecting the airport.

Aviation journalist Greg Brown received AOPA's "Let's Go Flying Award" for his ongoing contributions and inspiration to the flight training community, and Conor Dancy, a flight instructor at Leesburg Executive Airport, Leesburg, Va., was selected from among 956 instructors as "Flight Instructor of the Year."

Friday's keynote speakers included major league baseball all-star and GA pilot, Ken Griffey, Jr.; representatives of Walt Disney's Animation Studios; FAA Deputy Administrator Michael Whitaker; AOPA Medical Counsel, Dr. Jonathan Sackier; and NTSB Board Member, Earl Weener.

New aircraft were on display at "Airportfest" at Fort Worth Meacham International Airport. A pancake breakfast was held on Saturday, providing members with the opportunity to interact with AOPA President Mark Baker.



Honda Aircraft displayed a mockup of its "HondaJet." Dave Weiman Photo

The variety of seminars at the Summit was superb, and the convention hall was filled with exhibitors eager to demonstrate the latest in avionics,

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propellers and aircraft finishes, and promote pilot-friendly vacation destinations. Honda Aircraft displayed its Hondajet at AOPA for the first time in the exhibit hall, and Cirrus was back with its latest SR22. Most manufacturers – 17 in all -- chose to showcase their aircraft at Airportfest.

Both Cirrus Aircraft President Pat Waddick and Executive Vice President Todd Simmons were on hand to give members an update on recent product developments.

The company's 2014 SR-Series aircraft called "Generation 5," includes new features and upgrades, such as integrated LED technology, a carbon paint scheme and new interiors, and lighter weight, high-performance brakes and tubeless tires.

Cirrus, headquartered in Duluth, Minnesota with manufacturing facilities also in Grand Forks, North Dakota, continues to make progress to certify its "Vision SF50" personal jet, including acquisition of manufacturing equipment. The next step is to build conforming aircraft for further certification testing. The company confirmed that the first delivery is still scheduled for late 2015.

Since 1939, AOPA has protected the freedom to fly for thousands of pilots, aircraft owners and aviation enthusiasts. With a membership base of nearly 400,000, AOPA is the largest aviation association in the world. AOPA is headquartered in Frederick, Md., and has offices in Washington, D.C., and seven regions across the country.

AOPA provides member services that range from advocacy at the federal, state, and local level to legal services, flight planning products, safety programs and award-winning media products. If you are not currently a member, please consider joining to make GA's voice even stronger ([www.aopa.org](http://www.aopa.org)).

Watch for announcements about the 2014 regional fly-ins in upcoming issues of *Midwest Flyer Magazine*, and plan on making at least one of them your best cross-country flight of the year!



Cirrus Aircraft President Pat Waddick.  
*Dave Weiman Photo*



Cirrus Aircraft Executive Vice President Todd Simmons.  
*Dave Weiman Photo*

## Small Airplane Revitalization Act Passes Both Houses

WASHINGTON, D.C. — On November 14, 2013, the General Aviation Manufacturers Association (GAMA) announced the passage of the "**Small Airplane Revitalization Act**" (H.R. 1848) by the U.S. House of Representatives. The bipartisan bill requires the FAA to implement the recommendations of FAA's Part 23 Reorganization Aviation Rulemaking Committee (ARC) by December 31, 2015. The bill, which was introduced in the U.S. Senate by Senators Amy Klobuchar (D-MN) and Lisa Murkowski (R-AK) also in May 2013, passed the Senate in October 2013 and now heads to President Obama for his signature. □



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# Getting Seaplanes South For Winter Training!



Adventure Seaplane's Cessna 180 with AOPA President Mark Baker's Beech 18 at Adventure Seaplanes' dock at Lake Pierce, Fla.

Woody Minar Photo

by Woody Minar

**T**he weather has turned cold in the Midwest, and the snow is threatening, so it's time for Brian Schanche's Adventure Seaplanes operation at Surfside Seaplane Base (8Y4) in Lino Lakes, Minnesota, to head south to Florida for the winter.

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Three or four seaplanes are normally in the three-day, 1200-mile migration, but this fall, a fifth plane – a Twin Beech 18 – owned by the new president of the Aircraft Owners and Pilots Association (AOPA), Mark Baker, was along for the trip. Flying with Mark to document the trip was *AOPA Pilot* magazine editor-in-chief, Tom Haines, and videographer, Warren Morningstar. (Expect to read about our trip in *AOPA Pilot* magazine. Something is already posted online, along with a video at [www.AOPA.org](http://www.AOPA.org). Search for "Weekend Seaplane Odyssey.")

Adventure Seaplanes owner, Brian Schanche, and instructors Roger Jaworski and myself, have seaplane students with us, and Thomas Walter, a German Lufthansa Captain, had a pilot with his wife getting refresher training.

The students receive training in seaplane cross-country fuel planning, which is a challenge with straight floats; airport landings are not an option. The students also learn to assess takeoffs and landings on rivers, lakes, and reservoirs; rough water, glassy water, and crosswind takeoffs and landings;

and docking, beaching, and refueling challenges at boat marinas.

During our stops in Le Claire, Iowa and Guntersville, Ala., Mark was promoting general aviation to the local television station and news media, and to residents who turned out in droves to see this unusual sight of five seaplanes, let alone a 1944 Beech 18 of which only six are flying today. At the end of the trip at Lake Pierce near Lake Wales, Fla., all three of our students received their Airplane Single-Engine Sea Pilot Certificate before returning home to various parts of the country.

In late April, the migration back to Lino Lakes begins. Anyone interested in making one of these trips (which fill up quickly) should contact Brian Schanche at [fly@adventureseaplanes.com](mailto:fly@adventureseaplanes.com) ([www.AdventureSeaplanes.com](http://www.AdventureSeaplanes.com)).

*EDITOR'S NOTE:* Woody Minar is a Designated Pilot Examiner for the Minneapolis FSDO, and Chief Flight Instructor at Osceola AeroSport in Osceola, Wis. (KOEO). He was the 2012 Great Lakes Region CFI of the Year and the Great Lakes Region FAA Safety Team Representative of the Year. □



# Heavy Bomber Weekend Lands In Madison



"Aluminum Overcast" overhead  
at Dane County Regional Airport, Madison, Wisconsin.

Dave Weiman Photo

by Greg Reigel

The week of July 26, 2013, the Boeing B-17 Flying Fortress *Aluminum Overcast* flew into Madison, Wisconsin (KMSN) to give the general public the opportunity to see – and for some, experience – an aircraft that contributed greatly to the defeat of the Nazi regime during World War II.

*Aluminum Overcast* arrived from the north, flying a low approach to Runway 18 with a left turn at mid-field to enter left-traffic and land. Although the sky was hazy, the bomber's low-pass and landing, accompanied by the throaty sound of its four radial engines, brought the message of a long past era that, for some, rekindled memories as vivid as if they were yesterday.

The B-17's appearance was part of "Heavy Bomber Weekend," a joint event presented by the Commemorative Air Force (CAF) and the Experimental Aircraft Association (EAA) that ran from Friday, July 26, 2013 through Sunday, July 28, 2013, the weekend before EAA AirVenture Oshkosh. Accompanying the B-17 was the world's only airworthy B-29 Superfortress, "*FIFI*," along with a P-51 Mustang and the B-24 "*Diamond Lil*." Other World War II aircraft, such as a C-45 Expeditor, SNJ-5, PT-26, PT-17 Stearman and T-6 Texan, were also scheduled to make appearances during the weekend.

I had the opportunity to go for a ride in *Aluminum Overcast* with several World War II veterans who had actually served on B-17s during the war.



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"A view of the Wisconsin capitol from the cockpit of Aluminum Overcast."

Greg Reigel Photo



The flight crew included (L/R) Sam Bass, Atlanta, GA and Danny Bolin, Memphis, TN.

Greg Reigel Photo

*Aluminum Overcast* was manufactured and delivered to the military in 1945, too late to see combat. Almost 40 years later, in 1983, the aircraft was donated to EAA with the caveat that it would be returned to airworthy condition and flown, rather than simply placed in a museum for display. After extensive restoration, the aircraft began touring the country in 1994, giving the general public an opportunity to take a flight back into history...to experience what it was like for the pilots and crew flying into combat.

*"Flying on the B-17 gave me an appreciation for the training my uncle had gone through, and what pilots experienced in combat in the unfriendly skies over Nazi-occupied Europe,"* said Jim O'Brien, a local businessman who joined me on the same flight. *"We owe a debt of gratitude to these veterans."*

The B-17 was the primary aircraft

used by the United States in Europe during the bombing campaign against Nazi Germany. Crewmembers flew thousands of missions over Germany and paid a high price. Flying at a meager 150 mph, but as high as 20,000 feet, the large aircraft was a popular enemy target for anti-artillery.

After receiving a pre-flight briefing from our crew chief, we boarded the polished aluminum aircraft on the east ramp of Wisconsin Aviation at Dane County Regional Airport.

The aircraft's interior has been meticulously restored to the condition it was in when the aircraft entered service. However, a brief visit to the cockpit revealed, fortunately for the crew, certain modern amenities, such as GPS nav/coms that have eased the load and provided a measure of safety the wartime crews sorely lacked.

As we took our seats in various locations within the aircraft, I found

myself at the radio operator's station just aft of the forward bomb bay. The crew then started the engines and a short taxi brought us to Runway 18. When the B-17's flight crew brought the throttles forward to takeoff power, I could feel the vibration and power of the radial engines, and although it was loud, it wasn't as loud as I had expected. Lumbering down the runway, the airspeed increased and, as the tail lifted off the runway, our flight crew maintained runway heading without deviation.

When we left the runway, the gear came up and a shallow bank to the right gave us a southwest departure with a course directly over downtown Madison. As we flew past the state capitol and University of Wisconsin Camp Randall Stadium, we could walk throughout the aircraft, visiting the flight deck, the bomb bays and the forward gunner's position. Although it was a warm day and I appreciated the breeze that circulated through the aircraft, I can only imagine how the crews suffered through the inhospitable cold at altitude during the war. Their insulated leather flight suits were a necessity.

After an all-too-short flight that lasted about 30 minutes, we returned to the airport, landing on Runway 18, then taxied back to the Wisconsin Aviation ramp.

The opportunity to ride in a B-17 so gallant and pristine as *EAA's Aluminum Overcast* was truly memorable. If you ever get the chance, I strongly encourage you to likewise take a flight into the past! □

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# Charting A Course To Accommodate North Dakota Aviation Growth

by Stephanie Ward

**G**rowth. It's something every airport strives to achieve. It can be measured in a number of ways: the total number of operations, the number of based aircraft, the gallons of fuel sold, the number of hours flown, or the number of commercial service passengers. No matter how you describe it, growth is a significant issue for the State of North Dakota right now. While it is regarded as a good thing on the surface, it comes with a lot of challenges. The State of North Dakota, along with a number of airport sponsors, have been working hard to find resources to address the growing demand for aviation infrastructure such as additional runway length, improved terminal buildings and aircraft hangars.



Stephanie Ward

This growth is spurred by the continued development of the Bakken Oil Field and all of the economic development that comes with this industry. Entry-level jobs at Walmart are paying \$17 per hour. Workers are driving for hours to reach the western side of the state since there isn't enough housing for them close to their jobs. This demand has affected nearly every aspect of life in the region, and communities are struggling to meet the demands for services and infrastructure – including airports.



The airline terminal building at Williston, N.D. was never built to handle 90,000 passengers a year.

Both commercial service and general aviation airports are seeing extensive growth in passengers and operations. Overall, the state has seen more than a 10% growth in the number of passengers over 2012 levels and a nearly 192% increase over 2004 levels.

In addition to these commercial air service passengers, there is also extensive growth in general aviation operations. These levels of activity are taxing infrastructure that was designed for a much lower level of use and causing significant



Sloulin Field International Airport in Williston, North Dakota, is saturated with airplanes and enplanements.

growing pains for many airports.

As an example, in Williston (KISN) the current terminal building was designed to accommodate approximately 6,000 passengers per year. They are currently processing more than 7,500 passengers per month. Ten years ago, Williston had an annual passenger-boarding total of less than 4,500 people.

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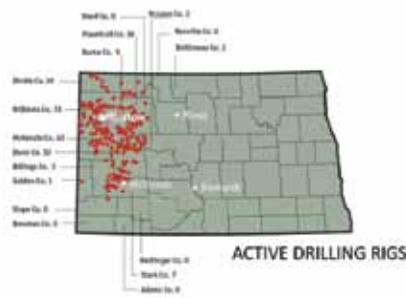
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Today, that number has skyrocketed to more than 67,500 passengers through the first nine months of 2013. It's hard to fathom such growth at a single airport, not to mention the state as a whole.

In response to these needs, the North Dakota Aeronautics Commission (NDAC) has begun an update to the State Aviation System Plan. This new document will identify specific system needs and provide a roadmap for how to achieve the needed improvements to the overall system. Working with Mead & Hunt, Inc., NDAC hopes to complete the update by the end of 2014.

Not only will the North Dakota State Aviation System Plan (NDSASP) be used by NDAC, but it will also be used by individual airports and the Federal Aviation Administration (FAA) as part of the planning efforts for the national airspace system. The updated study will utilize 2013 as the baseline year for all study assessments. The NDSASP will review the basic premises of the existing NDSASP, update the airport inventory data, evaluate progress that has been made since the previous 2007 plan, define benchmarks/development needs for the various airport classifications, identify development strategies, evaluate the approaches to the National Plan of Integrated Airport Systems (NPIAS)



Active oil drilling rigs in and around Williston, North Dakota.

and non-NPIAS airports, review impacts to the system, and develop recommendations for the next 20 years.

A very important part of the update is an airport manager survey that will be distributed to every public-use airport manager in the state. Completion of the survey is an integral part of the data collection effort and the responses will be a key element in the subsequent analysis and ultimate recommendations for the updated system plan. Airport managers are highly encouraged by NDAC to complete the survey once they receive it in December and return it to Mead & Hunt who, along with their teammate, Helms & Associates, will be compiling the results.

Kyle Wanner, Aviation Planner for NDAC, has noted that the data collection effort for the study will be very important since, in some instances, the individual needs of the airports

have changed dramatically since 2007, when the last system plan update was completed.

NDAC is also interested in comments from the general public related to the system planning process and project. Individuals will be able to share comments on the project through a project website that is currently under development. Be sure to check the NDAC webpage at <http://www.nd.gov/ndaero/> for a link to the system plan website, expected to be launched in early December 2013. Several public meetings are planned for mid-2014, which will afford the public further opportunity to provide comments and insight into the development of the plan. Questions on the project should be directed to Kyle Wanner with NDAC (Kcwanner@nd.gov or 701-328-9651) or me, Stephanie Ward of Mead & Hunt (Stephanie.ward@meadhunt.com or 517-321-8334).

*EDITOR'S NOTE:* Stephanie Ward, AICP, is the project manager for the North Dakota State Aviation System Plan and is a Manager of Aviation Planning with Mead & Hunt, Inc. Mead & Hunt provides aviation consulting services such as planning, engineering, architecture, environmental planning, construction administration and air service consulting to airports and state aviation agencies nationwide, and has recently opened offices in both Bismarck and Fargo, N.D. □

## Mead & Hunt Meets Growing Demand In North Dakota

MADISON, WIS. – Mead & Hunt, Inc. officially entered the North Dakota aviation market, opening offices in Fargo and Bismarck where Jon Scraper and Jeff Klein will lead aviation consulting services. Scraper and Klein have more than 15 years experience providing engineering consulting services to general aviation and commercial service airports across North Dakota and Minnesota.

Mead & Hunt has a nationwide network of aviation services including engineering; airport, state

aviation system and environmental planning; architecture; construction administration; and air service consulting.

Mead & Hunt's entrance into North Dakota was a direct response to the need for infrastructure improvements in the state due to the healthy North Dakota economy as a result of the oil boom.

"We saw a need and knew we had the expertise," said Ron Engel, Vice President and leader of Mead & Hunt's aviation group. "With our presence throughout the Midwest, this expansion

just made sense. We are thrilled to now be a part of the North Dakota aviation community."

Mead & Hunt is also providing transportation infrastructure services in North Dakota and is looking to add staff in this area.

Mead & Hunt has more than 25 offices nationwide in diverse markets.

For more information regarding Mead & Hunt and goals for the North Dakota office contact Ron Engel: 517-974-3308 or Ron.engel@meadhunt.com. □

# Fixed Base Operations Combine Forces To Meet Immediate & Future Aviation Needs of North Dakota

*by Dave Weiman*

WILLISTON, N.D. – Aviation has not seen such a surge in activity in the Midwest since the “oil boom” in North Dakota started over the past decade, and Sloulin Field International Airport (KISN) in Williston, North Dakota is doing its best to keep up with air transportation services with the establishment of a new flight center.

Fargo Jet Center – North Dakota’s largest fixed base operator – has entered into an agreement with Denver-based Ross Aviation and North Dakota-based Overland Aviation to expand services by purchasing the assets of Overland Aviation. The new operation is called **Williston Jet Center**. Tanner Overland has been named manager of the new operation. Experienced personnel from both Fargo and Denver operations have been summoned to assist in the transition. Aircraft maintenance and air taxi charter services will be provided in cooperation with Fargo Jet Center.

Plans are underway to improve the current facilities to accommodate the growth, while anticipating that a new airport may be built further from the city within the next 5 years pending federal funding, planning and anticipated future demand.

Meanwhile, a huge demand exists now, and the infrastructure of the city is drastically changing with new highways, increased housing and expanded services.

People in search of good paying jobs nationwide have migrated to Williston to fill all levels of employment. As a result, a lot of people have found temporary housing and are working long shifts and commuting to their



Williston Jet Center Staff.

homes every couple of weeks or months via all modes of transportation.

Hotels have been contracted by the oil industry and room rates have skyrocketed. The oil companies have built residential camps, and trailer parks are springing up everywhere. Townhouses are also being built as fast as possible. City, county and state officials have been hard pressed to meet the immediate needs of the community, and planning has been challenging.

Williston is the county seat of Williams County, North Dakota, with a population of 14,716 in 2010, according to the U.S. Census Bureau. CNN reported that as of March 2013, the population grew to 26,677 – a one-year growth of 9.3 percent. By 2017, North Dakota State University research estimates that the population will grow to 44,000.

Sloulin Field International Airport, which covers 740 acres at an elevation of 1,982 feet MSL, is located in the city and only

2 nautical miles north of Williston’s central business district. The airport is included in the National Plan of Integrated Airport Systems for 2011–2015, which categorized it as a primary commercial service facility.

The airport is mostly used for general aviation, but is also served by Great Lakes Airlines, United Express, and Delta Connection. Customs service is available for aircraft arriving from Canada and other countries. □

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## Merrill Holds Ribbon Cutting For Airport Improvements



A new parallel taxiway for Runway 7/26 at Merrill Municipal Airport, Merrill, Wisconsin.



New self-service fuel system for 100LL and Jet A.

MERRILL, WIS. – The City of Merrill, Wisconsin, the Merrill Airport Commission and Merrill Chamber of Commerce held a ribbon cutting ceremony July 23 for the extensive (\$4 million) improvements to the Merrill Municipal Airport. Invited guests, the media and some general public attended.

Planning for this project started in 2003 with a target date of 2006 for completion. The original start-up money came from an Earmark Grant from Congressman David Obey. After many delays caused by environmental issues, budget cuts from the Federal Aviation Administration (FAA) and the weather, the project finally got

underway in 2011. That year the Merrill Airport put in the new fuel system (100LL and Jet A), did most of the excavation and paved from the present terminal area to the new fuel system.

In 2012, very little was accomplished because of delays in funding. In 2013, the “2006 Project” was finished and the main improvements to the airport are as follows:

**(1) Parallel Taxiway for Runway 7/25:** This improvement made the airport much safer. Aircraft can now get off the runway right after they land and do not have to back taxi while other aircraft are trying to land. Departing aircraft can also now be ready to taxi

into position for takeoff without conflicting with other aircraft using the runway.

**(2) A new aircraft-parking ramp:** The new aircraft-parking ramp includes space for a new terminal building, a new fixed base operation (FBO) hangar, and the new fuel system.

**(3) Development of a new hangar area:** The Merrill Municipal Airport had no more space to build new hangars on the airport without this new area. The airport now has room for two large corporate hangars and six private hangars, and space for an airport-owned t-hangar, which can store eight aircraft. Also included was the infrastructure work for another area that can hold two more corporate hangars and 16 private hangars.

**(4) New AvGas (100LL) and Jet A fuel storage tanks:** The storage tank for avgas was over 30 years old and needed many upgrades to comply with new regulations. The airport commission realized to spend that kind of money on a 30-year-old system was not wise. The Merrill Municipal Airport also had no Jet A storage and no space at the old terminal to legally install one. The airport now has new state-of-the-art avgas and Jet A storage tanks in the new area. These new tanks are fiberglass and include the latest technology leak

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detection systems available. This fuel system will serve the Merrill Airport for the next 40 years. Also installed was a self-serve credit card system that makes fueling very convenient for all users of the airport.

**(5) A new vehicle parking area:**

A new car parking area for the future terminal building and other hangars and buildings that will go up in the area.

**(6) New Utilities:** Sewer and water, electrical and gas were brought into the new area for all future construction.

**(7) Fencing and Gates:** New fencing and gates were put in for security and access to the new area.

This project was funded with the vast majority of the money coming from the FAA, some funding from the Wisconsin Bureau of Aeronautics

(BOA), and some from the City of Merrill. The split on some of the project was 95% FAA, 2.5% BOA and 2.5% from the city. This last portion in 2013 was 90% FAA, 5% BOA and 5% city.

Although tax dollars were used for some of the city's share, a good portion came from another source. A large amount of crushed rock that the City of Merrill Street Department had collected and stored on the airport for years was used for the base for the taxiways and ramps. The city was reimbursed for this and that money was used for the city's share of the 2013 portion of this project. That \$70,000 produced \$1.6 million of FAA and BOA money that was used to complete this project.

Also dirt was moved from one portion of the airport to other areas for

the project where fill was needed. By not having to buy fill and trucking it to the airport, the cost of the project was lowered, allowing the airport commission to get more done with the FAA and BOA money.

Over the last few years over \$4 million worth of improvements were done to Merrill Municipal Airport. With these and other improvements done from 2003 to 2006 (lengthening Runway 7/25 to 5,100 feet, resurfacing original portions of Runway 7/25, fencing the entire airport, bringing sewer and water to the present airport area, and re-surfacing ramp areas and taxiways), Merrill Municipal Airport has taken giant steps to be ready to serve the City of Merrill and to help with the city's economic growth over the next 30 years and beyond. □

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## Mitchell Airport Extends Streak As Low-Fare Leader

MILWAUKEE, WIS. (November 12, 2013) – Even us GA pilots have to take the airlines from time to time, and when we do, Milwaukee County's General Mitchell International Airport (MKE) fares remain a bargain compared to the nation's average fares and those of Chicago's O'Hare Airport.

"According to newly-released DOT statistics for the second quarter of 2013, average air fares in Milwaukee are \$26 below the national average and \$37 less than O'Hare. There are good deals to be had at Mitchell," Milwaukee County Executive Chris Abele said. "Our average fares have been lower than O'Hare's for six years now."

Mitchell Airport is the only airport in Wisconsin or Illinois with service from all of the major domestic carriers. Mitchell's lower fares, combined with its ease of use and lower parking costs, continue to draw passengers from throughout northern Illinois.

MKE features nonstop service to 36 destinations coast-to-coast, including Boston, New York, Seattle, Los Angeles,

San Francisco, and Washington, D.C. Southwest is the largest carrier there, and its flights can only be found at Southwest.com. MKE is also served by Delta, United, US Airways, American, AirTran, Frontier, and Air Canada. International charter service is available via Funjet Vacations and Apple Vacations to six destinations in Mexico and the Caribbean.

Barry Bateman – a general aviation

pilot, himself – is airport director overseeing both Milwaukee General Mitchell International Airport and Timmerman Airport. Signature Flight Support serves general aviation at Mitchell International, and Gran-Aire, Inc. serves general aviation at Timmerman. In addition, Cessna Aircraft Company has a Citation Service Center at Mitchell International. □

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## 42-Year-Old Flying Club Adds Piper To Fleet

by Woody Minar

OSCEOLA, WIS. – The Wild River Flying Club in Osceola, Wisconsin (KOEO) recently upgraded its fleet to include a 1973 Piper Cherokee Six-300 to complement the club's Cessna 182, Cessna 172, and Citabria 7ECA. The club's Citabria was one of the last aircraft to roll off the assembly line when they were built in Osceola.

Wild River Flying Club was founded in 1971 as the "Mouseketeers" by several local pilots on a Saturday morning over breakfast in Dresser, Wisconsin. At the time, the club owned just one airplane and one hangar. Over the



Wild River Flying Club Cherokee Six

years as the club's membership and fleet grew, the club incorporated and renamed itself the "Wild River Flying Club." Today, the club has four airplanes in two side-by-side hangars, a 2000-gallon fuel system, and 31 members ([www.WildRiverFlyingClub.com](http://www.WildRiverFlyingClub.com)).

### EDITOR'S NOTE:

Woody Minar is the Chief Flight Instructor with the Red Wing Soaring Association, a Master Flight Instructor, and FAA 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](mailto:woody.Minar@CenturyTel.net)). □

## LEGISLATION

### Wisconsin Senate Passes Amendment To Recreational Use Statute To Include Private Airports.... Amendment Now Goes To State Assembly

MADISON, WIS. – The Wisconsin Senate approved a measure November 12, 2013 that will provide liability protection for owners of private airports, which are used for recreational purposes. Senate Bill 321 includes "**recreational aviation**" in Wisconsin's Recreational-Use Statute (RUS). The current statute provides liability protection for private landowners when the public uses their land for recreational purposes, such as for snowmobiling, skiing, and hiking, but aviation activities are not currently specified.

The bill was approved by the Senate Judiciary and Labor Committee on October 25, 2013 by a vote of 3-2. It now goes to the Wisconsin Assembly.

The chief sponsor of Senate Bill 321 was Sen. Joseph Leibham (R), who led the legislative effort at the urging of

Wisconsin pilot Don Kiel, Recreational Aviation Foundation Wisconsin liaison Charles Aldrian, the Aircraft Owners & Pilots Association (AOPA), and some members of the Wisconsin Aviation Trades Association (WATA).

All 50 states have a Recreational-Use Statute. The RUS is sometimes called the "Good Guy Law," which could be summed up by saying that a landowner has no liability if he allows someone to use his land without charge, and doesn't overtly create a hazard.

In part because of the absence of this protection, some private airport owners have been reluctant to allow other pilots to use their airports, and have requested that the FAA not publish the location of their airports on aeronautical charts. In an emergency, especially, being able to locate a private airport may mean the difference between life and death.

The proposed amendment in Wisconsin is in line with changes to Recreational-Use Statutes in other states throughout the country, and important to the 417 private airport owners in Wisconsin.

If this legislation is passed, Wisconsin will join 16 other states, which have already amended their Recreational-Use Statutes to include recreational aviation including Midwest states Minnesota, South Dakota and parts of Nebraska.

The following link to an article published in *Midwest Flyer Magazine* details the importance of this legislation:

<http://www.midwestflyer.com/?p=5066>. □

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## Washington Island Lions Club Fly-In Fish Boil



Jim Morris Photos



WASHINGTON ISLAND, WIS.  
– Off the tip of the Door County Peninsula in northeast Wisconsin is Washington Island, a romantic,

historical destination, where once each year, the local Lions Club hosts a fish boil fly-in. The 60th Annual Fly-In Fish Boil was held July 20, 2013, with 150

aircraft flying in. Some 700 lbs of Door County Whitefish and 500 hotdogs were served to 600 people. The 2014 fly-in will be held July 19. □

## Middleton EAA Chapter Hosts Annual Fly-In



Dave Weiman Photo

MIDDLETON, WIS. – Chapter 1389 of the Experimental Aircraft Association, sponsored its annual fly-in breakfast July 14, 2013 at Middleton Municipal Airport – Morey Field in Middleton, Wisconsin. The event attracted homebuilts, warbirds, vintage aircraft, conventional aircraft and a medical flight helicopter from the University of Wisconsin Hospital. Several hundred breakfasts were served, airplanes rides were given, as were introductory flight lessons by Morey Airplane Company. Every aircraft on the flightline was a showpiece to the people who attended, and every aircraft that landed and took off was an air show in itself. □

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## Promoting GA At The Mason Aviation Day Fly-In



*by Vickie Vandenbelt*

MASON, MICH. – Mason Jewett Field (TEW) is a wonderful general aviation airport in mid-Michigan, located 15 miles south of the state capitol in Lansing. The 4000 foot paved runway and self-serve 100LL at a (usually) competitive price, attracts aviators from across the state and beyond.

Mason Jewett is also the home of EAA Chapter 55. With over 100 members, the chapter is very active promoting all facets of aviation. The chapter hosts its Dawn Patrol Pancake Breakfast in June, plus Young Eagles rallies in June, July and

August. But the chapter's most anticipated event is the Mason Aviation Day Fly-In.

In days gone by, the chapter hosted an air show and would host a B-17 Flying Fortress or B-25 Mitchell Bomber from the Yankee Air Force Museum. In recent years, however, the chapter has down-sized to host only a pancake breakfast and grilled steak lunch and it has worked well.

This year, August 17, 2013, dawned beautiful, clear skies. Volunteers arrived about 6:30 am ready to work. The planes and cars started arriving shortly thereafter.

In total, 90 aircraft flew in and 850 people were served. People were coming and going throughout the day.

Two Cessnas, a helicopter, and a Stearman biplane sold rides.

Announcer, Dan Schiffer, was busy all day informing attendees about aviation, and describing aircraft over the public address system.

Local Boy Scout troops assisted with auto parking and cafeteria duties. The Civil Air Patrol assisted field security volunteers.

The chapter's mission is to grow participation in aviation, by inspiring people to fly, build, volunteer and outreach to promote aviation. There's no better way to do this than to invite the general public and members of youth organizations to the airport to see the planes and talk to pilots, and the fly-in accomplished this. □

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## The 10th Annual Flying Cloud Air Tour

*by Ben McQuillan*

EDEN PRAIRIE, MINN. – This year 25 airplanes from all over the Twin Cities descended upon Flying Cloud Airport in Eden Prairie, Minnesota, for the annual "Flying Cloud Air Tour," September 14, 2013. It was the best-attended fly-out in Minnesota since it began a decade ago.

The air tour started in 2004 with one thing in mind; fun! The group looks for great places to fly to within a short flight of the Twin Cities metro for flying and socializing. It's a perfect opportunity to get to know other pilots and see new flying destinations.



Jon Aiton of the Rangers Flying Club in their Cardinal RG.

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The morning started with a 45-minute presentation to establish the rules of the day while calling on the experience and thoughts of each pilot. Participants covered everything from weather to air-to-air photo operations, and when the meeting concluded, every pilot was ready to hit the throttle.

James Bungert of South Saint Paul led the way this year in his classy Cessna 172 fastback with his son and daughter as navigators.

Weather is always the concern and the group has conservative minimums as this whole thing is supposed to be fun.

Within 40 minutes after departure, the speed demons of the group, Rob and Shar Hardcopf, were on final approach to the first stop at East Gull Lake, Minn. (9Y2). By contrast, Pete Gabrail was setting the scenic pace in his semi-stealth Ercoupe in a leisurely 1 hour 10 minutes. After the first 10 airplanes had landed, the pattern was starting to get ugly.

Ben Thuringer and Dan Trout of Madden's Resort on East Gull Lake rolled out the red carpet to welcome the group with a wonderful venue for a driving range contest. If you're ever near central Minnesota, this is a great place to stop in, play the range or a full round, and catch a ride to one of Madden's great restaurants.

After tearing up the driving range (literally), the group was off to Longville, Minn. (KXVG) for lunch. As if the prospect of a crosswind landing in front of 50 fellow pilots isn't intimidating enough, Steve Shallbetter and his group of local pilots had set up a spot-landing contest on Runway 13.

The folks at Longville were the perfect GA stewards, parking all planes and giving rides into town. Patrick's Fine Dining on Girl Lake hosted lunch and suffered all of the awful pilot jokes as a result. They're just a quick 10-minute walk from the airport if the courtesy car is out, even quicker if you park your seaplane right at their dock.

The final leg home took the group just ahead of some rain showers and made them feel like real "working" pilots. The words "deviating left of course" could even be heard over the radio at some point.

Another terrific year behind them and they are already planning for next year.

For more information on the Flying Cloud Air Tour, check out the air tour page at [www.inflightpilottraining.com](http://www.inflightpilottraining.com), or email [benmcq@msn.com](mailto:benmcq@msn.com). There's no cost to join and all planes qualify to participate. □

## PEOPLE IN THE NEWS ~ KANSAS

### Kansas Inducts James Into Aviation Hall of Fame

WICHITA, KAN. – The Kansas Aviation Museum inducted Joyce Case James into the Kansas Aviation Hall of Fame November 14, 2013 at The Cotillion in Wichita, Kan.

James became the first woman in Kansas to earn her airline transport pilot certificate.

James began flying aerobatics in a Great Lakes trainer, and won the Women's National Championship in 1960 and 1965.

In 1960, she delivered airplanes for Beech Aircraft, demonstrated



Joyce Case James

airplanes for Cessna in 1961, and in 1962, she returned to Beech Aircraft to develop the Beech Aero Club program and became the first woman to become a production test pilot.

James later became principal operations inspector at the FAA's Wichita Flight Standards District Office. She now lives in Texas. □

### Russ Meyer To Receive Wichita Aero Club Trophy



Russell Meyer

WICHITA, KAN. – The Wichita Aero Club has announced that the fourth annual Wichita Aero Club (WAC) Trophy will be presented to former Cessna Aircraft Company Chairman Russell W. Meyer, Jr. The Wichita Aero Club will present its award at the annual Trophy Gala at the Doubletree Hotel by Hilton at Wichita Airport the evening of Saturday, January 25, 2014. □

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## Rosemary Leone of Phillips 66 Aviation... Pilot, Air Racer, Business Person



Rosemary Leone

**A**t one time, to be in aviation meant that you had to know how to fly, but not any more, especially in the airline industry. Even many air traffic controllers who are advising pilots on how fast they need to be on final approach, do not know what it is like being in the cockpit. Such is not the case for the Director of Aviation Programs at Phillips 66 Aviation, Rosemary Leone of Collinsville, Oklahoma. Leone is an active pilot. She has owned airplanes and her own flight school, and participated in cross-country air races.

"I placed in the top 10 in four Air Race Classics (4th in 2000, 2nd in 1999, 6th in 1994, 3rd in 1992) and in various Illi-Nines Air Derbys and the Great Southern Air Race," says Leone.

The Air Race Classic is a 2500 nm course with eight legs across the United States; the Great Southern Air Race covers

the Southeast United States into the Bahamas; and the Illi-Nines Air Derby was in Illinois.

Leone raced with Linda Schumm, who she met when they both worked at IBM in Peoria, Illinois. Leone and Schumm co-owned several airplanes together, and operated a flight school in Peoria called "Legacy Aviation."

"I actually bought half of a 1969 Cessna 172 with Linda before I had my license," Leone notes. "It worked out well as Linda was a new pilot herself, so after I got my license, we would fly places together. We learned a lot about flying and navigating by doing that. We also had the same flight instructor, Jean McLaughlin, who was always cheering us on and pushing us to learn new flying skills. It was Jean who got us involved in air racing.

"We sold that plane and bought a Cessna Cardinal. Over the years Linda and I each opted to get new ratings or certificates instead of doing biennial flight reviews and eventually Linda got her CFI, and then her CFII. A few years later I got my CFI and CFII as well.

"Linda and I kicked around the idea of starting a flight school, and in 1999, sold our Cardinal and purchased a new Cessna 172S as our first flight school aircraft."

Legacy Aviation was open for 12 years and Leone and Schumm recently closed the school, "mainly because I got married and moved away," says Leone. "It's a bit tough to keep a school going when one of the owners lives 600 miles away."

Leone reflects on that business relationship: "One thing that was interesting about owning planes with Linda is that when we bought our first plane, we really didn't know one another very well, so we treated the plane as a business and had an agreement as to how we would manage it. This made it easier years later when we opened the flight school...we already knew how to work together in a business mode."

As Director of Aviation Programs at Phillips 66 Aviation, Leone is responsible for the programs the company offers its branded FBOs, including Phillips 66's loyalty program "WingPoints," and credit card offerings. She is always looking for new programs that Phillips 66 can offer both pilots and FBOs.

"A good example of a program we offer pilots is the 'EAA Young Eagles Rebate Program' that provides a rebate to pilots for their fuel purchases made when doing Young Eagles flights," says Leone. "There are always challenges of keeping programs fresh, and also keeping pilots and FBOs aware of all of the available programs."

For additional information on Phillips 66 Aviation's pilot and FBO incentive programs, contact Phillips 66 Aviation Customer Service at **800-234-6603**, or refer to the Phillips 66 Aviation website at [www.phillips66aviation.com](http://www.phillips66aviation.com). □

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## Top FBO, EAA Volunteer, Air Show Performer, Record Holder & Governor Inducted Into Hall of Fame

OSHKOSH, WIS. – Five aviators, all with unique backgrounds, but bound by their love of aviation, were inducted into the Wisconsin Aviation Hall of Fame October 26 at ceremonies held at the EAA AirVenture Museum in Oshkosh, Wisconsin.

Jeff Baum, Walter Kohler, Sr., Arnold Ebnetter, Ron Scott, and Bill Adams were honored for their aviation achievements.

**Jeff Baum** of Watertown, Wis., is known as one of Wisconsin's most successful full-service fixed base operators as founder of Wisconsin Aviation, Inc. in 1981 with locations in three Wisconsin cities: Dane County Regional Airport (KMSN) in Madison; Watertown Municipal Airport (KRYV) in Watertown; and Dodge County Airport (KUNU) in Juneau. On December 3, 2002, Wisconsin Aviation built a \$2.5 million, state-of-the-art, general aviation terminal on the east side of Dane County Regional Airport.

Baum serves on numerous committees with state and national aviation organizations, and he and Wisconsin Aviation have been recognized locally and nationally for unselfish contributions to the advancement of aviation. Wisconsin Aviation Business of the Year, Wisconsin Aviation Person of the Year, Best of Wisconsin Business, and Best Air Charter Company in Wisconsin are just some of the awards bestowed Baum and his company.

Wisconsin Aviation has grown from a partnership with one other individual in 1981 to more than 165 employees, today.

Inducting Baum was hall of fame board member, Chuck Swain of Beaver Aviation, Inc., Juneau, Wis., who repeatedly stated that it was Baum's "confidence" in himself and in the people around him that has contributed to his success.

**Arnold Ebnetter** of Monroe, Wisconsin, is a world record holder for the longest distance for a Class C-1a gross weight airplane of 2,327 miles, a coast-to-coast cross-country that took place in 2009 when Ebnetter was 81. That feat earned Ebnetter the "Louis Blériot Medal."

Ebnetter designed and built the aircraft named *E-1*. He conceived the project while in engineering training in the U.S. Air Force (USAF) in the 1950s. Ebnetter was involved in a top-secret, high-altitude reconnaissance balloon project, and flew F-86s and F-100s in Vietnam.

Ebnetter retired from the Air Force in 1974 and went to work for Boeing as an engineer. He has rebuilt a Piper Cub and still flies a B-35 Bonanza. He has amassed more than 20,000 hours.

The late **Walter Kohler**, known as Wisconsin's "Flying Governor," used an airplane in 1928 in his successful campaign for governor, logging about 7,200 miles throughout the state. He also used his airplane to promote the development of aviation, and in 1930 was honored on "Wisconsin Day" at the National Air Races for his "indomitable enthusiasm in



(L/R) Inductees, or family representatives accepting are Bill Adams, Jr. accepting for Bill Adams; Arnold Ebnetter; Jeff Baum; Ron Scott; and Terry Kohler accepting for Walter Kohler, Sr. *AirVue Photo by Don Winkler*

the cause of aviation." As the president of Kohler Company, manufacturers of kitchen and bathroom faucets, Kohler used airplanes for corporate transportation.

**Ron Scott** of Tomah, Wis., designed and built an aircraft called *Old Ironsides* from marine fiberglass from 1964-69, which is considered to be the first homebuilt plane to use fiberglass structurally in a skin-stressed application. He got involved with the Experimental Aircraft Association in 1960 and volunteered in air show communications. He served on the EAA Board of Directors from 1971-79, and coordinated EAA's *Spirit of St. Louis* tour from 1977-80.

The late **Bill Adams** of Watertown, Wis., was a flight instructor, crop-duster, and beginning in 1952, an air show performer with the Cole Brothers Air Show flying a 450 Stearman. Throughout the 1960s, Adams operated Bill Adams Air Shows.

The Wisconsin Aviation Hall of Fame has inducted more than 100 men and women since it organized in 1985 under the leadership of the late Carl Guell of the Wisconsin Department of Transportation, Bureau of Aeronautics. The hall of fame's mission is to collect and preserve the history of aviation in Wisconsin, recognize those who made that history, inform others of it, and promote aviation education for future generations. □



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## Pan Am Clipper Pilot Turns 100

IOLA, WIS. – The Central County Flyers celebrated the 100th birthday of one of their members – Paul Johns – who flew a Pan Am Clipper during World War II. About 50 airplanes and over 100 people came out to the Iola Airport to celebrate his birthday on Friday, October 11, 2013. Each Friday the airport club puts on a lunch for pilots that fly in and for local residents, but this Friday was special.

Johns soloed a glider in 1929 at age 15. Two years later, he went on to obtain both his commercial and airline transport pilot certificates. He joined the Naval Reserve where he obtained both maintenance and radio repair ratings, and became a flight instructor for the Navy and United Airlines.



Paul Johns of Iola, Wisconsin, logged 220 flights across the Pacific flying Clipper amphibian transport aircraft for Pan American Airlines. Johns turned 100 years old on October 11, 2013.

*Dave Weiman Photo*

Johns was hired by Pan Am in 1939 to set up an instrument flight-training program for pilots flying to Europe via South America. He then started flying Pan Am's DC-3s in Central and South America. By 1944, he was flying PB2Y3 amphibian aircraft for Pan Am across the Pacific, and logged a total of 220 flights.

The Central County Flyers has a display cabinet in the main hangar with artifacts and memorabilia donated by Paul Johns, which describe his career and the aircraft he flew. □

## Wisconsin Aviation Hosts Celebration of Life For Local Pilots

WATERTOWN, WIS. – Wisconsin Aviation, Inc. hosted a celebration of life for local pilots Bob Groh, 64, of the town of Delafield, Wis., and Jim Quinn, 66, of Wauwatosa, Wis., November 23 at Watertown Municipal Airport, Watertown, Wisconsin.



Jim Quinn instructing a student.



Jim Quinn

Groh and Quinn were killed when the Piper Saratoga they were flying crashed November 5, 2013, while on approach

to the Kirksville, Missouri airport, en route from Denver, Colorado to Watertown. Quinn was the flight school manager at Wisconsin Aviation, Inc. at Watertown, and a mentor pilot for Groh, who was on a business flight at the time of the accident. The cause of the accident was not known at press time.

A memorial scholarship in Jim Quinn's name has been set up at BMO Harris Bank, 205 North Second Street, Watertown WI 53094. For additional information, contact Krys Brown at 920-261-4567 or 608-268-5000. □

## State of Wisconsin Honors EAA Founder

MADISON, WIS. – The family of the late Paul Poberezny who founded the Experimental Aircraft Association with his wife, Audrey, in the basement of their Milwaukee home in 1953, was honored before the Wisconsin Assembly Oct.



Paul Poberezny

17, 2013 with a resolution. His son and successor to the EAA presidency, Tom Poberezny, was at the ceremonies and said it was a fitting memorial to a man who loved Wisconsin and apparently was loved in return.

"His true legacy should not be measured by the economic impact AirVenture, the annual convention and air show, has on Oshkosh," said Tom Poberezny. "Rather, it should be measured by the people he brought into aviation and to the state.

"That's what he valued most; he was a people person and that's the way he wanted to be remembered."

Gov. Scott Walker also issued a proclamation acknowledging Poberezny's efforts on behalf of aviation and Wisconsin.

Paul Poberezny died August 22, 2013 at age 91. □

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Alvin Whitaker  
Dave Weiman Photo

## Vietnam Vets Remembered

MADISON, WIS. – They called it “Operation Dustoff.” The Wisconsin Department of Veterans Affairs organized ceremonies November 8, 2013, at the State Capitol to recognize the men and women from Wisconsin that served in the Vietnam War.

Wisconsin Governor Scott Walker gave praise to the veterans and dedicated a new memorial in honor of those who served.

Representing the United States Air Force was Alvin Whitaker of Waterloo, Wisconsin. Following military service, Whitaker played football at the University of Wisconsin, then became a lawyer, university professor, and general aviation pilot and aircraft owner. His father was a Tuskegee Airman during World War II. □

## PEOPLE IN THE NEWS – MICHIGAN

### Lockheed 10 Electra Aircraft Restorer Lee Koepke Passes



(L/R) Lee Koepke, Bill Polhemus, Ann Pellegrino, and Bill Payne.

YPSILANTI, MICH. – Aircraft restorer Lee R. Koepke, 87, of Ypsilanti, Michigan, passed away July 3, 2013. After serving in the Army Air Force during World War II, Koepke pursued a career as a mechanic and authorized inspector.

Koepke was known for taking a derelict 1937 Lockheed 10 Electra destined to be used for firefighting practice at Willow Run Airport, and restoring it for the 1967 “Earhart Commemorative Flight.” He went on the flight with pilot Ann Pellegrino, copilot William Payne, and navigator Bill Polhemus. The group successfully located Howland Island on the date, 30 years after Amelia Earhart was to have landed there.

Koepke’s Lockheed is on display in the National Transportation Museum of Canada, located in Kingsville, Ontario, representing Trans Canada Airlines’ first purchase of a modern airliner in October 1937.

Koepke will be remembered by many mechanics who attended the Detroit Institute of Aeronautics that he founded in 1968 and operated until it was purchased by the Michigan Institute of Technology in 1990. He retired as an aircraft mechanic at Republic Air Lines in 1980. □

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### Wisconsin Airports & Businesses Seek Sales Tax Exemption On Parts & Maintenance

MADISON, WIS. – The Wisconsin Committee On Economic Development & Local Government held a hearing October 23, 2013, on Senate Bill 348 at the State Capitol in Madison, Wis. Proponents include aviation business owners, aircraft owners and airport management who strongly urge support of both Senate Bill (SB)-348/Assembly Bill (AB)-438, the exemption of sales tax on aircraft parts, maintenance, and labor to remove a competitive disadvantage that impairs job retention and creation for Wisconsin's aerospace industries.

These bills expand the current Wisconsin sales tax exemption that currently only applies to "commercial air carrier" aircraft to include all aircraft, which is already in effect in 36 other states nationally.



Legislators met with representatives of the Wisconsin aviation community in the state capitol.  
*AirVue Photo by Don Winkler*

Aviation is an inherently mobile industry, and aircraft owners have many choices when comparing facilities to maintain their aircraft, especially when these facilities are within a short distance of one another. With surrounding states near Wisconsin offering exemptions on maintenance, parts, and labor, business is literally flying out of the state of

Wisconsin and transferring good paying aircraft maintenance jobs across state lines where these exemptions exist. Each year over 100 aircraft maintenance facilities are losing revenue to these out-of-state competitors – revenue that equates to jobs, income tax revenues, and the creation of investment capital. □

### University Flying Club – Once Only Social, Now Competitive

MADISON, WIS. – "Badger Aviators" is a student organization founded in 2009 to share flying with fellow students. Each month members select a different destination to fly to, usually to have breakfast or lunch at an airport restaurant, but interest and enthusiasm in the organization has grown to be much more than that.

Josh Gilberts, the current president of Badger Aviators and a senior studying industrial engineering, decided to start the "Wisconsin Aviation Team," a competitive flying team within the organization.

In October 2013, the team participated in its first flight competition in Dubuque, Iowa, which consisted of both flying skills and ground events, including comprehension tests. Though the team did not advance in the competition, Gilberts said they surprised a lot of people by what they accomplish with limited resources.

UW-Madison was the only team competing that did not have an aviation program through its university. That means members who compete must pay for the cost of training and participating out of their own pockets. Gilberts said the Wisconsin Aviation Team plans to compete again in regionals next fall with the hope of moving on to nationals. □

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# Outagamie County Regional Airport Dedicates Wisconsin's Newest GA Terminal



by Dave Weiman

Officials at Outagamie County Regional Airport in Appleton, Wisconsin, the county board, and the business community, were on hand October 15, 2013 to dedicate the grand-opening of a new \$3.6 million general aviation terminal.

The original general aviation facility was built in 1963 near the airline terminal. The new 8,000-square-foot terminal, along with a 12,000-square-foot hangar, consolidates general aviation activities with the existing general aviation hangars on the south side of the airport.

Building features include a two-story atrium lobby, flight-planning room, pilot center, passenger lounge, fireplace for those cold winter days, and a conference room overlooking the ramp, named in honor of former airport director, Marty Lenss, who was named director at Rochester International Airport in Minnesota in May. Lenss was responsible for starting the new GA terminal, and current airport director, Abe Weber, was responsible for completing the project. Both directors attended its dedication.

*"Unlike traditional building designs, when developing this facility, the functionality was designed in detail first, and building form came second," said Lenss. "The net-zero standards of this facility align with our core values at ATW in respect to being good stewards of the environment."*



The new general aviation terminal building at Outagamie County Regional Airport, Appleton, Wisconsin.

Dave Weiman Photos

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Net-zero standards mean that the terminal was designed to produce as much energy as it consumes. The airport was one of 10 airports selected by the FAA for a pilot program for developing a sustainable master plan.

Outagamie County Regional Airport is currently pursuing LEED (Leadership in Energy & Environmental Design) Certification for the GA terminal with an expectation of the highest Platinum rating. In addition, the design exceeds current building code requirements by approximately 83%. Twelve months of performance data, such as utility usage, will be compiled for verification.

The sustainable features include geothermal heating and cooling, solar photovoltaic panels, optimized building envelop design, natural ventilation, natural daylighting, occupancy sensors, super insulated thermal mass, and a water reclamation and recycling program. In addition, regional building materials were used throughout the design to evoke a timeless aesthetic that reinforces local trades.

Matt Dubbe of Mead & Hunt was the design architect for the project and was in attendance at the dedication to answer questions and greet guests. As part of the 8,000-square-foot project, Mead & Hunt also provided architectural design and building engineering for two hangars, a maintenance hangar and a storage hangar.

Outagamie County Executive Tom Nelson commented on the facility's energy efficiency and sustainability during the dedication. Speaking on behalf of the business community was John Bergstrom, chairman and CEO of Bergstrom Automotive in Neenah, who is a frequent user of general aviation aircraft. Shannon Full, president and CEO of the Fox Cities Chamber of Commerce and Industry, expressed the importance of a first-class facility for general aviation. Representing the Wisconsin Department of Transportation was Wisconsin Bureau of Aeronautics Director David Greene.

Airport director, Abe Weber, and Platinum Flight Center general managers, Pat Smith and Pat Heil, hosted the event.

**EDITOR'S NOTE:** Platinum Flight Center is owned by Outagamie County and offers fueling and general aviation pilot services. Tailwind Flight Center, ATW, provides management services for Platinum Flight Center, and is co-owned by Pat Heil and Pat Smith – Heil is general manager in charge of administration, and Smith is general manager in charge of operations. Tailwind Flight Academy provides flight training as a stand-alone company, located inside Platinum Flight Center. PACCAIR, Inc. provides aircraft maintenance, and is owned by Tracy Schoenrock. Maxair, Inc. offers air charter services, and is co-owned by Heil, Smith and Schoenrock. PACCAIR, Inc. and Maxair, Inc. are located in the original general aviation building. □

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Standing outside the conference room named in honor of former Outagamie County Regional Airport Director, Marty Lenss, is (L/R) Matt Dubbe of Mead & Hunt who was the design architect for the general aviation terminal; Outagamie County Regional Airport Director, Abe Weber; Marty Lenss; and Platinum Flight Center General Manager, Pat Smith.

*Dave Weiman Photo*



*John Karam Photo*

# The Magic of Aviation In The Fox Cities

Wisconsin is home for many famous aviators, such as EAA's Paul and Tom Poberezny, astronaut Deke Slayton, and air racing legends Steve Wittman and Bill Brennand, to name but a few. But Wisconsin is also home to aviator, master illusionist and stunt performer, **Harry Houdini** of Appleton.

Houdini was born Erik Weisz in Budapest, Austria-Hungary, on March 24, 1874, and arrived in the United States with his family on July 3, 1878, sailing on the *SS Fresia* with his mother, who was pregnant at the time, and Houdini's four brothers. They first lived in Appleton, Wisconsin, where

6 miles in 7 minutes, 31 seconds. Shortly thereafter, Houdini put the Voisin into storage in England, never to fly again.

You can learn more about the Great Houdini at Appleton's "*History Museum at the Castle*," located in a former Masonic Temple ([www.myhistorymuseum.org](http://www.myhistorymuseum.org)).

Another museum in the area is the "*Bergstrom-Mahler Museum*" in downtown Neenah, featuring among other things, one of the largest collections of glass paperweights in the world ([www.bergstrom-mahlermuseum.com](http://www.bergstrom-mahlermuseum.com)).

If you are an outdoors person, hike the "*Red Bird Trail*" at High Cliff State Park, located on the shores of Lake



The "*Red Bird Trail*" at High Cliff State Park, located on the shores of Lake Winnebago, Wisconsin's largest inland lake.



Appleton's "*History Museum at the Castle*," located in a former Masonic Temple.

Houdini's father served as Rabbi of the Zion Reform Jewish Congregation. From 1907 on, Houdini claimed to have been born in Appleton. He died on October 31, 1926 at age 52 in Detroit, Michigan, possibly from an injury he sustained during a public appearance in which someone punched him in the stomach to test Houdini's strength before he had the chance to tense up.

Houdini became interested in flying in 1909, and had a French Voisin biplane built for \$5,000. The Voisin weighed 1,350 lbs and resembled a large box kite. After crashing once, Houdini made his first successful flight on November 26, 1909 in Hamburg, Germany. The following year, Houdini intended to fly in Australia, but experienced a month of delays due to strong wind conditions, and problems with the controls of the aircraft. Houdini finally got airborne the morning of March 18, 1910, and made three flights -- the last of which covered a distance of 2 miles and reached an altitude of 100 feet in 3 minutes, 30 seconds, making him the first person to fly in Australia. On March 21, 1910, Houdini flew

Winnebago, Wisconsin's largest inland lake. High Cliff State Park gets its name from the limestone cliff of the Niagara Escarpment, which parallels the eastern shore of the lake. The 3.7-mile trail includes panoramic views of Lake Winnebago,

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and features a statue of the Winnebago Indian Chief, "Red Bird," and a 40-foot observation tower (<http://dnr.wi.gov/topic/parks/name/highcliff/>).

The "Fox Cities Performing Arts Center" in downtown Appleton hosts Broadway shows. The \$45 million facility opened its doors to the public on November 25, 2002 ([www.foxcitiespac.org](http://www.foxcitiespac.org)).

The paper industry is huge in Wisconsin, and the "Paper Discovery Center" in Appleton tells the story of why the Fox Cities together make up the "Paper Valley." Explore the history of the first paper mill to use hydroelectric power and admire the views of the Fox River, while making your own paper to take home ([www.paperdiscoverycenter.org](http://www.paperdiscoverycenter.org)).

Conclude your visit to the Fox Cities by stopping by the "Downtown Appleton Farm Market," the area's largest farmer's market with more than 140 vendors selling fresh fruits and vegetables, exotic meats and cheeses, breads and baked goods, specialty food, and handcrafted items, while you enjoy live music. The bustling streets downtown feature more than 60 unique shops, galleries and eateries (<http://www.appletondowntown.org/events/event-highlights/farm-market>).

When visiting the Fox Cities, fly to *Outagamie County Regional Airport* (KATW) and visit Wisconsin's newest fixed base operation, *Platinum Flight Center*, where you can top off



Outagamie County Regional Airport is home to *Gulfstream Appleton*, an aircraft completion and service center for large-cabin Gulfstream aircraft.

with either 100LL or Jet fuel, and rent a car, and maybe even book a hotel room for EAA AirVenture Oshkosh, located 24 miles to the southwest. Daily shuttle service is provided between the airports during AirVenture, courtesy of *Platinum Flight Center*.

Outagamie County Regional Airport is home to *Gulfstream Appleton*, an aircraft completion and service center for large-cabin Gulfstream aircraft, including G450/G550/G650 models, as well as military and

special missions' aircraft, and several business aircraft built by other manufacturers. The company provides scheduled and unscheduled maintenance, and upgrades to airframes, powerplants, avionics and interiors.

Gulfstream located in Appleton, Wisconsin when the company purchased K-C Aviation from Kimberly-Clark Corporation in 1998. The Appleton facility was part of that acquisition.

The Appleton facility includes three hangars with slots for 21 aircraft, plus a paint facility, and is both a Federal Aviation Administration (FAA) and European Aviation Safety Agency (EASA) Part 145 authorized repair station. The company also has maintenance approvals from Saudi Arabia, Canada and Bermuda.

Gulfstream Appleton certainly adds to the "Magic of Aviation In The Fox Cities" ([www.gulfstream.com](http://www.gulfstream.com)). □

## **NEW PRODUCTS & SERVICES**

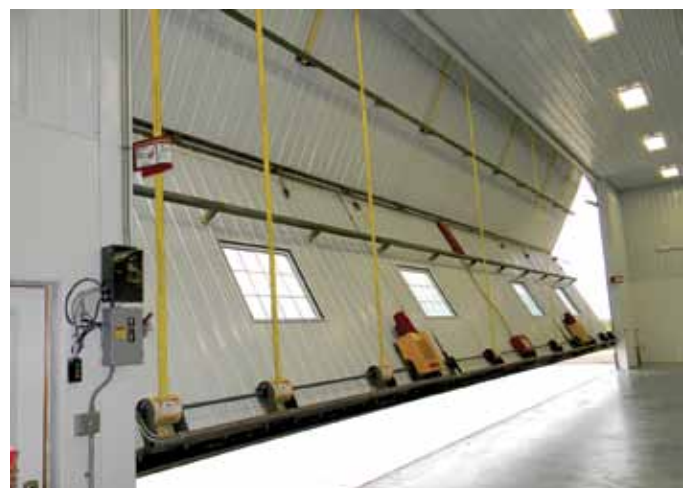
### **New Schweiss Liftstrap Conversion Kit For Tired, Old Hangar Doors**

HECTOR, MINN. – A frequent request Schweiss Doors receives is from hangar owners who want to upgrade their doors with a Schweiss Bifold liftstrap retrofit conversion to replace their outdated cable lift systems. A majority of these requests are for doors made by other manufacturers.

Schweiss Doors can meet this need. A liftstrap conversion kit is now available.

For years, bifold doors have been lifted and lowered by the conventional means of unsafe steel cables. Schweiss revolutionized this process with the invention of its patented liftstraps. Ninety-six percent of Schweiss Door customers are now demanding these strong polyester liftstraps.

Liftstraps give the hangar door more lifting capability. The strength-to-weight ratio on the straps is 29,000 lbs. tensile strength, compared to a 1/4-inch cable, which only provides a 7,200 lb. rating. They vastly outlast cables, there are no cables or pulleys to adjust, and cables have been known to break, causing damage to expensive aircraft and machinery. Schweiss liftstraps never rust, tangle or overwrap and are guaranteed for 10 years.



Patented Schweiss liftstraps have revolutionized the bifold door industry. They are safer, quieter, and faster than cables and carry a 10-year guarantee.

For more information on Schweiss doors and liftstrap retrofit conversion kits, visit the Schweiss website at [www.schweissdoors.com](http://www.schweissdoors.com) or call 800-746-8273. □

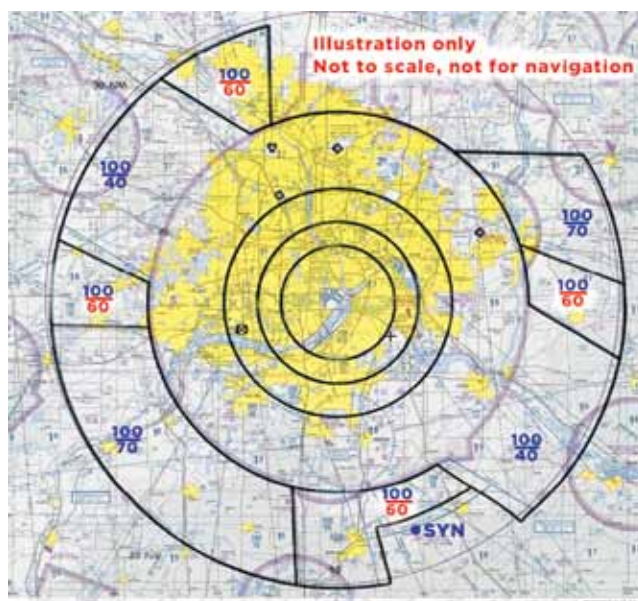
## FAA Finalizes Minneapolis-St. Paul Class B Airspace – Shelf Ceilings Lower

MINNEAPOLIS, MINN.

– The FAA gave Stanton Airfield a little elbowroom in its final redesign of the Minneapolis-St. Paul Class B airspace, although the floor of the airspace will be 1,000 feet lower just to the north when a new airspace configuration takes effect in January 2014.

AOPA expressed concern about some features of the redesign, which reduces the Class B floor from 7,000 to 6,000 feet in four sectors, including the reconfigured sector that is now just north of the airport that is home to the Minnesota Soaring Club, the largest of its kind in the upper Midwest.

AOPA noted during public information sessions on the redesign



Reduced Class B shelf floors for the new Minneapolis-St. Paul Class B Airspace are noted in red, along with a slight expansion of the cutout around Stanton Airfield (SYN) on the south side of the Class B. The new boundaries are shown in black, with existing boundaries in light blue.

that the lower Class B floor would constrain soaring, and that the presence of an adjacent sector with a 4,000-foot floor, made the airspace needlessly complex.

The FAA shifted the Class B boundaries to give Stanton Airfield, which previously straddled a boundary on the southern edge of the airspace (24 nautical miles from Minneapolis-St. Paul International), a little more room to maneuver: the lower shelf now begins roughly a mile north of the airport's edge.

The current Class B configuration will expire when the January 9, 2014, charting cycle begins. Pilots should take note of the lower Class B floors west, north, and east of Minneapolis-St. Paul as well. (James Moore and AOPA). □

## Lindbergh's Iconic Plane Lands Back Home At Lambert Airport

ST. LOUIS, MO. (Lambert–St. Louis International Airport) – Charles Lindbergh's 1934 Model D-127 Monocoupe is back where it belongs at Lambert-St. Louis International Airport. The historic plane is an iconic symbol to many who travel through the St. Louis airport. The plane was placed on display at Lambert in 1979, but removed in 2011 to make room for renovations to the terminal. During that time, the Missouri History Museum restored the aircraft and it is now suspended from the ceiling above the Concourse C checkpoint/Exit in Terminal 1.

Passengers who want to learn more about the Monocoupe will find an interactive kiosk on the upper ticketing level. The interactive kiosk covers the history of Lambert, Charles Lindbergh and the restoration of the aircraft. □





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# Aeronautics Report

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

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



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## Airport Snow Removal

by Hal Davis

WisDOT Bureau of Aeronautics

As I write this, I have yet to see my first snowflake of the forthcoming winter season, but that's likely to change any day now. The winter season means different things to different people in the aviation world. To pilots, it usually means smoother and clearer skies, better engine performance, and brushing up on your NOTAM contractions. To the men and women who keep our airports open for business, the winter season means it's time to dust off and fuel up the snow removal equipment. Just like on the public roadways – removing snow at some of the largest and busiest airports can involve a significant amount of planning, specialized clearing methods, and a fleet of heavy-duty equipment to do the job effectively.



Hal Davis

While all airport operators want to keep their airports open for business at all times, some simply don't have the staff or the equipment to keep up with an often unrelenting Mother Nature. Therefore, it's important that both airports and pilots are aware of what is required when it comes to snow removal.

For commercial service airports, the FAA requires "prompt" removal of snow. For general aviation airports, the FAA does not impose any *specific* responsibility on the airport to remove snow or ice other than providing a safe and usable facility. If a winter storm renders parts of the airport unsafe, the airport is only obligated to promptly issue the necessary NOTAM, and close all affected parts of the airport until the unsafe conditions are remedied.

The airport should then correct unsafe conditions within a "reasonable" amount of time. Naturally, you may ask, "What is reasonable?"

Ultimately, determining what is reasonable will depend on the characteristics of the snowstorm, the capabilities of the airport, and the needs of the airport users. However, in FAA Advisory Circular 150/5200-30C, Airport Winter Safety and Operations, snow clearing times are established by airport type and number of annual aircraft operations for the purpose of determining necessary snow removal equipment. The

following tables should not be interpreted as a requirement for clearing times, rather general goals under ideal conditions.

<b>COMMERCIAL SERVICE AIRPORTS</b> Annual Aircraft Operations	Clearance Time for 1 Inch of Snow (hours)
40,000 or more	1/2
10,000 – but less than 40,000	1
6,000 – but less than 40,000	1 1/2
Less than 6,000	2

<b>GENERAL AVIATION AIRPORTS</b> Annual Aircraft Operations	Clearance Time for 1 Inch of Snow (hours)
40,000 or more	2
10,000 – but less than 40,000	3
6,000 – but less than 40,000	4
Less than 6,000	6

In the heat of the battle, it's nearly impossible for any airport to keep all runways, taxiways, and aprons in a pristine condition. This makes surface condition reporting all that more critical. Pilots should know the limitations of their aircraft and their own piloting skills whenever operating with snow, slush, or ice present. As little as a half-inch of wet snow or slush can significantly decrease deceleration rates and increase the potential for hydroplaning (see FAA Advisory Circular 91-6A, *Water, Slush, and Snow on the Runway*). Airport operators must stay alert for changing surface conditions and report them via NOTAM. On the other hand, pilots must take the time to read and understand exactly what conditions are being reported.

Reporting airfield conditions in a timely manner is a requirement for all commercial service airports.

This past August, the FAA made some changes to field condition (FICON) NOTAMs. The changes are meant to bring the U.S. NOTAM System closer to ICAO compliance and make them easier for airmen to read. For more information on the changes, see FAA Order JO 7930.2N.

When reporting field conditions, a FICON NOTAM will always follow the same sequence: surface affected, coverage, depth of contaminant, and condition. For example: runway 36, patchy, thin, snow (RWY 36 PTCHY THN SN). The term "patchy" means 25 percent or less of the surface is covered. Depth of snow is expressed in terms of thin, 1/8 inch, 1/4 inch, 1/2 inch, 3/4 inch and 1 inch. When one inch is reached, additional depths are expressed in multiples of one

inch, and the use of fractions is discontinued. Airports may report a variety of surface conditions. Check out FAA Order JO 7930.2N for more information on NOTAM formatting and possible contaminants.

Reporting braking action is another crucial element to field condition reporting. Most pilots are familiar with the terms “good,” “fair,” “poor,” and “nil.” When a pilot provides a braking action report using these terms, or any combination thereof, the most critical term will always be used when issuing a corresponding NOTAM. For example, a “fair to poor” report would result in a NOTAM indicating poor braking action or BRAP. Any braking action report of “nil” or two consecutive reports of “poor” requires the runway to be closed until the contaminant is removed or the airport operator is satisfied that the condition no longer exists.

Commercial service airports will also measure and report runway friction through the use of a decelerometer. The Greek letter MU (pronounced “myew”) is used to designate friction values for a surface. MU values range from 0 to 100, where zero is the lowest friction value and 100 is the maximum friction value attainable. The lower the MU value, the less effective braking performance becomes and the more difficult directional control becomes. However, aircraft-braking performance only begins to deteriorate at a MU value of 40 or less. Therefore, any MU value over 40 is not reported.

MU values are reported in runway thirds. For example, a report of 40/30/20 means that no affect on braking performance is anticipated in the first third. However, the MU value in the middle third indicates deteriorating performance, while value for the final third indicates braking performance is significantly decreased. Pilots should use MU information along with other knowledge including aircraft performance characteristics, type, weight, previous experience, wind conditions, and aircraft tire type to determine if a runway is suitable for their unique needs. It should also be noted that no correlation has been established between MU values and the descriptive terms “good,” “fair,” “poor,” and “nil” used in braking action reports.

On the public roadways, road salt is used to melt ice and snow to increase friction values. However, did you know that the FAA prohibits the use of salt on airports? Instead, non-corrosive, environmentally-friendly alternative chemicals are used in conjunction with sand.

The winter season presents unique challenges to both pilots and airport operators. As we enter this coming season, I encourage all airports and airport users to start a dialogue focusing on safety and expectations for the season ahead. For more information on winter operations at airports, please see FAA Advisory Circular 150/5200-30C, *Airport Winter Safety and Operations*. This AC is mandatory for all commercial service airports and advisory for all other airports. □

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## Meet David Montesinos... Airport Development Engineer WisDOT Bureau of Aeronautics

MADISON, WIS. – David Montesinos joined the Wisconsin Department of Transportation’s Bureau of Aeronautics in January 1991. As an airport development engineer, Montesinos is responsible for managing projects at seven airports around Wisconsin – the largest being Dane County Regional Airport in Madison. His duties include helping the airports develop a realistic and achievable capital improvement plan; negotiating and contracting with consultants for planning, design and construction engineering



David Montesinos

services; conducting plan reviews; and working as a liaison between local sponsors and state and federal agencies.

Montesinos earned a bachelor’s of science degree in civil and environmental engineering in 1990 from the University of Wisconsin – Madison (Go Badgers!), with an emphasis in transportation engineering. He also attended the University of Maryland in Augsburg, Germany in 1984 while serving in the United States Army.

Montesinos is originally from Queens, New York, but went to high school in Appleton, Wisconsin where his sisters and parents still live. He also enjoys music production, traveling, hiking, biking and micro breweries. □

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## Engineer’s Workshop To Be Held February 2014

**T**he 2014 Wisconsin Bureau of Aeronautics Engineer’s Workshop will be held Tuesday, February 12 at the Crowne Plaza Hotel in Madison. This daylong workshop brings airport engineering consultants together with Bureau of Aeronautics engineering staff to focus on airport development projects and associated issues. Prospective attendees are asked to register by January 31. Registration information can be found by visiting: <http://www.dot.wisconsin.gov/news/events/air/engineers-workshop.htm>.

For additional information, or to submit topic ideas for this year’s workshop, contact Tom DeWinter at [thomas.dewinter@dot.wi.gov](mailto:thomas.dewinter@dot.wi.gov) or call (608) 266-8073. □







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**Cassandra Isackson, Director**

**Dan McDowell, Editor**

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## Winterscape

by Cassandra Isackson

Director, Minnesota Office of Aeronautics

**A**s we approach the

periods of winter where wind-blown snow modifies the landscape almost daily, we must also think about the other important winter weather factors that can impact airports and aviators.



Cassandra Isackson

The team of professional pilots in your Office of Aeronautics are well aware of the potential hazards that can exist in the season. They gladly share their experience and knowledge to help keep all Minnesota aviators and airports operating safely.

They advise that "hoar frost" can develop in clear air on an aircraft or automobile for instance when the nighttime temperature is at or below freezing and the metal surface of the vehicle or aircraft comes in contact with the moist air of the night. This is the frost one might see growing in fine



needle-like structures on fences and weeds. While hoar frost may not be as immediately dangerous as clear ice as it impacts an aircraft's wings shape and lift capabilities, it cannot be left on wings and control surfaces, as it is especially dangerous on takeoff.

Our professional pilots also mentioned "black ice." Black ice is a thin sheet of ice that can form on a sidewalk, road, ramp, taxiway or runway when there is sufficient

moisture and the temperature is at, or below freezing. In fact, black ice is not black at all and is actually transparent, often appearing as a shiny, black spot or area on the road, taxiway or runway. As temperatures fall to or below freezing (32 degrees Fahrenheit), it may form very quickly on bridge decks, or on patches of road. It can also form rapidly on runways or taxiways that may pass over a culvert.

We remind you to use caution and stay alert to conditions when flying, driving, or even just walking. If you discover a patch of black ice at your airfield that isn't sanded, let your airport manager know about it. They work hard to keep your airfield safe at all times, but it is possible that rapidly fluctuating weather conditions can cause equally rapidly formed slick spots to develop.

If you have questions, contact your favorite flight instructor or attend a flight safety seminar to learn the latest procedures, techniques and information to handle conditions you may encounter at the airport, as well as during flight. Please continue to make safety priority-one so that you and yours can enjoy the beauty of the season. □

## Minnesota Names New Aeronautics Assistant Office Director

ST. PAUL, MINN. – Minnesota Office of Aeronautics Director Cassandra Isackson has named Kathy Vesely from her staff Assistant Office Director effective November 6, 2013. In addition to having a passion for aviation, Vesely brings with her 35 years of transportation knowledge and experience including a background in surveying, engineering and planning.



Vesely has worked in the Office of Aeronautics since 2000. She has been serving as the Aviation Planning Director for Aeronautics for the past 5 years. Kathy Vesely and her husband are active pilots and own a restored 1968 Cessna Cardinal. She can be reached at 651-234-7193 or via email at [Kathy.Vesely@state.mn.us](mailto:Kathy.Vesely@state.mn.us). □

Kathy Vesely

## A Pilot's Winter Checklist



**M**ost pilots who have flown for a year or more have likely experienced flying in cold weather. Many may actually prefer to fly in the winter months because there are few threats of thunderstorms (at least in the more northern regions of the U.S.), generally clear air, and no bugs to clean off windscreens and leading edges! Also the beauty of the winter landscape can be awe-inspiring and can make flying in winter a beautiful experience.

Flying in winter conditions, however, brings about a need for a different set of skills and checklist items to consider. There are unique things required to protect the pilot and the aircraft and special precautions should be used when flying in winter conditions. Once the aircraft is fully prepared, there is one very important (and often under considered) part of safe winter flying that needs to be thoroughly reviewed, and that is the pilot's personal preparation.

When doing a winter walk-around, if you get cold, then it is very likely that you are not properly dressed for that

flight and the conditions you will encounter. If you are cold during your walk-around, imagine an unscheduled landing somewhere away from roads and people in those very same conditions. When flying in winter conditions, dress to survive the conditions you are likely to encounter.

Make sure your passengers are also properly dressed and prepared to survive.

The next very important consideration is your "survival kit." When flying in winter especially (and driving too), everyone should carry a survival kit.

As their "pilot in command," your passengers will look to you for support, guidance, and strength.

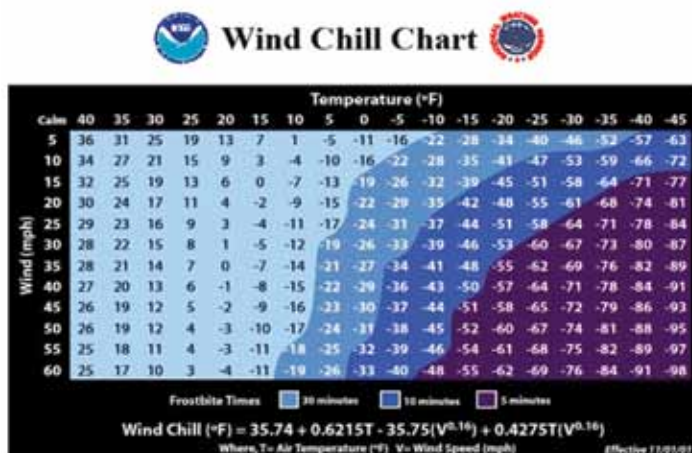
Again for the purpose of discussion here, assume there was no fire on landing and there is no danger of fire. You now have to decide whether or not to seek alternative shelter or stay with the plane. Though you have a survival kit, keep in mind that there are things in and on the aircraft that could be very useful in your survival situation. There is, for instance, gasoline that could be used for fire and warmth. Oil could be used to make thick smoke that could be more easily seen by rescuers. Aircraft upholstery can be used to wrap hands and feet to ward off the cold. The battery could be used to ignite fuel for a fire. Wiring could be used to tie things as needed.

The most important initial factors for winter survival are to stay dry, stay warm, and stay calm. Your survival kit should contain items to help you do those critically important things.

A complete kit should contain the obvious: food, water, shelter, and a first aid kit, but should also contain a life support kit to include things like a hacksaw with metal and wood blades, pliers, multiple screwdriver set, waterproof matches, a whistle, red day/night flares, and much more. Also, take time to be sure food and first aid items have not expired or leaked.

One source to get you started in your search for information is <http://www.preparedpilot.com/>.

Add to your winter checklist a reminder to verify by thorough checking, your survival gear, your survival plans, and survival information, before you fly.





## State Aeronautics Offices Remained Strong, Despite Shutdown By Federal Government



(L/R) Henry Ogrodzinski, President, National Association of State Aviation Officials (NASAO); Barry Cooper, Administrator, FAA Great Lakes Region; Pete Bunce, President, General Aviation Manufacturers Association (GAMA); Greg Pecoraro, Vice President of Airports & State Advocacy, Aircraft Owners & Pilots Association (AOPA); and Thomas Booth, Outgoing Chairman of the National Association of State Aviation Officials (NASAO). Cooper, Bunce and Pecoraro were featured speakers during the NASAO Convention.

*Dave Weiman Photo*



Originally, the administrators of each of the nine Federal Aviation Administration Regions were invited to attend the NASAO Convention, but the pending federal shutdown, which did not begin until October 1, reduced that number to one administrator who attended. Those of us in the Great Lakes Region can be proud that our administrator, Barry Cooper, not only attended, but led several important sessions about the sequestration that threatened the closure of contract towers, and future funding for airport improvements.

*Dave Weiman Photo*

*by Dave Weiman*

SIOUX FALLS, S.D. — State aeronautics directors and members of their executive staffs gather each year to discuss issues of common concern, including the pending shutdown of the federal government this fall. State directors successfully held their 82nd Annual Convention of the National Association of State Aviation Officials in Sioux Falls, South Dakota, September 28 – October 1, 2013.

South Dakota Aviation Program Manager Bruce Lindholm, his staff and the South Dakota Aeronautics Commission welcomed more than 160 attendees to the convention.

Originally, the administrators of each of the nine Federal Aviation Administration Regions were to attend, but the pending federal shutdown, which did not begin until October 1, reduced that number from nine to one administrator. Those of us in the Great Lakes Region can be proud that our administrator, Barry Cooper, not only attended, but led several important sessions about the sequestration that threatened the closure of contract towers, and future funding for airport improvements.

In addition to Cooper, FAA representatives that arrived before the start of the federal shutdown included Ben De Leon, incoming Deputy Associate Administrator for Airports, Mike O'Donnell and Abigail Smith.

Committee meetings began already on Saturday, guest speakers spoke on such topics as how best to deal with "obstructions" near airports, and awards were presented at the Tuesday evening awards dinner. The exhibit hall was filled with airport vendors eager to talk business with decision-makers.

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NASAO's Kenneth R. Rowe Ambassador of Aviation Award went to Randall (Randy) Burdette, Director of the Virginia Department of Aviation.

NASAO's Center for Aviation Research & Education presented its Aviation Education Program Award to the Wisconsin Department of Transportation for its Wisconsin Aviation Career Education Program, which provides on-the-job training each summer for 35 disadvantaged students from the Milwaukee Public School System. On hand to accept the award was Wisconsin Aeronautics officials David Greene and Scott Brummond.

NASAO's Most Innovative State Program Award went to the Colorado DOT Division of Aviation for its web-based information management system. Accepting the award was T.K. Gwin and David Gordon.

NASAO's Distinguished Service Award was presented to Carol L. Aldrich, PE, of the Michigan Office of Aeronautics. Aldrich has been employed by the Michigan Department of Transportation for nearly 23 years. NASAO Chairman, Thomas M. Booth, presented the award to Aldrich, and Mike Trout, Executive Administrator for Michigan Aeronautics, was on hand to congratulate her.

For the second year running, the State Aviation Journal, in cooperation with NASAO, presented its State Aviation Newsletter Award to the Texas Department of Transportation, Aviation Division, for its newsletter "Wingtips." Dave Fulton, Aviation Division Director, accepted the award.

NASAO members elected Christopher J. Willenborg, the Aeronautics Division Administrator for the Massachusetts Department of Transportation (MassDOT), chairman for 2014. Willenborg has been a member of NASAO since



State aeronautics directors of the Midwest: (L/R) David Greene (Wisconsin); Henry Ogradzinski, President of NASAO; Ronnie Mitchell (Nebraska); Bryan Gregory, Aviation Operations Manager (Missouri), substituting for Missouri Aviation Administrator Amy Ludwig; Cassandra Isackson (Minnesota); Dr. Susan Shea (Illinois); Larry Taborsky (North Dakota); Mike Trout (Michigan); and convention host, Bruce Lindholm (South Dakota).  
Dave Weiman Photo

November 2009 and previously served as NASAO's vice chairman, treasurer and secretary.

As immediate past chairman, Thomas M. Booth, Director, Aeronautics Division, of the Mississippi Department of Transportation, continues to serve on the NASAO Executive Committee.

Within the Midwest, regional directors for 2014 include David M. Greene of Wisconsin, representing the Great Lakes Region, and Ronnie Mitchell of Nebraska in the Central Region. Board members each serve a one-year term from October 1, 2013 through September 30, 2014. Together, the NASAO Executive Committee and the NASAO Regional Directors comprise the NASAO Board of Directors. The president of NASAO is Henry Ogradzinski.

The National Association of State Aviation Officials is



(L/R) Christopher J. Willenborg, Chairman of NASAO's Center for Aviation Research & Education, presents the "Aviation Education Program Award" to Scott Brummond and David Greene of the Wisconsin Bureau of Aeronautics for its Wisconsin Aviation Career Education Program. The program provides on-the-job training each summer for 35 disadvantaged students from the Milwaukee Public School System.  
NASAO Photo

one of the most senior aviation organizations in the United States, predating even the Federal Aviation Administration's predecessor, the Civil Aeronautics Authority. Since its founding in 1931, the association has represented the men and women in state government aviation agencies, who serve the public interest in the states, Guam and Puerto Rico. These highly skilled professionals are full partners with the federal government in the development and maintenance of the safest and most efficient aviation system in the world. They organize, promote, and fund a wide variety of aviation programs across the nation.

The NASAO Convention is the one time of the year that I am personally able to meet with the directors of many of the 12 states covered by *Midwest Flyer Magazine*. It was indeed an honor and a privilege to be invited to attend. □

## 2013 Airport Operations & Land Use Seminar

WISCONSIN RAPIDS, WIS. – More than 100 people, representing approximately 40 airports around Wisconsin, gathered in Wisconsin Rapids in late-September for the annual Airport Operations & Land Use Seminar hosted by the Wisconsin Bureau of Aeronautics. This year's seminar featured speakers from the Wisconsin Department of Transportation and Federal Aviation Administration – covering topics ranging from the management of wildlife on airports to intoxicated pilots.

Seminar presentations are available for download by visiting: <http://www.dot.wisconsin.gov/news/events/airport-operations-seminar.htm>.

Mark your calendars, the 2014 Airport Operations &

Land Use Seminar will be held September 24 and 25 at the Stevens Point Holiday Inn and Convention Center. □

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

## DECEMBER 2013

- 13\* **OSHKOSH, Wis.** - Wright Brothers Memorial Banquet at EAA AirVenture Museum. Speaker Scotty Wilson will describe his quest to build a full-scale, flyable reproduction of the Bugatti 100P racer. Tickets to the banquet at EAA AirVenture Museum are \$50 for EAA members and guest, \$60 for non-members/guest, and include the reception, full-service dinner, and evening program. Call 920-426-6823. For more information - [www.eaa.org/news/2013/2013-10-31\\_bugatti-100p-reproduction-to-highlight-eea-wright-brothers-banquet.asp](http://www.eaa.org/news/2013/2013-10-31_bugatti-100p-reproduction-to-highlight-eea-wright-brothers-banquet.asp)

## JANUARY 2014

- 14-17\* **NEW ORLEANS, LA.** - NBAA Schedulers & Dispatchers Conference at the Ernest N. Morial Convention Center. Early Bird Registration December 21, 2013. [www.nbaa.org/events/sdc/2014/](http://www.nbaa.org/events/sdc/2014/)
- 16-19 **SEBRING, FLA.** - 10th Anniversary U.S. Sport Aviation Expo at the Sebring Regional Airport.
- 30\* **BROOKINGS, S.D.** - 2014 East River

Aviation Symposium at Aviation Complex South Dakota State University 8am-5pm. The event is an IA renewal training event for aircraft mechanics with IA's but any persons interested can attend. Event posted to [FAASafety.gov](http://FAASafety.gov).

## FEBRUARY 2014

- 8 **STEVENS POINT, Wis.** - Wisconsin 2014 Mechanics Refresher and Inspection Authorization (IA) Renewal Seminar at the Holiday Inn Hotel & Convention Center. [www.dot.wisconsin.gov/news/events/air/aviation-mechanic-seminar.htm](http://www.dot.wisconsin.gov/news/events/air/aviation-mechanic-seminar.htm).
- 14-15\* **LANSING, MICH.** - The Great Lakes Aviation Conference & Expo at the Lansing Center.
- 16\* **MONDOVI, Wis.** - Annual Log Cabin Airport Ski Fly-In starting at 10am with Lunch at Noon. 44-34-39.8700N 091-32-39.5600W Elevation 850' Frequency 122.90 715-287-4205 or 715-287-3377.
- 19-20\* **EAST LANSING, MICH.** - Michigan Airport Conference at the Kellogg Hotel and Conference Center.
- 23\* **WARROAD (KRRT), MINN.** - Lions Club Ski Plane Fly-In & Breakfast. Ski Planes land on the Warroad River, wheel planes at the Warroad Airport Shuttle service available. 8am-Noon. 218/386-1818 or 218/386-2098.  
E-mail: [dpaulson@ssbwarroad.com](mailto:dpaulson@ssbwarroad.com)

## MARCH 2014

- 5\* **ST. PAUL, MINN.** - Minnesota Aviation Day At The Capitol. Anyone actively involved in aviation in Minnesota, and who believes in the importance of their local airport, is encouraged to participate. Continental breakfast at 9:00 a.m. in the Capitol (Room 316). Register On or Before January 16: \$20.00. After January 16: \$25.00. Fee Covers Lunch & Materials. Contact Gordon Hoff, Executive Director, MBAA at [gordon.hoff@comcast.net](mailto:gordon.hoff@comcast.net) or call 651-398-4649. If flying in transportation available from South St. Paul Municipal Airport/Fleming Field (SGS). RSVP with your ETA to Glenn Burke, Airport Manager, at 651-554-3350.

24-25 **BROOKLYN PARK, MINN.** - Minnesota Aviation Maintenance Technician's Conference at the Earle Brown Heritage Center. This conference is for aviation maintenance technicians, IA's, industry employers, aviation vendors, students, and you! To Register: [www.regonline.com/1282699](http://www.regonline.com/1282699) or To Exhibit Email: [Darlene.Dahlseide@state.mn.us](mailto:Darlene.Dahlseide@state.mn.us) Or Call Darlene at 651-234-7248.

## APRIL 2014

- 1-6\* **LAKE LAND, FLA.** - Sun 'n Fun.
- 8\* **JEFFERSON CITY (KJEF), Mo.** - Missouri State Aviation Day.
- 9\* **LAKE OF THE OZARKS, Mo.** - Missouri State Aviation Council (MoSAC) Meeting.
- 10-11\* **LAKE OF THE OZARKS, Mo.** - Missouri Airport Managers Ass'n (MAMA) Spring Meeting.
- 16-18 **BEMIDJI, MINN.** - Minnesota Airports Conference at the Sanford Center. [www.mnairports.org](http://www.mnairports.org). Contact Judy Meyers at 651-234-7232, 1-800-657-3922 or [judy.meyers@state.mn.us](mailto:judy.meyers@state.mn.us)
- 21-23\* **COLUMBUS, OHIO** - Ohio Aviation Association at the Sheraton Capitol Square.
- 22-24\* **TAMPA, FLA.** - NBAA 2014 Maintenance Management Conference. At the Tampa Convention Center. Early Bird Registration by April 15, 2014. [www.nbaa.org/events/mmc/2014/](http://www.nbaa.org/events/mmc/2014/)

## MAY 2014

- 2-4\* **BRAINERD, MINN.** - At Madden's on East Gull Lake. Reservations email or call Ben Thuringer [ben@maddens.com](mailto:ben@maddens.com) or 800-642-5363 or email [reservation@maddens.com](mailto:reservation@maddens.com). Other questions contact Mary Alverson 612-240-0123 or [m.alverson@hotmail.com](mailto:m.alverson@hotmail.com) or [www.mnseaplanes.com](http://www.mnseaplanes.com).
- 5-7 **WAUSAU, Wis.** - Wisconsin Aviation Conference [www.wiama.org](http://www.wiama.org)
- 13-14 **COLLINSVILLE, ILL.** - Illinois Aviation Conference at the Doubletree Hotel.
- 14 **COLLINSVILLE, ILL.** - Illinois Aviation Hall of Fame Banquet at the Doubletree Hotel.
- 31-6/1 **LA CROSSE (LSE), Wis.** - Deke Slayton Airfest featuring the U.S. Navy Blue Angels.

## JUNE 2014

- 1\* **WILD ROSE (W23), Wis.** - Pancake breakfast served from 8-11am. The Pig Roast and more is served from 11:30 until gone. There will be 50/50 raffles, airplane rides (fee is charged), gamma goat rides, and kiddie airplane train rides. This is a rain or shine event. The airport is located at N6041 Cty Rd. K Wild Rose, WI
- 20-21\* **MANHATTAN, KAN.** - (tentative) Kansas Ass'n of Airports Conference.
- 28-29\* **IOWA CITY, IOWA** - Fly Iowa 2014 "Aviation Past, Present, and Future." Drive-in, fly-in breakfast, exhibits,

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displays, air show and more from 7am-6pm. <http://flyiowa.org>

#### JULY 2014

4-5\* PHILLIPS, Wis. - Price County Airport & Harbor View Fly-In or Float-In & Lake Rattle & Roll. Aerobatic Show 4th at 7pm & 5th at 11am. 5th Breakfast at Harbor View 8:30-11:30am & Live Band 8pm-Midnite.

19\* WASHINGTON ISLAND (2P2), Wis. - Lions Club Fly-In Fish Boil starting at 10am.

28-8/3 OSHKOSH (OSH), Wis. - <http://www.airventure.org/>

#### AUGUST 2014

1-3 OSHKOSH (OSH), Wis. - <http://www.airventure.org/>

#### SEPTEMBER 2014

8-12\* MACKINAC ISLAND, MICH. - Michigan Ass'n of Airport Executives Conference at

Mission Point Resort.

24-25\* STEVENS POINT (STE), Wis. - 2014 Wisconsin Airport Operations & Land Use Seminar Hosted by the Wisconsin Bureau of Aeronautics at the Stevens Point Holiday Inn and Convention Center.

#### OCTOBER 2014

14-17\* FLORENCE, IND. - Aviation Association of Indiana (AAI) Annual Conference At the Belterra Resort Hotel.

21-23\* ORLANDO, FLA. - NBAA 2014 Business Aviation Convention & Exhibition. [www.nbaa.com](http://www.nbaa.com)

#### 2015

##### FEBRUARY 2015

12\* MADISON, Wis. - Wisconsin Bureau of Aeronautics Engineer's Workshop will

be held at the Crowne Plaza Hotel. Registration go to <http://www.dot.wisconsin.gov/news/events/air/engineers-workshop.htm>.

#### APRIL 2015

15-17\* ST. CLOUD, MINN. - Minnesota Airports Conference at Rivers Edge Convention.

#### NOVEMBER 2015

17-19\* LAS VEGAS, NEV. - NBAA 2015 Business Aviation Convention & Exhibition. [www.nbaa.com](http://www.nbaa.com)

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**PILOTS WANTED** - The State of Wisconsin is currently seeking full and part time professional pilots. For job description and application, go to [https://wisc.jobs/public/job\\_view.asp?annoid=70048&jobid=69563&org=505&class=80300&index=true](https://wisc.jobs/public/job_view.asp?annoid=70048&jobid=69563&org=505&class=80300&index=true) or after 11/20 for part time only, email [douglas.osborn@wi.gov](mailto:douglas.osborn@wi.gov).

**THREE PACK OF CESSNA AIRCRAFT** – Lakeshore Aviation in Manitowoc, Wisconsin (KMTW) is selling its fleet of Cessna aircraft, either individually or as a complete flight-school package. Two Cessna 172Ms and a Cessna 150. All professionally maintained, current inspections, no damage history. The C172s have Garmin 430s, the C150 has a King KLX-135A GPS/Com. All current IFR certified. Free insurance checkout with purchase. For more information, see [www.lakeshoreaviation.com](http://www.lakeshoreaviation.com), or call **Curt Drumm at 920-901-2200**.

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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](mailto:jmiller@jmrealty.com); **651-222-2561**.

**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](mailto:buzzworth@wi.rr.com).

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### 1980 Piper Dakota – N8183X

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### 1975 Cessna A185F Skywagon – N4663C

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## NationAir Aviation Insurance Creates Aviation Products Liability Division

WEST CHICAGO, ILL. – NationAir Aviation Insurance has announced that it has created a new Aviation Products Liability Division to expand its presence in the aviation insurance marketplace.

“As an aviation insurance specialty broker for 35 years, we can offer the expertise that commercial brokers cannot,” said NationAir President Jeffrey Bauer. “Our Products Liability Division is part of our commitment to provide the full spectrum of risk management for aviation aftermarket suppliers. It’s a natural progression to extend our services through the supply chain.”

Leading the new division is Aviation Products Liability Director Jamie Benthussen, who draws on 15 years of experience with aviation products



Jeffrey Bauer

manufacturers and OEM distributors.

NationAir can provide superior service to products manufacturers and suppliers because of its position as an aviation-only brokerage. Many manufacturers do not realize that their products liability insurance frequently is purchased through wholesalers, Bauer explained. “With NationAir, there’s no middleman,” he said. “We provide direct communication, and we can also advocate directly with underwriters.”

Clients in the Aviation Products Liability Division will have priority access to NationAir’s value-added services, including NationAir’s dedicated in-house claims advisor, plus complimentary contract review and certificate management service. Aviation products clients also will



Jamie Benthussen

benefit from preferred rates with NationAir’s partners who cover a wide range of issues, including emergency response planning, legal counsel, and crisis communications consulting.

The division also will benefit from NationAir’s participation in key industry groups, including the Helicopter Association International and the Modification and Replacement Parts Association.

NationAir combines the influence of a national brokerage with the personal relationships of a local broker. Founded in 1978, it is one of the country’s oldest and largest aviation insurance brokers. NationAir, headquartered in suburban Chicago, fields representatives in nine locations across the country, with clients in all 50 states and in 30 countries. NationAir works with all major underwriters and has pioneered specialized programs to help the general aviation community reduce risks and operate more safely ([www.nationair.com](http://www.nationair.com)). □

## Wag-Aero Announces Arrival of 2013 Fall Catalog & New Website

LYONS, WIS. – Wag-Aero’s new fall catalog features a Wag-Aero Sport Trainer built in 2008. The photo was taken and is owned by Thomas Schrader of Anchorage, Alaska.

New items featured in the catalog include an Ameri-King Ak-451-2D ELT and AK451 Battery Pack, FAA/PMA’d approved SlickStart™ starting booster, and AeroShell Grease #5 and #22. The “digital” version of Wag-Aero’s March 2013 catalog is available at [onlinetatalog.wagaero.com](http://onlinetatalog.wagaero.com), and Wag-Aero’s new website is [www.wagaero.com](http://www.wagaero.com).

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([www.WildernessNorth.com](http://www.WildernessNorth.com)).**

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**Elk Island Airport (CKZ3): Well-packed crushed rock.  
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