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JUNE/JULY 2014

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ON THE COVER: Van's Aircraft S-LSA RV-12. Dick VanGrunsven, founder of Van's Aircraft, Inc., and Wally Anderson, head of Synergy Air, have announced that production of the S-LSA RV-12 is continuing.

The first batch of fly-away RVs was built in Synergy Air's Eugene, Oregon facility during 2013. They sold almost immediately. By the start of 2014, 14 aircraft had been delivered, including two to Lane Community College in Eugene, Oregon.

"We were interested to see where the market for an S-LSA RV-12 might be," VanGrunsven said, "and we were delighted to find that there were several. We delivered airplanes to private owners, flight schools and even one to Sporty's, who used it for their famous Sweepstakes airplane. With this success behind us, we've committed to another batch of airplanes for 2014 delivery."

New RV-12s may be ordered in several colors. A choice of options, including ADS-B, wheel fairings, and a 2-axis autopilot are available. Prices range from \$115,000 to \$123,000.

For further information on the RV-12, or any of the other designs that have made Van's Aircraft, Inc. producers of the world's most popular line of kit (and now, fly-away) aircraft, see Van's website www.vansaircraft.com or call Van's at 503-678-6545.

Photo by Ed Hicks.



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24/7 – Pilots Need Phone Numbers!

by Dave Weiman

With more and more municipalities assuming the role of manager and fuel supplier at our airports, the contact person and telephone number for the airport is oftentimes that of a city engineer or administrator, who works Monday thru Friday from 8:00 a.m. to 4:30 p.m., and not on weekends, and who is not available to assist pilots. That makes contacting this person, especially on the weekends in the event of an emergency, or for basic services such as fuel prices and availability, and ground transportation, next to impossible.

To ensure that pilots can contact the city official responsible for airport operations at any time, we encourage all state aeronautics offices to solicit the names of persons who are available 24/7, and publish this information in their respective airport directories.

In addition, we encourage municipalities to post NOTAMS whenever needed, and when fuel is not available,



it is important for the municipality to also notify each of the vendors, which solicit fuel price information for posting on the Internet so that information is removed. A pilot that sees a fuel price posted on the Internet or through flight planning software, such as AOPA's FlyQ Electronic Flight Bag or Foreflight, may assume that the airport has fuel and may not always check NOTAMS (*although they should*). This is where a dedicated airport manager or fixed base operator is important to the safe and profitable operation of any airport, but the economic reality is, such services are not always possible.

#

In this issue, you will read about some great advances in general aviation in regards to "sales tax exemptions" on aircraft parts and labor, and also in regards to an amendment to another state's Recreational Use Statute to provide liability protection for private airport owners. This is the same protection afforded any landowner for such other recreational uses as snowmobiling, ATV operations, and cross-country skiing. Read also about the current status of the "Third Class Medical," and what you can do to change this requirement. □

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FROM OUR READERS

Dave:

Just started reading the April/May (2014) issue of *Midwest Flyer Magazine*. In your editorial you congratulate Gordon Hoff for recognition he received at the MBAA Conference. Then you comment on his hard work to reduce aircraft registration fees in the state of Minnesota. He did a great job for owners of many very expensive airplanes, and I'm sure they are very grateful. They probably are being taxed much more fairly than before.

However, I own a 1975 Cessna Skyhawk. I bought it used in 1984 for \$16,000. Now it is insured for \$35,000. It never was worth \$50,000. All these years that I owned it, I have paid a \$50 registration fee. Now, under the new fee program, my airplane is, of course, worth less than \$499,999, so I have to pay a \$100 registration fee, according to the chart published in the Minnesota Aeronautics Bulletin column in your October/November 2013 issue.

I'm pretty sure I'm not the only small airplane owner who is going to see their registration fee doubled. In fact, there are probably enough of us who own older, smaller aircraft, that our double fee will fill in a lot of the gap caused by lowering the high-end aircraft fees.

I don't think it is doing most of us airplane owners a favor by changing the fees the way they did, and then claiming that they are "lowering" the fees.

Marcy Drescher
MG Enterprises
Alden, Minnesota

Dear Ms. Drescher:

Minnesota is nationally recognized as having one of the best systems of airports and navigational aids in the country. To maintain and modernize this system requires the entire Minnesota aviation community to work together. I would like to give you a broader picture of what last year's legislation will accomplish.

The aviation statutes regulating general aviation have mostly remained unchanged since 1945. Last year, after

68 years, a number of key statutes – those that generate a large portion of the revenue – were modified or repealed. These included (1) eliminating sales tax on aircraft parts and installation, and (2) depositing aircraft sales tax revenue directly into the State Airports Fund, rather than into the State's General Fund, as was the case in the past. These changes became effective on June 30, 2013.

On July 1, 2014, the aircraft registration fee will change from a percentage to a flat rate; the jet fuel tax for general aviation will also increase from 5 cents to 15 cents a gallon on every gallon purchased in Minnesota. The legislation did not change the tax on jet fuel purchased by the airlines, or to AvGas (e.g. 100LL). The AvGas fuel tax has not been changed since 1951, when it was increased from 4 cents to 5 cents per gallon.

The goal of these changes is to continue to adequately fund the State Airports Fund and to make Minnesota a more competitive state to own and operate aircraft. These changes have already generated positive results for both aircraft owners and maintenance facilities. However, those who have been paying \$50 a year to register their airplanes will have a \$50 increase, or approximately \$.97 a week more than what they paid in the past. The savings in not being taxed for parts and installation may very well offset this increase. While no one is happy about a fee increase, the minimum aircraft registration fee was last raised in 1987 from \$10 to \$50.

Historically, MnDOT Aeronautics' revenue from fees and taxes is \$18 million to \$19 million a year, which is deposited into the State Airports Fund. Approximately 1,040 aircraft owners paid the \$50 registration fee in fiscal year 2014, generating \$52,000. In fiscal year 2015, it will be \$100, generating \$104,000. The revenue from the AvGas fuel tax purchased in Minnesota by all piston aircraft for fiscal year 2014 is estimated to be \$152,000. Together, this results in total estimated revenue of approximately \$256,000. Using

\$18.5 million collected from fees and taxes, this is just under 1.4 percent of the State Airports Fund. Approximately 470 aircraft registered in Minnesota are currently valued at \$200,000 or higher. These aircraft owners and the taxes paid by the airlines will provide the remainder of the revenue for the State Airports Fund.

I hope this helps clarify the changes to the statutes that will be fully in force by July 1, 2014, and which will keep Minnesota's aviation system well maintained and available for all to enjoy.

Gordon Hoff
Executive Director
Minnesota Business Aviation
Association (MBAA)

Editor's Note: This response has been reviewed and endorsed by the Minnesota Business Aviation Association (MBAA), Minnesota Aviation Trades Association (MATA), and the Minnesota Council of Airports (MCOA).

Hello Dave,

Thank you so much for the donation of *Midwest Flyer Magazines* for our Wisconsin Light Aviation Safety Seminar. Our attendees love picking up *Midwest Flyer*, along with the other handouts available.

Thanks also for coordinating with James for the pickup! My work schedule has eased up now.

Thanks again for the donation and helping make our seminar a success for the 21st year!

Lee Taylor
Wisconsin Light Aviation
Safety Seminar Member
Whitewater, Wisconsin

#

EDITOR'S NOTE: In the April/May 2014 issue, an article was published on "floatplane safety," and while unintentional, an acronym used in the headline was offensive to some members of the LGBT community. We extend our apologies, and wish to remind all readers that aviation is open to anyone, regardless of race, creed, religion or sexual orientation.

Ask Pete!

by Pete Schoeninger

Email your questions to
Pete@Flymilwaukee.com

Hey Pete:

I am a struggling GA aircraft owner. One mechanic tells me I need this, and another one tells me I need that. At what point do I say enough is enough and just fly the darn plane?



Pete Schoeninger

George Flatbroke
Frigidville, Minnesota

Dear Mr. Flatbroke:

If it is an airworthiness or safety issue, such as a bad engine cylinder, leaking fuel tank, damaged control surface, etc., do it, period. The same

with Airworthiness Directives. By law, they have to be done within a certain amount of time.

Two ideas to help on annual inspection timing and expenses:

1) Some airplane owners do 13-month annuals. If your airplane's last annual inspection was June 15, 2013, that runs out June 30, 2014. If you have your next annual inspection finished and signed off July 1, 2014, then the airplane can be flown thru July 31, 2015 – in effect giving you 12 months and 29 days of service.

2) A friend flies his airplane about 120 hours a year, but it has several repetitive 100-hour Airworthiness Inspections occurring. So rather than have half the airplane partially disassembled at the 100-hour mark for two AD inspections, then 20 hours later, disassembled again for an annual inspection, he simply has an annual inspection done when he hits 100 hours, which often occurs 10-11 months after the last annual inspection.

Recently an aircraft owner's mechanic found a wheel pant very badly cracked. The owner was astonished to find out a replacement cost well over \$1,000. Rather than bear that expense, he had his mechanic remove all three wheel pants, and revise the weight and balance for the plane, and the equipment list. That was a one-time expense of a couple hundred bucks. It also gained him 17 pounds useful load, but cost him about 3 mph in cruise speed. It also saved an hour or two a year of labor from having to remove the pants to inspect wheels and brakes at each annual!

Other issues are optional. For instance, do you need a "stand-by vacuum pump" or "stand-by generator?" If you're strictly flying VFR, probably not, but for heavy IFR, you sure should consider stuff like that.

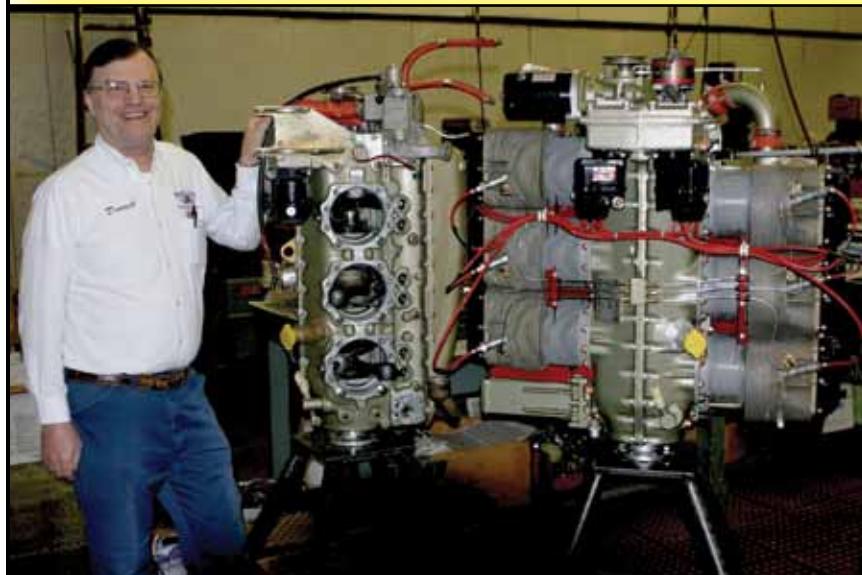
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Responding To An FAA Letter of Investigation

by Gregory J. Reigel

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When the FAA receives notice and evidence to show that a certificate holder (mechanic, repair station, air carrier, pilot, etc.) may have violated one or more of the Federal Aviation Regulations (FARs), in most cases an FAA aviation safety inspector will send the alleged violator a letter of investigation (LOI) advising that the FAA is investigating an alleged violation of the FARs. Whether you should respond to an LOI and, if so, how you should respond, are two of the most common questions raised by recipients of an LOI.



Greg Reigel

What The LOI Tells The Recipient

The LOI typically starts out by telling the recipient that the FAA is investigating "an occurrence which involved your operation" or "an incident that occurred" or "maintenance performed on N12345 on such and such a date." In drug and alcohol abatement cases, the LOI will state "we inspected [your facility's] drug and alcohol testing programs to determine compliance with 49 CFR Part 40 and 14 CFR Part 120. As a result of this inspection, the following apparent violations were discovered...." After explaining the operation or conduct involved, the LOI advises that the FAA believes the operation or conduct is "contrary to Federal Aviation Regulations." However, the LOI will not tell the recipient what specific FAR(s) the FAA believes the recipient violated. FAA inspectors are specifically advised that the regulations(s) violated should not be listed in the LOI. Since the LOI is intended to advise

the recipient of the subject matter of the investigation sufficiently to allow the recipient an opportunity to respond to the facts giving rise to the investigation, the FAA does not want its inspectors citing to specific regulations prematurely.

Next, the LOI specifically states that it is informing the recipient that the matter is under investigation by the FAA and it invites the recipient to discuss the matter with the inspector, submit evidence or statements, or both. For a written statement, the LOI requests that the statement includes all pertinent facts and mitigating circumstances that the recipient believes may have a bearing on the operation or conduct that is under investigation. The LOI requests that the recipient submits any response to the LOI within 10 days of receipt of the LOI. Finally, the LOI usually states that "[i]f we do not hear from you within the specified time, our report will be processed without the benefit of your statement."

The FAA sends the LOI by regular mail and either certified mail, return-receipt requested, or registered mail to the recipient's current address of record in order to establish proof that the recipient was notified of the investigation. If the LOI is returned or undeliverable (because it is addressed incorrectly or the recipient has moved and left no forwarding address), then the FAA inspector is required to correct the address or try to obtain a new address and resend the LOI. An FAA inspector may also deliver the letter in person. Now, if you are thinking that simply dodging the mail might make the situation go away, unfortunately that isn't the case. If the intended recipient refuses or simply does not pick up the certified letter or registered letter, but the regular mail is not returned, whether the recipient opens it or not, then the FAA presumes, as will the NTSB, that the intended recipient received the LOI. (This is consistent with FARs 61.60 and 65.21 that require airmen to keep the FAA

informed of their permanent mailing address by providing the FAA with a new permanent mailing address within 30 days.)

Options For Responding To An LOI

If you receive an LOI, you must determine whether you are going to respond and, if you are, what you should say in your response. Frequently, certificate holders believe they have to respond, especially since the LOI seems to imply that a response is required within 10 days. However, that belief isn't correct. No response is actually required. Additionally, thanks to the Pilot's Bill of Rights, the FAA can no longer draw any adverse inferences from a failure to respond to the LOI, such as that the airman is exhibiting a poor compliance attitude. But that doesn't mean you shouldn't respond.

From a basic courtesy standpoint, it seems appropriate to respond to a letter asking for a response. After all, no one likes to have his or her requests ignored. However, sending a response to an LOI that tries to explain the situation or otherwise "make it go away," very rarely ends well for the certificate holder. Oftentimes the certificate holder's response includes admissions that help the FAA and can later be used against the certificate holder.

Should you send a response to the LOI? Yes, if for no other reason than to acknowledge that you received the LOI. But, do you say anything more than that in your response? The lawyerly answer to that question is: it depends.

Sometimes it makes sense to simply acknowledge receipt of the letter, advise that you don't have anything to add, and offer to respond to any specific questions or requests the inspector may have. After all, by the time the LOI is sent, the inspector has usually conducted some investigation and discovered enough evidence to determine that a violation may have occurred. So why disclose anything that could add to the case?

In some situations it may make sense to provide a more detailed explanation in your response to the LOI. For example, if it is a case of mistaken identity or you have evidence that clearly proves the inspector is wrong, then submitting that information in response to the LOI very well may force the inspector to close the investigation.

Conclusion

Whether, and how, you respond to an LOI are strategic decisions. Since

you are already in the FAA's sights, consult with an aviation attorney before sending a response that tries to explain or address the allegations in the LOI. With the assistance of an aviation attorney, you can prepare a response that may mitigate damage, minimize investigation, and that will avoid providing admissions or other evidence that could later be used against you. And, at a minimum, an aviation attorney can run interference between you and the FAA.

The LOI is just the beginning of

the enforcement process. And although your response to an LOI may not prevent the FAA from pursuing an enforcement action, how you respond to the LOI can potentially have a significant impact on the outcome of the case. Make sure you respond wisely.

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

Email your questions or comments to: greigel@aerolegalservices.com. □

WASHINGTON

33 Organizations Call On FAA To Expedite Rulemaking For Unmanned Aircraft Systems

ARLINGTON, VA – The Association for Unmanned Vehicle Systems International (AUVSI) and the Academy of Model Aeronautics (AMA) have joined 31 other organizations and sent a letter to the FAA encouraging the agency to expedite the rulemaking process for unmanned aircraft systems (UAS) operations in U.S. airspace.

The letter also calls on the FAA to allow the limited use of small UAS for commercial purposes before the final rulemaking is completed.

While Congress authorized the integration of UAS in 2012 and the FAA has recently implemented key steps in the integration process, the rulemaking for small UAS has

been delayed for almost four years. Last month's FAA v. Pirker decision underscores the immediate need for a safety structure and regulatory framework for small UAS, according to the co-signees.

The full letter may be found at www.auvsi.org/AUVSI-AMA-Sign-On-Letter-To-FAA. □



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The End of A Great Aviation Tech School Program

*A Guest Editorial
by Jim Freeman*

JANESVILLE, WIS.

— It was with great disappointment for all of us in the aviation community and our local community to watch the final destruction of the award-winning and viable Blackhawk Technical College (BTC)

aviation program during the auction held May 7, 2014. The program was over 50 years old and one of the original cornerstones of BTC. Its great reputation for producing quality aviation professionals will be sorely missed in our industry.

Being born and raised in Janesville, and as a local business owner/leader, it was with greater disappointment for me to witness the total lack of interest shown by the current BTC president, BTC board, bureaucrats and politicians to keep a valuable asset to the community open. The continued mantra by all of them of education, job creation and economic development is just something they would like us to believe they support. None of them really know how to do what we business owners do every day, nor do they listen to us.

Financially, it was a no-brainer to



A replica of the Wright Flyer was built by students and faculty of Blackhawk Technical College in the 1978-79 school year. The aircraft is on display at the EAA AirVenture Museum in Oshkosh, Wisconsin.

Dave Weiman Photo

keep the program open. It is also very disturbing that the previous president spent \$2 million of taxpayer money to upgrade the aviation campus, only to have his successor close it. The reported reasons for closing the school, "no jobs in the district," is just false. There are over 6500 aerospace and aviation jobs in the immediate region alone, with a continuing 15-year shortage of licensed mechanics, avionics technicians, pilots and engineers. The campus could have easily been expanded and we requested just that. For example, engineering would have fit very nicely into the UW-Rock County program.

With BTC's operating budget at over \$60 million a year, we find it hard to believe the current leadership could not fit the \$375,000 in operating costs of the aviation campus in their "budget." We demonstrated to them that a tuition hike alone would have

covered more, if not all of the costs. The program was full with a backlog of students.

In closing, as a community, we continue to hire short-term people at our colleges and universities to make long-term decisions that will affect our community, long after

their departure.

We need to hire people from our community who have the best interests of our community in mind and can work with all of our neighbors in the region. In our research, we found that the tech school system nationwide lacks oversight and accountability. That needs to change.

For all of you who rely on air transportation, please do not complain during your next delayed flight due to shortages of any of the aviation professionals in charge of your effective and safe transportation. You only have yourself, and those you elect and hire, to blame.

EDITOR'S NOTE: Jim Freeman is president of Helicopter Specialties, Inc., located at Southern Wisconsin Regional Airport, Janesville, Wisconsin, and a graduate of the now defunct Blackhawk Technical College Aviation Program. □

Western Michigan University: College of Aviation Celebrates 75 Years In 2014

BATTLE CREEK, MICH. —

Beginning in 1939 with a maintenance program, Western Michigan University (WMU) involvement with aviation education has expanded to offer degrees in aviation flight science, aviation management and aviation maintenance technology.

12 JUNE/JULY 2014 MIDWEST FLYER MAGAZINE

In 1999, the existing WMU School of Aviation became the WMU College of Aviation, making it the university's seventh college.

Currently with a fleet of advanced training aircraft, modern facilities in Battle Creek and more than 700 undergraduate students in the program,

celebrating 75 years of aviation education is a historic event.

WMU's College of Aviation will hold events throughout the next few months, culminating in a 75th Anniversary Celebration Gala on October 24 (www.wmich.edu/aviation/). □

Minnesota Pilots Gathering At ANE

BLAINE, MINN. – The first “Minnesota Pilots Association Great Aviation Gathering” was held March 21-22, 2014 at Golden Wings Air Museum on Anoka County-Blaine Airport (ANE) in the Twin Cities. A reported 800 people attended the event that included seminars and exhibits.

Dr. Randy Corfman and other pilots at ANE, founded the Minnesota Pilots Association (MPA) in 2013. In addition to MPA, Minnesota has a pilot organization, which is dedicated to corporations and pilots who fly for business called the “Minnesota Business Aviation Association” (MBAA), which

is modeled after the National Business Aviation Association (NBAA). For seaplane pilots in the state, there is the “Minnesota Seaplane Pilots Association” (MSPA), which hosts the annual Minnesota Seaplane Pilots Association Safety Seminar & Fly-In in May at Madden’s Resort in Brainerd, Minnesota. □

AVIONICS

Mid-Continent Instruments & Avionics Adds Part 23 AML STC For MD302 Standby Attitude Module

WICHITA, KAN. – Mid-Continent Instruments and Avionics has announced that the FAA has granted a Part 23 Approved Model List (AML) Supplemental Type Certificate (STC) for the MD302 Standby Attitude Module (SAM®). SAM is the first

2-inch, entirely self-contained, solid-state instrument that provides attitude, altitude, airspeed and slip information to the pilot during normal operation or in the case of primary instrument failure (www.flySAM.com).



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REGIONAL REPORTS

The Power of A Coalition

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

Beginning several years ago, the Wisconsin general aviation industry – ranging from Piper Cub owners to Fortune 500 Gulfstream operators to owners of aircraft repair facilities and everyone in between, began to notice Wisconsin was lagging behind other states in the region in aviation maintenance work. The topic was discussed at several state and



Bryan Budds

regional aviation conferences, via many emails and calls, and at virtually every maintenance shop in the state. The problem was clear – Wisconsin was losing business to neighboring states that exempt aircraft maintenance from State sales tax.

Earlier this year, the Wisconsin Legislature and Governor Scott Walker approved Senate Bill 348 which provides the sales tax exemption the entire industry, including AOPA, advocated in favor of very strongly. But, this article is not about the exemption itself, but rather the “coalition” that made it happen.

The coalition that loosely formed many years ago consisted of each of the Wisconsin aviation industry organizations including the Wisconsin Business Aviation Association (WBAA), Wisconsin Airport Management Association (WAMA), Wisconsin Aviation Trades Association (WATA), and AOPA. Individual businesses also played a significant role in achieving our goal with Wisconsin Aviation, NewView Technologies, *Midwest Flyer Magazine*, Gulfstream Aerospace, Cessna Aircraft and several state and local economic development organizations joining in on the push for this reform.

With a strong group of state and

national organizations, large and small businesses, and others, the group was able to overcome the usual misconceptions of a measure, such as this being a ‘tax cut for the rich’ by showing the true story of general aviation in Wisconsin. Several legislative committees heard stories direct from the sources – pilots, airport managers, and repair stations from Oshkosh, Watertown, Madison, Milwaukee, Appleton and other areas – making the issue one of local significance to each legislator voting on the issue. Being able to counter misconceptions and explain the real local impact of aviation was critical and without the contributions of each organization, company, and individual, I honestly believe Senate Bill 348 and the reforms it provides would still be on Wisconsin aviation industry’s wish-list.

So, the next time you see a representative from any of the mentioned organizations, take time to thank them for their hard work, and remember that a united aviation community is vital to us all.

To see all the activity AOPA is working on in the Great Lakes, please visit twitter.com/aopagreatlakes for up-to-the-minute news and information! □

Advocacy First... Fun & Education Second

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

by Yasmina Platt

Manager, AOPA Central Southwest Region

The 2014 legislative sessions in the Central Region (Kansas, Missouri, Nebraska, and Iowa) are wrapping up and the fly-in season has begun.



Yasmina Platt

After a long winter, I know some of you have cabin fever and cannot wait to get out and go flying!

As I write this article, the Kansas legislature has not yet adjourned, but it is scheduled to in the next few days. During this session we had some good initiatives that ran out of time, but are excited with one big success. We were successful in fending off efforts to amend the Kansas Airport Zoning Act, which was created to ensure that surrounding land use is compatible with airport operations by protecting them from potential airspace encroachment threats.

A very good year in Missouri for aviation! If passed and signed by Governor Nixon, Missouri's House

Bill (HB) 1743 or HB 1937 (now amended to include the same language) would amend the existing Missouri Recreational Use Statute (RUS) to include aviation activities. Also, either HB 2029 or Senate Bill (SB) 777 would extend the sales tax exemption on aircraft parts (scheduled to end on January 1, 2015), and SB 958 would create a fly away exemption so out-of-state residents would not pay the state's sales tax when purchasing an aircraft in Missouri as long as the aircraft is based in another state within 10 business days. Eliminating the sunset on the sales tax exemption on aircraft parts and creating the fly away exemption allows Missouri to retain and expand long-term benefits and jobs to the people of

Missouri, while continuing to spur economic development.

The annual Missouri State Aviation Day at the Capitol was held April 8th and we made a lot of progress on all of the aviation bills. I also had the chance to take Rep. Doug Funderburk, a student pilot and sponsor of the RUS bill, up for a flight around Jefferson City and Lake of the Ozarks before speaking at the Missouri Airport Managers Association (MAMA) conference.

Nebraska has adjourned for the year without passing Legislative Bill (LB) 845 that would have marked meteorological evaluation towers (MET) in the state as recommended by the FAA and NTSB, but we are definitely not giving up on safety, so you will see this bill again next year.

In Iowa, the Iowa Public Airports Association (IPAA) and

AOPA worked to amend HF 2472, the Iowa Cell Citing Act, to protect (rather than abolish) Iowa's Chapter 329 – the Airport Zoning Act. Does this sound familiar? Yes, Kansas had a bill that would have done much of the same.

The first AOPA "Regional Fly-In" was held in San Marcos, Texas on April 26th and was very successful and well attended (over 2,500 people and 350 aircraft). If you were not able to attend, you may find us at other events in your area, such as the Missouri Pilots Association's (MPA) Annual Convention, the American Bonanza Society (ABS) Annual Conference and National Biplane Fly-in in Kansas, the Air Race Classic stop in Scottsbluff, Nebraska, or Fly Iowa 2014 in Iowa City.

As always, you can stay tuned with local, state, and regional issues and initiatives via Twitter at www.twitter.com/@AOPACentralSW



AOPA Regional Fly-Ins Off To A Good Start

SAN MARCOS, TEXAS – More than 2,500 people participated in the Aircraft Owners and Pilots Association (AOPA) regional fly-in, April 26, in San Marcos, Texas. This was the first of seven fly-ins AOPA will host in 2014, including its homecoming fly-in on October 4 at its headquarters in Frederick, Md.

In addition to a free fly-in breakfast and barbecue for AOPA members, there were 35 aircraft on display, an

exhibitors' tent, and seminars ranging in topics from owner-performed maintenance, flying with iPads, stick-and-rudder flying, and how to improve radio communications.

AOPA President and CEO Mark Baker also hosted a Pilot Town Hall Meeting, taking members' questions and addressing issues that included third-class medical reform, unwarranted stops and searches of general aviation aircraft, and lowering the cost of flying.

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AVIATION GRADUATES GUARANTEED AN INTERVIEW WITH THUNDERBIRD AVIATION

Stopping The Stops

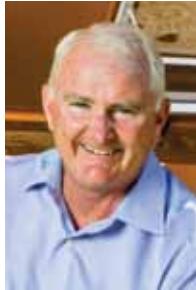
by Mark R. Baker

President & CEO, Aircraft Owners & Pilots Association

Working your way through the noisy, highly politicized climate of Washington, D.C., can be a little like trying to communicate without a microphone while navigating without a GPS, compass, or chart. It can be tough to be heard over the engine noise, and if you don't already know how to get where you're going, you might have a hard time reaching your destination.

That's why it's so important for AOPA to understand the ins and outs of Washington's unique landscape. It's also why we have to tackle challenges from every available angle. If you want to be heard and create meaningful change, you need to take a multifaceted approach.

That's what we've done when it comes to the unwarranted stops and searches of general aviation aircraft by federal and local law enforcement agencies. We've done our research, brought the problem to the attention of members of Congress, and won their support. We've raised the issue with FAA and other agencies. We've doggedly pursued Freedom of Information Act requests, and more.



Mark Baker

Most recently, I met privately with newly confirmed Customs and Border Protection Commissioner R. Gil Kerlikowske. Within moments of setting foot in his office, I knew he had heard our message loud and clear. He was familiar with our concerns, knew about the stops and searches of general aviation pilots, and, most important, was taking action to address our issues.

In fact, one of the very first things he told me was that he had already initiated a comprehensive review of CBP's interactions with general aviation aircraft. He was quick to acknowledge that there have been problems, especially with CBP handoffs to local law enforcement agencies, and he committed to addressing them.

He was aware, as I am, that in some ways, our interests coincide. Just as all of us at AOPA want law-abiding general aviation pilots to be able to go about their business without being stopped, searched, intimidated, or detained, Commissioner Kerlikowske wants to use CBP resources and personnel to stop illegal activity, not to waste them on stopping individuals who simply want to enjoy the freedom to fly.

Our meeting was a very important step in the right direction in terms of putting an end to these incidents. But that doesn't mean we can afford to let our guard down. AOPA will be closely monitoring CBP's actions, and we encourage pilots who are stopped, detained, or searched to let us know. We won't back down when it comes to protecting the rights of pilots. And we'll keep working with CBP and policy makers to be sure we get a satisfactory resolution. □

AOPA REGIONAL FLY-INS FROM PAGE 15

"We couldn't have asked for a better turnout, even with some weather in the morning hours," said Baker. "It really shows just how enthusiastic people are about general aviation and it was great to engage with so many members who traveled here to take part in this community event. Our goal this year is to meet our members in their own backyards and hear firsthand what is on their minds. Their concerns – protecting the freedom to fly – are our concerns."

Nearly 2,000 people signed AOPA's traveling petition during the fly-in to encourage continued movement on third-class medical reform. The Federal Aviation Administration announced earlier this month that it will undertake a "rulemaking" process to consider changes that would allow more pilots to fly without the need for a third-class medical certificate. Bills in the U.S. House and Senate have also proposed such changes and AOPA continues to work with Congress on moving the legislation forward.

In all, 185 AOPA members volunteered to help produce the fly-in, including everything from setting up aircraft parking areas and displays to directing arriving aircraft, serving meals and helping with the post-fly-in clean-up.

"This fly-in would not have been possible without our volunteers," said Katie Pribyl, AOPA's vice president of



AOPA Regional Fly-In, San Marcos, Texas
AOPA Photo

communications. "Their work was invaluable and we owe them a huge debt of gratitude."

Upcoming AOPA fly-ins will be held in Indianapolis, Ind., (May 31), Plymouth, Mass., (July 12), Spokane, Wash., (Aug. 16), Chino, Calif., (Sept. 20), and St. Simon's, Ga., (Nov. 8). AOPA will celebrate its 75th anniversary during an October 4 fly-in at its Frederick, Md. headquarters. Learn more at <http://www.aopa.org/Community-and-Events/AOPA-Fly-Ins.aspx> □

Come Fly With Us

A few weeks back, I had the chance to do something extraordinary—spend the day with more than 2,500 AOPA members, pilots, and aviation enthusiasts. We talked about some serious issues, but mostly we just had a great time at the inaugural AOPA Fly-In held in San Marcos, Texas.

When all of us at AOPA first thought about hosting a series of fly-ins around the country, we had a simple mission—meet our members where they fly. We wanted to come to your communities, see first-hand what flying means to you, listen to your concerns, and celebrate GA. I can honestly say that our first fly-in accomplished those goals, and more.

The celebration of all things aviation actually started the night before the fly-in, with a presentation of our Rusty Pilots program. This is a half-day (or evening) event designed to help pilots who've been out of the cockpit get up to date on the latest rules, regs, and requirements to fly safely. The program is free and counts as the ground portion of the flight review. We had 87 lapsed pilots take this important first step toward becoming current, and we'll be holding a Rusty Pilots program the night before each of our remaining fly-ins, as well. For those of you who can't make it to one of our events, there are more than 30 additional Rusty Pilots programs scheduled nationwide in the coming months. Details are available at AOPA.org/rusty-pilots where you can sign up to participate or even to offer a Rusty Pilots seminar.

The day of the fly-in started with a traditional pancake breakfast served by our own AOPA staff. Later, there were aircraft displays, a sold-out exhibit tent, opportunities to fly in EAA's B-17 Aluminum Overcast, a wonderful barbecue lunch, and seminars featuring well-known aviation experts, including Rod Machado.

I also had a chance to host a Pilot Town Hall and take your questions on everything from third-class medical reform to the future of avgas.

Anytime I get to spend the day with fellow pilots and aviation enthusiasts, I'm happy. But when I get to enjoy so much of what makes GA great all at once, well then there's no place I'd rather be.

I hope you'll join me at one of the upcoming AOPA Fly-Ins to share the fun. We're in Indianapolis May 31; Plymouth, Massachusetts, July 12; Spokane, Washington, Aug. 16; Chino, California, Sept. 20; and St. Simons, Georgia, Nov. 8. And best of all, we'll be celebrating AOPA's 75th anniversary on Oct. 4 with a Homecoming event at our Frederick, Maryland headquarters. Visit the Community and Events section of AOPA.org to learn more and RSVP. I can't wait to see you there!



Mark R. Baker
President & CEO, AOPA



Professionalism & You & Me

by Harold Green

Recently, several people have bemoaned to me the lack of professional conduct by pilots. They have encountered someone who was using the radio to correct what they felt was someone else's incorrect behavior, or someone cut in on the pattern, etc. While it is fairly obvious why these folks are disgruntled, defining professional conduct in objective terms turns out to be a little more difficult.

As we will see, professionalism is a matter of attitude as much as skill level. After searching through several definitions offered by dictionaries and the web, it appears there are some elements common to each definition. (After getting past the circular definitions like "A professional is someone who practices a profession," it seems obvious we should focus on professional conduct.)

For the following I freely admit I have not provided direct quotations and have borrowed from the canons of ethics of the National Society of Professional Engineers and others. Some common requirements of a professional are:

- Possesses specific and expert knowledge relating to an activity that impacts the wellbeing of the general public.
- Does not allow personal considerations to affect his or her decisions or performance, to affect actions or recommendations concerning the public or their client's interest.
- Conducts relations with others in a nonjudgmental and respectful manner.

So, how does all this fit into our flying? Well, the answer is relatively independent of our role in aviation.

With respect to item 1, it is obvious that by the nature of their job, professional pilots affect the wellbeing of the general public. For the rest of us, we have an effect on fellow pilots with whom we share the sky, and on our passengers' safety/well being. We too have the potential to impact the general public at least indirectly. Thus, we have a professional obligation to maintain our proficiency and knowledge level to ensure the safest possible operations. We also have an obligation to limit our flying to those operations for which we know we are qualified.

It is worth noting that whether our operations impact one or 100 or more people, the level of obligation is the same. This requires us to have as up to date and complete knowledge as possible with respect to FAA regulations, aircraft performance, aircraft equipment and any item, which affects the safety of flight. In short, this means continuing study and improvement throughout our active flying years.



Harold Green

Item 2 states that professionals do not permit personal considerations to get in the way of making an objective decision relating to flight activities. For example, professionalism requires us to evaluate the personal stresses on us with each flight. Perhaps we have financial or relationship worries. We should be confident we can keep these elements in the background and not affect our flight decisions. If we can't, then we should not fly.

Federal Aviation Regulation 91.103 requires us to "... become familiar with all available information concerning any flight." That covers a wide range of information and professionalism. There is also an obvious need to know emergency procedures so that we can react intelligently to any emergency.

We have all heard of the pilot who, when losing a wing, would just call center and calmly ask for a lower altitude. This is the epitome of objective professionalism, even though it wouldn't really happen. None the less, it points out that a critical part of professionalism is maintaining calm, objective analysis in an emergency. By maintaining an objective detached mind set, coupled with a thorough knowledge of the aircraft and emergency procedures, evaluation of possible actions in an emergency are far more likely to produce a positive outcome.

Relations with others as listed in item 3 is an area where there are many comments and complaints. Two concerns arise here: First is radio communications. All too often around non-towered airports we hear on the radio some self anointed expert chastising another pilot for their perceived actions or lack thereof. Unless there is an emergency or immediate safety hazard, the professional approach is to leave well enough alone. If one feels strongly enough, then take the opportunity to approach the individual privately on the ground and seek clarification. Even then comments should be advisory, not judgmental. This happens most often of course in non-towered environments.

Another area that non-professional pilots show themselves is in clearing the runway after landing. Landing in the first third of the runway is certainly a good thing. However, then continuing to taxi the full length of the runway when there is an available intermediate taxiway is certainly not professional. At non-towered airports, it is simple courtesy to announce when clear of Runway XX to assure that the pilot behind knows the runway is clear. Of course it is also non-professional as well as a violation of regulations to land or take off while another plane is on the runway.

When operating in controlled environments, the professional pilot knows and understands radio procedures and adheres to them. That doesn't mean necessarily that everything must be as stilted as the good book says. It does mean the pilot should provide, without being reminded, the

information required by controllers to do their job.

A typical goof on the part of pilots is failing to provide their altitude when contacting departure control. This causes the controller to have to ask for altitude. For a student, this may be excusable, but it is not for the certificated pilot. On the other hand, occasionally controllers can be less than professional in their communication to pilots. Professional pilots won't let that ruffle their feathers, however.

As a final note on professional communications, there are a couple things to keep in mind: First, state what is necessary to communicate the message and only that. Second, socializing is best done over coffee and a hamburger, but NOT on the frequencies that we all need to use.

In summary and simply put, professionalism is based on knowledge, objective use of that knowledge and courtesy to our fellow pilots. We can sum up this whole thing with know what you are doing and why, keep your objectivity, and talk politely.

Maybe we could come up with a pilots' code of professional conduct that perhaps begins something like:

- I will analyze the potential hazards of each flight, considering, but not limited to the aircraft, weather, my fitness to conduct the flight both psychologically and physically, as well as my flight proficiency and the well being of my passengers.
- I will maintain an objective and analytical approach in all flight operations.
- I will conduct all radio and interpersonal communications in a clear, concise and non-emotional manner confining my radio communications to flight-related activities, only, reserving other communications for the prescribed aircraft-to-aircraft frequency.

From the foregoing it should be obvious that commercial and professional are two different things. A commercial pilot may or may not be professional and a private pilot may be a professional. Being a professional pilot is independent of whether or not the pilot is paid for services rendered. In fact, a student pilot can be a professional pilot as well. Professionalism in the final analysis is an attitude and a set of behaviors that sets the person above the personal and mundane. We should encourage professional behavior in our students, and as instructors, we would hopefully set the standard for them.

EDITOR'S NOTE: Harold Green is a Certified Flight Instructor-Instrument (CFII) 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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Expansion of Third Class Medical Can Help GA Rebound

by Representative Todd Rokita

Indiana 4th Congressional District

General Aviation is a homegrown American industry that is responsible for 1.2 million jobs and pumps more than \$150 billion into our nation's economy. But it's also an industry that could do much more to create jobs, boost our economy, and contribute to our national transportation system. Instead, General Aviation is being held back by an antiquated regulatory system that is painfully unresponsive and out of touch.

Outdated FAA regulations have contributed to a dramatic reduction in the number of aviators, and a corresponding increase in the cost of flying. Furthermore, the costs that prevent aviators from flying have led to a dramatic drop in the number of aircraft being produced. The General Aviation Manufacturers Association (GAMA) reports that the production of single-engine aircraft plunged from 14,000 in 1977 to fewer than 700 in 2010, and that's a drop that translates to thousands of lost jobs. Those jobs have been lost, in large part, because of a bureaucracy that rarely serves the public, whatever the intention. We have already taken action and scored a win in providing relief to General Aviation when Representative Mike Pompeo introduced the "Small Airplane Revitalization Act," a bill I coauthored and helped to lead passage of in 2013.

Our latest effort to spur growth and protect the General Aviation industry is to expand the "Third Class Medical" light sport exemption to more General Aviation pilots. It is one example of an old, well-intended rule that needs to be updated. In short, the Third Class Medical forces aviators to repeatedly undergo expensive and inconvenient medical exams that produce no meaningful assessment of an aviator's fitness to fly. In fact, if the examining physician finds a potential concern, the aviator's fitness to fly is determined not by his or her own doctor, but by an unknown bureaucrat in Oklahoma City – a bureaucrat who never meets or personally examines the aviator.



Representative Todd Rokita

In 2011, the most recent year for which we have complete statistics, only 218 aviators were issued final denials after they provided all information requested by the FAA, while more than 100,000 aviators were medically cleared to fly.

The truth is that no medical exam conducted every few years can determine whether a pilot is healthy enough to fly right now. Only the aviator can do that, and that's exactly what aviators do every time they approach the flight deck. So why are we forcing them to jump through hoops that discourage thousands of people from flying while contributing nothing to safety?

The performance and cognitive skills of these aviators would still be evaluated every two years during the required flight review by a flight instructor...they simply would no longer have to submit to a medical exam from a doctor who knows little or nothing about them or their health. And these aviators would still be required to assess their own fitness to fly, just as they are today.

The truth is that medical-related aviation accidents are incredibly rare. In fact, according to the well-respected AOPA Air Safety Institute, medical incapacitation is 23rd on the list of common accident causes after loss of control, controlled flight into the ground, mid-air collisions, and even causes listed by the FAA as "unknown" and "other."

That's why Sam Graves and I, along with many leaders in the General Aviation Caucus, introduced the General Aviation Pilot Protection Act (GAPPA) to expand the already-successful light sport aviator medical standard to apply to GA pilots who fly for recreation or private transportation. This legislation will encourage General Aviation growth, create jobs, and promote safety. Under the leadership of Senator John Boozman from Arkansas, the Senate recently introduced identical legislation.

Instead of spending taxpayer money on medical certification for recreational aviators, let's focus on changing the way the FAA does business to make it easier and more affordable to put modern safety systems in all types of aircraft.

Let's get more people flying, build more and better airplanes, create new jobs, and grow the economy. General Aviation is an important economic engine and it has the potential to do much more. Let's make the General Aviation Pilot Protection Act the first step in reducing the bureaucracy and bringing the FAA into the 21st century.

Please call your state's U.S. representatives and senators and ask them to co-sponsor and support the bipartisan General Aviation Pilot Protection Act.

Thank you!



The Lure of Float Flying

by Karen Workman

It was one of those pivotal points in my life. I did not know it that day, or maybe I did, but I would not acknowledge it for many months. My husband and favorite co-pilot, Eric, flew with me to Hayward, Wisconsin to meet our friends Mike, Scott and Dawn. The one-hour flight in my Cherokee 180D brought us over the Trix cereal-colored landscape of late September. Announcing a downwind entry for landing, another plane announced they were five miles southeast, over-flying at 3000. "That sounded like Mike," I said. We looked around and saw a plane on floats, off in our four o'clock position. "Yep, and I'll bet he's heading to Nelson Lake," Eric concluded.

Dawn met us at the ramp gate when we landed and confirmed that Mike and Scott were out doing "splash and goes" in the seaplane. She would bring us to where the plane would dock on Nelson Lake.

The Cessna 172XP on floats that Mike and Scott were flying, soon came into view over the lake. We watched it descend gently to the water, flare and smoothly splash down. It taxied slowly toward where we stood on the grassy beach.

After catching up on the latest news with our friends, Mike asked casually, "Are you interested in some float flying to see the fall colors?" I agreed, not recognizing the bait that Mike had so gently cast. Eric volunteered to sit in the back of the plane so I could sit in the left front seat with Mike on the right. Mike had been my instrument instructor, so I was comfortable with the seating arrangement in this unfamiliar aircraft.

Once in position, we went through our BC GUMPPS: Boost pump, Carb heat, Gas, Undercarriage, Mixture, Primer, Prop, Seatbelts. "Flaps, flaps," added Mike: Cowl flaps open and 20 degrees of wing flaps.

"Undercarriage" in a seaplane refers to the water rudders. Mike talked me through the takeoff procedures, shadowing the controls in case I needed his backup. "You want to be full back on the yoke when you add power. See the nose rise? Watch as it drops slightly and rises again. Now, we lower our pitch to the horizon and feel for the sweet spot." When the plane found its perfect pitch on the water, it picked up speed and soon we were airborne. It was an awesome feeling, departing the water like that.

We climbed to an altitude that had us well clear of trees, but lower than I would have chosen for enroute flying. The sights were vivid that day: the clear blue sky, the sparkling lakes, the hillsides in their brilliantly colored patchwork coats of orange, gold, green and red. We flew around the area, enjoying the autumn display from the overhead perspective that you can get only in a small plane. "Are you ready to do a water landing?" Mike asked. I wanted to keep flying, but to be polite, I said, "Sure."



Karen Workman with her Cessna 172XP.

We circled over the lake where Mike intended to land, looking at the boat traffic and for other obstacles. "See how the wind makes stripes on the water? Think of those as lots of skinny runways."

After confirming a safe approach and landing environment, we went through our BC GUMPPS as we entered a downwind, slowing the airplane down. Mike completed that landing, talking through each of his actions with the base and final legs. The plane decelerated quickly with an extended "whoosh" when the floats finally touched down and settled into the water. Looking back, I think that water landing might have been when I swallowed the bait that Mike tossed to me on shore. I wouldn't say that I was completely hooked on flying floats, but the lure was certainly in my mouth.

We turned the plane around and did a fast taxi ("step taxi," I later learned) until we reached the more crowded end of the lake. Mike pulled the throttle back to slow down and was rewarded with that extended "whoosh" of sudden deceleration I love so much.

People on the shore and in their boats paused to watch us, seemingly enthralled that a seaplane would choose to land on their lake.

We paraded past a pontoon tied to a wooden dock. Men and women were boarding the boat, wearing brimmed summer hats and carrying small coolers. I was thinking that they had an afternoon of fun ahead of them, but I could enjoy flying from place to place, and explore many more lakes.

We splashed down in several more lakes that day, seeing the glittering water amidst the beautiful autumn landscape. Looking back, seeing those people with the pontoon was probably the moment when I swallowed the hook, line and sinker. I would become a seaplane pilot.

POSTSCRIPT: I bought a share in the 172XP and earned my seaplane rating the following summer at Surfside Seaplane Base (8Y4) in Lino Lakes, Minnesota.

EDITOR'S NOTE: Karen Workman is an Instrument rated Private Pilot (ASEL and ASES) and lives in Northfield, Minnesota with her husband, Eric, who is also a pilot. Besides owning a share in the Cessna 172XP floatplane, she owns a Piper Cherokee 180D. □

Ice Leaves Gull Lake In The Nick of Time For Minnesota Seaplane Pilots Association Seminar & Fly-In



The view outside Madden's Resort on Gull Lake near Brainerd, Minnesota.
Dave Weiman Photo



East Gull Lake Airport (9Y2) is located immediately adjacent to Madden's Resort.
Brad Thornberg Photo

by Dave Weiman

When the ice left Gull Lake in Brainerd, Minnesota, organizers of the "Minnesota Seaplane Pilots Association Seminar & Fly-In," May 2-4, at Madden's Resort, breathed a sigh of relief. Participants also breathed a sigh of relief when Alaskan bush pilot and the founder of "Alaska Floats and Skis," Don Lee, described at the banquet how he successfully rescued some downed aviators on Mount McKinley. Apparently some inexperienced mountain flyers tried landing on the mountain and ran off the edge with the plane dangling over a 4,000-foot drop-off. Lee saved their lives, and told of a few close calls of his own.

Don Lee grew up in Hopkins, Minnesota, and left the Twin Cities the day after graduating from high school with just a few dollars in his pocket, and the dream of flying in the

Alaskan bush. He has been living that dream ever since.

After getting his pilot certificate, Lee began flying for lodge support. He then branched into guiding hunters and fishermen. Over the last 30 years, Lee has gained extensive flight experience all over Alaska, from the Aleutian Chain to the Beaufort Sea.

In Talkeetna, Lee has provided expedition air support for climbers on Mount McKinley and has made over 5,000 glacier landings. He has over 7,000 hours on floats alone with a total time exceeding 17,000 hours. Lee holds ratings through Airline Transport Pilot, and is a Designated Pilot Examiner for the FAA.

His motivation in operating "Alaska Floats & Skis" is to share these experiences and pass on safety tips and tricks of the trade to fellow pilots. He prides himself in working with the most novice pilots to experienced aviators, interested in



Alaskan adventurer, Don Lee (right), gives his nephew, Josh Lee (left) of Scandia, Minnesota, a little dual instruction in a Piper Super Cub.

Brad Thorberg Photo



Brian Thuringer of Madden's Resort (right) with guest speaker Don Lee (center) and Lee's brother (left).

Dave Weiman Photo

honing their skills.

The Alaska Floats & Skis office is located on Christiansen Lake, less than four miles from beautiful downtown Talkeetna between Anchorage and Fairbanks.

To schedule flight training on wheels or floats, or a trip in the bush, call 907-733-4500 or email don@alaskafloats.com.

Approximately a dozen floatplanes landed on Gull Lake for the seminar, and another 20 planes flew into East Gull Lake Airport (9Y2), located immediately adjacent to Madden's Resort.

Speakers included seaplane gurus Brian Addis talking on "risk," Bob Timm on "floatplane maintenance," and Pete

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FLOATPLANE FLY-IN



Jeff Voigt of Park Rapids Aviation flew a Quest Kodiak K100 to East Gull Lake Airport, then towed the aircraft to Madden's Resort for display in front of the conference center. The Quest Kodiak K100 is powered by a 750 hp PT6-34 engine.

Dave Weiman Photo

Firlotte of Transport Canada about the ins and outs of "flying in Canada."

Cassandra Isackson, Director of the MnDOT Office of Aeronautics, and Dr. Randy Corfman of the Minnesota Pilots Association, also made

presentations.

The Minnesota Department of Natural Resources provided "invasive species" training, and there were several safety seminars, and manufacturer and medical updates.

Networking in the exhibit hall came in a close second to watching floatplanes takeoff and land on Gull Lake for the "accuracy-landing contest."

The meals, entertainment and accommodations at Madden's Resort were excellent, and the golfers were out in full force!

MSPA President Ben Thuringer emceed the seminar and banquet, and he and his father, Brian Thuringer, of Madden's Resort, hosted the overall event. Wipaire, Inc. sponsored the band in O'Madden's Pub following the banquet.

For lodging information at Madden's Resort, call 800-642-5363 (www.maddens.com). For additional information on East Gull Lake Airport, call 218-828-9279. The grass airstrip is 2618 x 160 feet. Large aircraft can fly to Brainerd Lakes Regional Airport (KBRD) where car rental and fuel are available: (218) 825-2166.

For information on the "Minnesota Seaplane Pilots Association," contact Mary Alverson at 612-240-0123 or email m.alverson@hotmail.com (www.MnSeaplanes.com). □

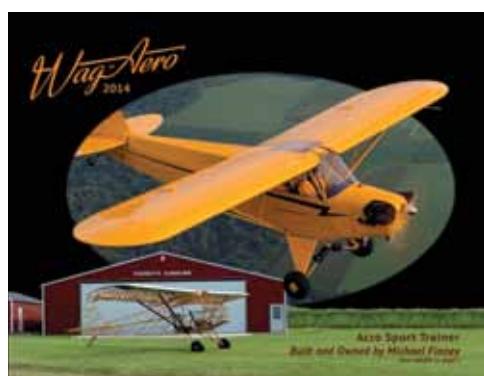
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LYONS, WIS. – Wag-Aero has published its new products catalog for 2014. Existing customers will receive a printed copy in the mail. The catalog can also be viewed online as well.

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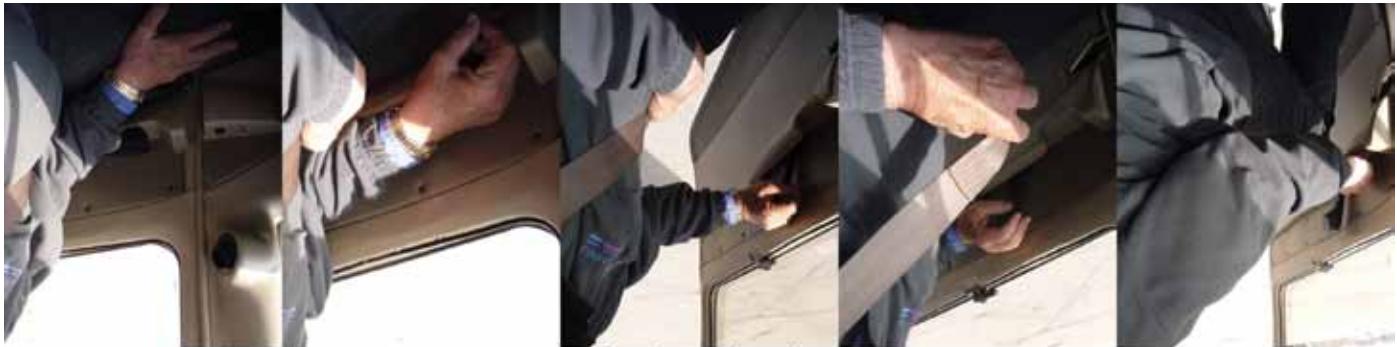
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Hand over hand, egress from the aircraft. Don't lose a fixed reference point!

"No, your eyes aren't playing tricks on you. While the chances of staying upright in a ditching are fairly good, even if you don't, right is right and left is left when your seatbelt is secured. If possible, use a hand-over-hand technique to locate and open the exit before releasing your seatbelt. Then, maintain your grip on a known fixed point like the door handle, and follow that path out of the aircraft. Practice this maneuver while seated in your aircraft on the ground, and consider egress training and water survival courses if the opportunity presents itself."

Ditching Isn't Just For Trans-Oceanic Pilots

by Rachel Obermoller

Aviation Representative
MnDOT Office of Aeronautics



Every pilot has pondered whether it's better to go over or around a body of water. Whether it's a relatively small lake while entering the traffic pattern, Lake Mille Lacs in Central Minnesota or Lake Michigan while venturing from Wisconsin to Michigan, the way pilots have been trained to think inevitably leads them to consider what would happen should the engine fail, or another emergency occur, at such an inopportune time. Some pilots set rules for themselves, such as "Never in a piston airplane" or "Only in a twin/seaplane/turbine," but the fact of the matter remains that throughout the Midwest, pilots are forced to fly across water to reach their destinations, whether in cruise or the traffic pattern.

One only needs to take off from St. Paul Downtown Airport or approach to land over the water at La Crosse to see that quite a few airports have "water hazards" nearby. We aren't trying to discourage pilots from using airports proximate to water or to create unnecessary fear, but it is important to consider that even the rules we set as our own personal minimums don't eliminate all the risk.

A good pilot is prepared for a multitude of potential abnormal or emergency situations including water egress from an airplane.

The risk of ditching is relatively small, and the chances of survival are quite high – research suggests upwards of 95% of ditching results in successful egress. A pilot can certainly hedge the odds favorably with a little planning, training, and the right gear. So, let's discuss what needs to be done in



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WATER LANDING SURVIVAL

the event of a real emergency, such as an engine failure on takeoff when oriented towards a body of water, a loss of power insufficient to maintain altitude when on approach over a river or lake, or as we saw with the "Miracle on the Hudson," a ditching in an urban environment where the worst option in most other situations was also the best option.

Setting Up To Ditch

Obviously, the best scenario for any emergency is one where the pilot has adequate time to prepare, has previously rehearsed the emergency in a low-risk environment, such as a simulator or during training with a competent instructor, and has the necessary knowledge and equipment to deal with the emergency.

Pilots practice simulated engine failures when they prepare for a checkride, but when was the last time you reviewed the procedures in the airplane, either static on the ground to rehearse the procedures, or as part of a flight review or other training event with an instructor in flight?

There are a number of things which could necessitate an emergency landing including engine or propeller malfunctions, fire, or flight control malfunctions. An emergency during cruise or with a little advance warning affords the pilot some time to prepare. An emergency on takeoff or approach at 200 feet over water does not. This is where at least a little rehearsal ahead of time is important. Know what your aircraft manufacturer recommends for ditching the aircraft, have a basic idea in your head of what you will do when faced with this type of emergency, and know the procedures for your aircraft that you can accomplish to try to maintain or restore power while maintaining control of the aircraft.

Start thinking about some of this way in advance, before you ever leave the ground. Also consider the equipment you carry onboard the aircraft including appropriate clothing for the conditions, survival gear, flotation devices, rescue aids such as portable ELTs, and tracking and signaling devices. Where is this equipment located and would it be accessible in the event of a water landing?

The rule of thumb is once you are out the door of the

aircraft, you don't go back in. Some seaplane pilots are known to carry survival gear in a dry bag in their float locker for this reason, and pilots whose work requires low-level flying commonly wear vests which incorporate pockets for basic survival gear.

If you frequently fly over water, you might consider investing in continuous-wear inflatable personal floatation devices (PFDs). These come in various forms including waist-pack, lightweight collar, or even integrated vest PFDs, but should never be the type which automatically inflate on contact with water or contain foam. The wearer should control when the device inflates so he can egress from the aircraft before the PFD becomes buoyant. A PFD also works best when worn instead of needing to be donned in an emergency.

Consider as well how your exits will operate, whether submerged or on the surface of the water, and upright or upside-down.

For example, the aft two-part doors on a Cessna 206 are blocked by the flaps when they are extended. Because the flaps require an electric motor to extend or retract, this may render the aft door unusable at worst, or require significant strength to force the back half of the door open at best if the flaps are extended.

If there is significant pressure differential between the cabin and exterior, it may be necessary to relieve this pressure before an exit can be opened. This can include opening a door or window, or in an extreme situation, forcing out a door or window by bracing and using leg strength to create an exit path through plexiglass in an unpressurized aircraft.

Passengers are also an important part of the equation, and a thorough briefing is an important part of any flight.

As pilots, we should weigh the passengers' need to know against their level of fear and familiarity with the aircraft. At a very minimum, with respect to egress and the potential for an off-airport land or water landing, passengers should understand how to operate their seatbelt and shoulder harness, open any exits and secondary exits, where the emergency equipment and survival gear are located, and know what you will expect from them as part of a routine flight, as well as should an emergency occur or a need to egress exist.


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Contacting The Water

As a pilot prepares to ditch in an aircraft in the Midwest, and really, much of the United States, he can generally assume that pointing the aircraft into the wind is the best course of action. In large bodies of water on windy days, the swells may be quite large or close together, and the pilot may elect to touch down perpendicular to a swell to minimize the potential for immediate capsizing if he determines that this is the best course of action. Otherwise, pointing the nose into the wind will generally put the aircraft perpendicular to the waves at minimum groundspeed upon contact with the water, which is ideal, and allows the pilot to use his familiar soft-field landing technique. There are numerous ways to determine the direction of the surface wind, including knowledge about the winds in the area, reading flags and windsocks nearby, looking for the calm upwind shore on a body of water, or watching the swell pattern on the surface of the water.

Some aircraft manufacturers and pilots may recommend opening an exit prior to touchdown to facilitate egress and prevent the exit from jamming closed, while others recommend keeping exits closed to preserve structural integrity until egress is required. Check your aircraft's POH, and in the absence of information on this subject, weigh the pros and cons for yourself.

Data indicates the risk of immediate capsizing in both low-wing and high-wing, as well as fixed-gear and retractable-gear aircraft, is relatively low, however the potential exists for any aircraft to end up upside-down in the water. The same procedure for egress can be used whether the aircraft is upside-down or rightside-up and involves positive contact with known fixed points in the aircraft.

To egress from an aircraft, employ a hand-over-hand technique where you never release your grip on a known point until the other hand has taken its place. This will minimize disorientation, regardless of the position of the aircraft.

Left is always left, and right is always right when you are in your seat with the seatbelt fastened, but once you are free from this restraint, left and right, up and down are arbitrary, so get the exit open and maintain a grip on this point before you release your seatbelt and leave the aircraft again using a hand-over-hand technique through the exit.

If you have passengers onboard who require assistance to egress or you need to retrieve something from the aircraft, do whatever you can to avoid re-entering the aircraft. This might include assisting from the outside, carrying survival gear on your person so it goes out the door with you, or leaving your gear behind if the situation is particularly dangerous. Some aircraft will float for hours or days after they end up in the water; others will be under water before you get out of the cabin, and this condition can change quickly so don't rely on the aircraft to provide a place to hang out while waiting to be rescued.

Survival

The gear you carry and the services you requested have a big impact on the potential for rescue. As previously discussed, consider whether PFDs are practical for your operation and which ones best suit your flying. In addition, declaring an emergency before ditching gets emergency services headed to you early. If possible, ditch near shore, water vessels, or populated areas where the chance of rescue or swimming to shore are higher.

Tracking devices or portable ELTs with the capability to declare an emergency are also beneficial provided they will continue to function even if wet. Cell phones can be protected from water with small dry bags or even a zippered plastic bag for short periods of time, and numerous types of signaling devices exist, which are either waterproof or unaffected by water.

In the water, buoyancy is important, as well as the exposure risk in cold water. Once everyone is out of the aircraft, survival is the primary challenge, but even those risks can be mitigated with some basic equipment and the proper procedures to get rescuers headed your way as quickly as possible, safely!

CONTINUED ON PAGE 62



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Wisconsin Holds 59th Annual Aviation Conference

WAUSAU-ROTHSCHILD, WIS.

— Tony Yaron, Director, Central Wisconsin Airport in Mosinee, Wis., and Central Wisconsin Aviation, hosted the 59th annual Wisconsin Aviation Conference at the Patriot Center in Wausau-Rothschild, Wisconsin, May 5-7, 2014.

The Wisconsin Airport Management Association (WAMA), Wisconsin Aviation Trades Association (WATA), Wisconsin Business Aviation Association (WBAA), and Wisconsin Aviation Exhibitors & Consultants Association (WAECA) sponsor the Wisconsin Aviation Conference. The conference is the premier aviation event of the year, bringing together consulting engineers and suppliers; airport managers, staff and commissioners; general aviation pilots; corporate flight department managers; fixed base operators; and federal and state aviation officials to meet, discuss and exchange ideas and information that are important to all aspects of aviation in Wisconsin.

The opening keynote speakers were Wisconsin Transportation Secretary Mark Gottlieb, and David Greene, Director, Wisconsin Bureau of Aeronautics, and his executive staff including Keith Gerard, Scott Brummond, and Mark Arnold. Mosinee Mayor, Al Erickson, welcomed guests to the conference.

Two of the most popular conference



(L/R) Award recipients Abe Weber, Joe Brauer, Jeremy Sickler, and Chris Reis. *Dave Weiman Photo*

sessions were on the recent legislation, which exempts aircraft parts and labor from Wisconsin sales tax, and the “Wisconsin Flying Hamburger Social.”

On the panel for the legislation on sales tax exemption was Jeff Baum, President, Wisconsin Aviation, Inc.; Abe Weber, Director, Outagamie County Regional Airport; and Bryan Budds, Manager, AOPA Great Lakes Region. Baum, Weber and Budds were among those who testified before the State Senate to urge passage of the legislation. Before concluding this session, the people in the room decided that the next legislation needed in Wisconsin is to revise state lien laws to allow for aircraft mechanic's liens to be recorded as part of the FAA Aircraft Registry. Currently, Wisconsin is one of only 14 states that does not have such a law.

John Chmiel, Manager of Wausau Flying Service and Wausau Downtown

Airport, and Jeff Gaier, Manager of Marshfield Municipal Airport, described their success in organizing hamburger social fly-outs throughout the state to stimulate airport activity.

Among the awards presented by the Wisconsin Airport Management Association (WAMA) was the “Blue Light Award For Aviation Journalism” presented to Joe Taschler, reporter for the Milwaukee Journal Sentinel.

Named “Engineer of the Year” was Chris Reis, PE, of Mead & Hunt, Inc., who has been involved in numerous civil and military airfield projects in 2013-14.

Named “Person of the Year” was Abe Weber, Director, Outagamie County Regional Airport, Appleton, Wis., for his work in getting the sales tax exemption legislation passed.

Recognized for “Lifetime Service” was Joe Brauer, Director, Rhinelander-Oneida County Airport, Rhinelander, Wis.

WAMA’s “Professional Development Award” went to Scott Volberding, Outagamie County Regional Airport, Appleton, Wis.

WAMA scholarships were presented to Christian Gillaspie of Boscobel, Wis., who is attending Lakeland College; and Collin Senglaub of Manitowoc, Wis., who is attending the University of North Dakota.

Jeremy Sickler was recognized for his service as president of WAMA.

Thirty-seven sponsors and 46 exhibitors supported the conference.

The 2015 Wisconsin Aviation Conference will be held May 11-13 in La Crosse, Wisconsin, and hosted by La Crosse Regional Airport and Clinton Torp, Manager.

Coordinating the Wisconsin Aviation Conference is Bob O’Brien, Executive Director, Wisconsin Airport Management Association. The planning committee consisted of 25 people from the industry. For additional information go to www.wiama.org, or contact Bob O’Brien at 815-757-2869. □



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Minnesota Airport Managers Meet In Bemidji

BEMIDJI, MINN. – The Minnesota Airports Conference held April 16-18, 2014 at the Sanford Center in Bemidji, featured 35 vendors, and technical sessions presented by AirTap. The conference was sponsored by the Minnesota Council of Airports (MCOA) and the Minnesota DOT Office of Aeronautics.

Awards presented included Duluth International Airport receiving the Commercial Service Airport Project of the Year Award for its terminal reconstruction project; and Fairmont Municipal Airport received the Non-Commercial Service Airport Project of the Year Award for its main runway, taxiways and apron rehabilitation project. Moose Lake-Carlton County Airport received the Intermediate Airport of the Year Award for its major reconstruction of the main runway, taxiway and apron using the SFDR process. Also named Intermediate Airport of the Year was New Ulm Municipal Airport for its main runway reconstruction project.

The Outstanding Service Award went to Harold VanLeeuwen of Bemidji, Minnesota, for his service as MCOA Vice Chairman and Chairman, and the many contributions he has made to Minnesota aviation during his 10 years of service.

MCOA scholarships were awarded to Sara Caton of Plymouth, Minn., who is a junior majoring in Airport Management at the University of North Dakota (UND) in Grand Forks, N.D. with a 3.5 GPA; and Gretchen Eichstadt of Mankato, Minn., who is a senior majoring in Aviation Management at Minnesota State University in Mankato, Minn. with a 3.61 GPA.

The FAA/Governor's Award was presented to New Ulm Municipal Airport for its extensive runway reconstruction project. Presenting the award was Cassandra Isackson of the Minnesota DOT Office of Aeronautics, and Barry Cooper of the FAA Great Lakes Region.

The MCOA Board of Directors met April 17 to elect officers. Joe Harris, manager at Anoka County-Blaine Airport, was elected chairman to replace Shaun Germolus of Range Regional Airport, Hibbing, Minnesota. Jeff Wig, manager at Brainerd Lakes Regional Airport, was elected vice chairman, and Mark Hagen, chairman of the Detroit Lakes Airport Commission, was elected secretary/treasurer. For additional information, contact Joe Harris at 763-717-0001 or email: joe.harris@mspmac.org. □

The Spotlight Is On You!

BROOKLYN CENTER, MINN. – Hundreds of aircraft maintenance technicians and inspectors attended the 2014 "Minnesota Aviation Maintenance Technician Conference," March 24-25, at the Earle Brown Heritage Center in Brooklyn Center, Minnesota. Upon completion of the two-day conference sponsored by the Minnesota Office of Aeronautics, technicians were able to renew their certifications.

Topics included aircraft maintenance liability and aviation law; a case study in failed systems safety – the global war on error; NDT – eddy current and ultra sound methods; aircraft charging and starting systems; inspection and maintenance of aircraft exhaust and engine mounts; piston engine problems for Teledyne and Lycoming engines; enhanced Continental engine care; de-ice boot installation and maintenance; lead acid battery airworthiness; an overview of PT6 hot section and component identification; aircraft heaters; propeller de-ice and vacuum pump system care; the care and maintenance of Parker/Cleveland wheels and brakes; the maintenance of spark plugs,



Aviation attorney, Greg Reigel, spoke on maintenance liability and aviation law.

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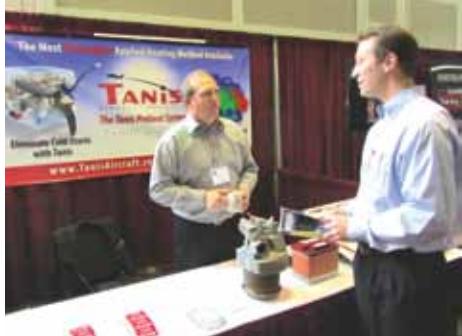
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(L/R) Susan Binger and Erik Sandell of Wings
Financial Credit Union.
Dave Weiman Photo



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Dave Weiman Photo

ignition leads and Slick starters; the replacement of 100LL by Swift Fuels' UL102; building a better relationship with HIRF; spark plug design and maintenance; the installation, care, and repair of pneumatic deicers; the principles of troubleshooting; turbine ignition maintenance; hydrostatic testing of aviation components; fuel

cell maintenance; vacuum pumps and pneumatic systems; vehicle and taxi operations on controlled airports; aerospace applications and training; brake pad and rotor break-in theory;

runway incursion prevention for aircraft maintenance technicians; an FAA safety team update; and aircraft maintenance technician awareness.

The conference also featured an exhibit hall where technicians could purchase everything from aircraft parts and tools, to financial services, or find a job! □

Wisconsin Flying Farmers Meet In Mineral Point

MINERAL POINT, WIS. – The Wisconsin Chapter of the International Flying Farmers held its annual convention in Mineral Point, Wis., April 27-29, 2014. Recognized during the convention were Dale and Ann Grahrl of Eden, Wis., for their service to the organization and aviation in general. Ann Grahrl has been newsletter

editor, woman of the year and president. Dale Grahrl has flown 148 Angel Flight missions, the ninth highest number of flights ever. Wisconsin Representative Daniel Le Mahieu presented the Grahls with a legislative citation for their contributions to aviation.

During the convention, the Flying

Farmers toured historic Mineral Point with visits to Pendarvis House, Cummins Emission Solutions, Hook's Cheese Factory, and Howdle Studios. The banquet was held at the MP Dining Co. and featured Mineral Point Airport Manager Kevin King and Pat Ripp of Point Aviation LLC, as guest speakers.

Members came from Wisconsin, Minnesota, Iowa, Illinois and South Dakota.

Phil Peterson was reelected president; Jeff Thompson was elected first vice president; George Suess was elected second vice president; Marcia Thompson was elected secretary/treasurer and coeditor of the newsletter with Ruth Dodge-Ducharme; and Carol Peterson was elected historian. Membership in the International Flying Farmers is open to anyone who supports aviation and agriculture. For additional information and a list of fly-outs, email Phil Peterson at pcpete83@frontier.com. □



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Wisconsin Governor Signs Bill To Exempt Aircraft Parts & Maintenance From State Sales Tax



Wisconsin Governor Scott Walker (center) with Gulfstream Aerospace Corporation's interim general manager, Jeff Toline (right and behind governor), and staff and supporters of SB 348, at the bill signing ceremonies held at Outagamie County Regional Airport, Appleton, Wisconsin, on April 3, 2014.

Dave Weiman Photo



(L/R) Abe Weber of Outagamie County Regional Airport, Appleton, Wis., Jeff Baum of Wisconsin Aviation, Inc., Madison, Wis., and Bryan Budds of AOPA discussed at the Wisconsin Aviation Conference in Wausau, May 6, 2014, what Wisconsin Senate Bill 348 will mean to the Wisconsin aviation community in terms of job retention and employment opportunities. The bill exempts aircraft parts and maintenance from sales tax.

Dave Weiman Photo

APPLETON, WIS. – After a year of lobbying by a coalition of state and national aviation organizations and businesses, Wisconsin Governor Scott Walker signed Senate Bill 348 into law April 3, 2014, exempting aircraft parts, maintenance and labor from sales and use tax, making Wisconsin competitive with the 36 other states that already have exemptions. The bill expands the current Wisconsin sales tax exemption that only applies to "commercial air carrier" aircraft to include all aircraft.

The argument was convincingly made that aircraft owners cross state borders for maintenance to save hundreds and thousands of dollars in sales tax. While the exemption will reduce sales tax revenue by an estimated \$3 million per year, it is expected to generate more than twice that amount in increased business, jobs, income tax revenues, and investment capital.

Wisconsin Senate Bill 348 amends 77.52 (2) (a) 10 and 77.52 (13); and repeals and recreates 77.54 (5) (a) of the statutes; relating to the sales and use tax exemption for aircraft parts, maintenance, and labor.

Section 4. Effective date. (1) This act takes effect on the first day of the 3rd month beginning after publication. In other words, the amendment goes into effect July 1, 2014.

Introducing Governor Walker was Jeff Toline, Interim General Manager at Gulfstream Aerospace Corporation's Appleton, Wisconsin facilities, located at Outagamie County

Regional Airport, where the bill-signing ceremonies took place.

"On behalf of Gulfstream Aerospace, it is my pleasure to welcome all of you here today," said Toline.

"This is a momentous day for Wisconsin's aviation industry and is truly the result of a collaborative effort between the members of our vibrant community, including business, government, and economic development entities.

"I would like to express my gratitude to the partners that we at Gulfstream Aerospace worked with on this vital legislation: Outagamie County and our partners at the airport; the Fox Cities Chamber; Cessna; Wisconsin Aviation; EAA; NewView Technologies; the Aircraft Owners and Pilots Association; Wisconsin Manufacturers & Commerce; and the General Aviation Manufacturers Association." In addition, the Wisconsin Airport Management Association (WAMA) and Wisconsin Aviation Trades Association (WATA) were supportive of the legislation, and rallied its members to contact their state representatives.

"We would not be here today without the support of Governor Walker, the leadership of Senator Mike Ellis and Representative Jim Steineke, as well as the support of the bill's other lead authors, Senator Frank Lasee, and Representatives Kaufert, Murphy, Sinicki and Hintz.

"Broad bipartisan support of the aviation industry and equitable tax cuts like the one being signed into law

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today, will allow our industry to compete across state lines, bringing business and jobs into Wisconsin. The commitment of Wisconsin lawmakers and Governor Walker to help Wisconsin's private sector is evident in the signing of this bill.

"Today, it is my honor to introduce you to the governor of the great state of Wisconsin, Governor Scott Walker."

Prior to signing the bill into law, Governor Walker told the crowd that Wisconsin's aviation industry is very important to the state's economy, and that he looks for even greater growth as a result of the bill.

Jeff Baum, President of Wisconsin Aviation, Inc., with locations in Madison, Watertown and Juneau, Wis., was on hand at the ceremonies and later said, "Aircraft owners win, as they just got a 5 to 5.5% reduction in maintenance costs... Aviation businesses win, as they can now compete on an even playing field with businesses in other states... People working in the maintenance field will be the big winners as more work can be captured... And ultimately, the state wins as tax revenues generated by additional employment, additional work hours and additional business spending with vendors will far exceed the sales tax dollars lost."

Baum expressed his appreciation to the legislators in Madison, who in the words of Senator Mike Ellis, '**did something right.**'

The Senate passed SB-348 on February 18, 2014 by a vote of 25 to 7, and the Assembly passed its bill (AB-438) on March 20, 2014 by a vote of 97 to 0.

"At a time of partisan bickering nationwide on other issues, it is nice to see both Republicans and Democrats come

together in Wisconsin and throughout the Midwest and the country, to enact legislation that will benefit their states' economies and the aviation industry as a whole," commented Dave Weiman, Editor and Publisher of *Midwest Flyer Magazine*. "Today's signing of the legislation by Governor Walker is the recognition the aviation industry deserves for its contributions to the economy, statewide and nationally."

The President and CEO of the General Aviation Manufacturers Association (GAMA), Pete Bunce, also attended the signing ceremony, and likewise praised Wisconsin legislators for their action. Governor Walker saw the importance of the general aviation manufacturing industry firsthand when he spoke at GAMA's GA Jobs Rally, May 30, 2013, which was also held at Gulfstream in Appleton, Wis.

Previous to the amendment, the sale of aircraft, including accessories, attachments, fuel, and parts, was exempt from the sales and use tax if the aircraft was sold to a person who uses the aircraft as a certified or licensed carrier in interstate or foreign commerce, or sold to and used by a foreign government. Also, the sale of aircraft was exempt from the sales and use tax, if the aircraft was sold to persons who are not state residents and the aircraft was removed from Wisconsin. Repair and maintenance services performed on all such aircraft were also exempt from the sales and use tax.

Wisconsin Senate Bill 348 exempts the sale of aircraft parts from the sales and use tax, regardless of how the aircraft is used. In addition, the bill exempts the repair and maintenance of all aircraft and aircraft parts from the sales and use tax. □

Aviation In Wisconsin Is Not All Sales Tax Free

MADISON, WIS. – According to Wisconsin Tax Bulletin 184, which goes into effect July 1, the service of providing parking or providing parking space for aircraft is subject to Wisconsin sales or use tax. "Parking" includes occupying space in a hangar when an aircraft is available for use without requiring a substantial expenditure of time or effort to make it operational.

For example, a ready-to-fly aircraft occupying space in a hangar when the aircraft is available for immediate use

is considered "parked." However, an aircraft occupying space in a hangar with its wings off is not parked, since it would require a substantial expenditure of time or effort to make it operational.

An airport may provide space for an aircraft or an airline at the airport. These charges may or may not be taxable parking services.

"T" hangar and "tie-down" parking – indoor parking, such as a single or multiple "T" hangar parking, is taxable. Outdoor or "tie-down" parking is also a taxable parking service.



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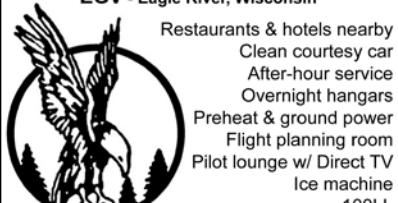
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The fee charged by an airport for use of the "apron" is not taxable when the fee includes use of gates and terminals and the airlines use the apron space typically to load and unload passengers and cargo, lavatory servicing, maintenance, cleaning, fueling, catering, replenishing portable water supplies, deicing, and towing.

The charge for "storing" an aircraft that is not available for immediate use is not taxable. However, the charge for storing an aircraft after it has been repaired and is available for immediate use, is taxable.

Example 1: Company repairs aircraft. Owner is unable to pick up the aircraft for a week. Company charges owner \$200

for "storing" the owner's aircraft until it can be picked up. Because the aircraft is available for immediate use upon repair of the aircraft, the \$200 charge by company is considered a charge for parking and is subject to Wisconsin sales tax.

Example 2: Company brings owner's aircraft to its repair shop. The aircraft is damaged and cannot be used. Company charges owner \$300 for "storing" the aircraft until owner's insurance company can estimate the cost of the damage and approve repairs. Because the aircraft is not available for immediate use, the \$300 charge by the company is not considered a charge for parking and is not subject to Wisconsin sales tax. □

Wisconsin Governor Signs Bill That Expands Liability Protection To Include Private Airport Owners

MADISON, WIS. – Wisconsin Governor Scott Walker signed Senate Bill 321, April 16, 2014, to expand the existing Recreational Use Statute (RUS 895.52) to include liability protection for non-commercial aviation at private airports. Previous to this amendment, landowners were protected from liability for such other public uses as snowmobiling, all terrain vehicle operations, hunting and cross-country skiing. The amendment now includes "aviation" as a recognized public use. Commercial aviation is not included in the amendment. With the passage of this legislation, Wisconsin joins dozens of other states, which have already amended their state statutes to include aviation.

Chuck Aldrian, who owns "Will-B-Gone Airport" (6WI3) in Birchwood, Wisconsin, and represents the Recreational Aviation Foundation in the state, read an article by Jim Hanson in the October/November 2012 issue of *Midwest Flyer Magazine* about Minnesota amending its Recreational Use Statute and wanted to do the same in Wisconsin. With the help of fellow airport owner, Don Kiel of Whitelaw, Wisconsin, and Jay Baeten, who owns "Antique Aerodrome" (9WS2) in De Pere, Wisconsin, the aviators rallied the support of Senator Joe Leibham of Wisconsin's 9th Senate District, and Representative Paul Tittl of Wisconsin's 25th Assembly District, to sponsor bills. AOPA Great Lakes Regional Manager



(L/R) Tyler Hansen, Aaron Lillibridge, Chet Gerlach, Don Kiel, Noah Kiel, Chuck Aldrian, Jay Baeten, Rep. Paul Tittl, Senator Joe Leibham, Johnathan Harger (EAA), Dave Weiman, and Luke Petrovich. Standing immediately to the governor's right is Jonathan Lillibridge, 7, son of Aaron Lillibridge of Manitowoc, Wisconsin. *State of Wisconsin Capitol Photo*

Bryan Budds, and Jonathan Harger of EAA Governmental Affairs, testified earlier this year, along with Aldrian, Kiel, Baeten, and Dave Weiman of *Midwest Flyer Magazine*.

For additional information on how to introduce an amendment to the Recreational Use Statute in your state to include non-commercial aviation, contact the Recreational Aviation Foundation at 406-362-4743 (www.theraf.org). □

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The Need For An Aircraft Lien Recording Law In Wisconsin

by Russell Klingaman

As an aircraft owner and operator, and as an attorney familiar with aviation law, I have identified a problem associated with buying and selling aircraft in Wisconsin: the inability to register some Wisconsin aircraft liens with the FAA Aircraft Registry. This article discusses why the Wisconsin lien laws should be revised to allow for aircraft mechanic's liens to be recorded as part of the FAA Aircraft Registry.

Clear title is very important for all aircraft transactions.

Clear title is the most important element in an aircraft transaction. Clear title means that ownership of the aircraft is transferred free and clear of all mortgages, liens, leases or encumbrances and that there are no legal questions or ambiguities as to the aircraft's ownership.

For the buyer, clear title means that the aircraft is being bought without any risk that a third party will claim either ownership or a lien interest. For the seller, clear title is the essence of what is being sold in exchange for the purchase price. If an aircraft is sold with title problems, both the buyer and seller may end up involved in costly legal disputes.

The aircraft industry is full of horror stories about people who have skipped the title search, only to have lien-holders from years back show up and demand compensation or repossession of the aircraft. Even when it appears that a buyer is taking clear title to an aircraft, challenges to title and lien claims can pop up after the aircraft has been sold. When this happens, the lien-holder (who may have no notice of the sale) may demand compensation, and the new owner may demand that the seller take care of the problem and clear the title. These disputes often end up in court. Many of these disputes can be avoided as long as liens are filed with the FAA Civil Aircraft Registry, and people use the Registry before buying/



Russell Klingaman

selling aircraft.

Getting clear title for an aircraft transaction requires that: (1) the seller originally acquired clear title or resolves any existing "clouds" on the title before the sale, and (2) the seller lawfully conveys clear title to the buyer.

Generally, no seller should transfer ownership of an aircraft with a clouded title; no buyer should pay for an airplane with a clouded title; and no lender should fund a loan on an aircraft with a clouded title.

The FAA Aircraft Registry

The FAA created the Civil Aircraft Registry to be the location for filing title and lien documents affecting U.S. registered aircraft. Aircraft records maintained by the FAA are on file at the Mike Monroney Aeronautical Center in Oklahoma City. The FAA Aircraft Registry collects the information necessary to establish and maintain the title records for all U.S. civil aircraft. In fact, the FAA maintains a folder with ownership records for every U.S. civil aircraft in the vaults of the FAA Aircraft Registry building. Each time a bill of sale, a lien, or a 337 form is submitted to the FAA, it is reviewed for completeness and accuracy, then added to the appropriate aircraft folder.

A search of the FAA Registry is important before every aircraft transaction.

The FAA Registry records are examined daily by many people, from individuals seeking information about an aircraft they are considering purchasing, to banks that finance such purchases, to law enforcement and security agencies. Examining the FAA Aircraft Registry before an aircraft transaction helps avoid the headaches many aircraft owners have suffered because they failed to take this one important step before purchasing an aircraft.

No one should purchase a house without having the title records for the property examined. The same goes for purchasing an aircraft. Before every aircraft transaction, the buyer should hire a qualified aircraft title search company to examine the FAA Aircraft Registry.

When a title search is requested, the title researcher goes to the Registry building, requests the file folder for a particular N number, and waits while the FAA duplicates the file for the examination. The title researcher then carefully reviews the file contents to prepare the title search report. It is a very tedious task, and in many cases can take several hours. Unfortunately, the search is only as good as the Registry's records.

The existence of recorded liens against an aircraft, as well as the priority of those liens, can be determined by a careful review of the documents maintained in the FAA Aircraft Registry. In fact, it is common for a title search to reveal that an aircraft has a lien filed against it that is unknown to the current owner.

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Clearing title on the FAA Registry for recorded liens and encumbrances is a simple process. A lien is filed with the FAA using AC Form 8050-41 (Conveyance Recordation Notice). In order to release a recorded lien, Form 8050-41 contains a "Release" section, which can be signed by the lien-holder and filed with the FAA to release the recorded lien.

Obviously, unrecorded liens can create difficult legal problems for aircraft buyers and sellers. Unfortunately, a search of the FAA Aircraft Registry will not reveal the existence of any Wisconsin mechanic's liens because the FAA does not permit recording of such liens. The FAA does not allow for the recording of Wisconsin mechanic's liens because the Wisconsin lien laws do not include a recording provision approved by the FAA.

Registry of Liens with the FAA is governed by state laws.

Federal law governs the recording of lien documents with the Aircraft Registry. However, the applicable state laws govern the validity and enforceability of liens on aircraft. In other words, both federal and individual state laws governing recording of documents affecting the title to an aircraft, operate concurrently. After the enactment of the Federal Aviation Act of 1958 and prior to 1981, the FAA accepted and recorded aircraft liens from almost every state. This system caused confusion as to the legitimacy of some liens and embroiled the FAA in litigation to clear them.

In 1981, to provide uniformity in the process of recording aircraft liens with the FAA Aircraft Registry, the FAA adopted a policy of reviewing state statutes and requiring specific recording language in the state statutes before allowing any liens to be part of the Aircraft Registry. The FAA has enforced this requirement despite any prior state judicial precedent that allowed for lien filing.

A letter from the FAA Aeronautical Counsel to a Florida attorney published in the Federal Register in 1981 outlines

the requirements the FAA must see in a state lien statute. The requirements are: (1) the time frame for recording; (2) the signatures that are required; (3) whether or not the claim must be verified; and (4) the filing location.

In 1981, the Florida statutes did not include these elements and the attorney's lien recording request was denied. Subsequently, Florida passed a lien recording law that complies with the FAA requirements.

Aircraft Mechanic's Liens

When someone provides storage, repair, maintenance or other services for an aircraft, he or she typically has the ability to assert a lien on the aircraft and retain possession of it until he or she has been paid for the services provided. This is commonly referred to as a "mechanic's" or "artisan's lien." See, for example, Wis. Stat. § 779.41.

Generally, a person who provides services for the aircraft and who has not been paid, would like to file proof of his/her lien with the FAA Registry. However, recording a mechanic's lien with the FAA is not allowed if the applicable state laws fail to conform to the FAA requirements.

If allowed by state law, a mechanic's lien recorded with the FAA must include some basic information. According to the FAA website, a recordable mechanic's lien must state, at minimum, the following

information: (1) the amount of the claim; (2) a description of the aircraft by N-Number, manufacturer name, model designation, and serial number; and (3) dates on which labor, materials, or services were last furnished, and the recording fee.

Recording a mechanic's lien with the FAA will increase the chances of a mechanic eventually getting paid for his/her work under circumstances where the aircraft has been returned to the owner prior to full payment for the mechanic's parts and services. Ideally, a mechanic in Wisconsin should not be forced to insist upon full payment of all invoices before releasing possession of a customer's aircraft. However, a mechanic who does not insist upon full payment prior to releasing possession of the aircraft risks not getting paid. At the same time, releasing possession of the aircraft will jeopardize his/her lien rights.

By having a procedure in place to record mechanic's liens with the FAA Registry, a mechanic who has not received payment for work performed has a better chance of eventually getting paid. If the lien is recorded, it will probably be identified during the title search. Typically, the seller or the buyer will contact the mechanic to arrange payment — thereby clearing this particular cloud on the aircraft's title.

All members of the aviation community are better off when a procedure is in place for recording a

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mechanic's lien. Not only are buyers and sellers better off, but mechanics and their customers also benefit. Mechanics who can register their liens will tend to have fewer unpaid invoices. Since unpaid invoices increase the overall cost of doing business, mechanics must increase the fees they charge for services provided to their other customers who do pay their bills on time.

Thirty-six (36) states have laws, which provide for lien registration and qualify for the FAA Registry.

Since 1981, the FAA roster has more than doubled in size from 16 to 36 states that are lien-recording approved. The list includes: Alaska, Arizona, Arkansas, California, Connecticut, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, Nevada, New Jersey, New Mexico, North Dakota, Ohio, Oklahoma, Oregon, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Virgin Islands, Virginia, Washington, and Wyoming. Fourteen (14) states, including Wisconsin, do not have lien registration laws approved by the FAA.

The various lien-recording laws are not uniform. Some are written better than others. Some appear unambiguous and use easy-to-understand language, while others do not. Some are older than others, and it appears that drafters of the more recently enacted laws have been able to improve upon the language used in the older laws.

It should be noted that all of Wisconsin's neighboring states in the upper Midwest, including Illinois, Iowa, Minnesota, Michigan, and Indiana, have enacted aircraft mechanic's lien recording laws.

Wisconsin lien laws do not qualify for the FAA Registry.

Currently, the Wisconsin lien laws do not meet the FAA recording requirements, because they do not contain any provisions for recording aircraft-related mechanic's liens. Hence, the current Wisconsin lien statutes do not satisfy the FAA lien-recording requirements, and Wisconsin mechanics' liens cannot be recorded by the Aircraft Registry.

Under existing Wisconsin law, mechanics' liens are viewed as creatures of possession and have no legal provisions for

recording that the FAA will recognize. As a result, aircraft buyers and sellers in Wisconsin have no way to verify clear title through a search of the FAA Registry.

It should be recognized that some Wisconsin statutes provide for the recording of liens — but not aircraft mechanic's liens. For instance, Wis. Stat. § 779.06 allows for the recording of construction liens; § 779.32 allows for the recording of real estate broker's liens; § 779.80 allows for the recording of hospital liens; and § 779.97 allows the U.S. government to record federal tax liens.

A preliminary survey of other states' statutes provides some good insight and/or options for a mechanic's lien recording law in Wisconsin. For instance, Michigan has a statute, M.C.L.A. 259.2056, stating that persons who store, maintain or repair aircraft and are not paid for their services may, "... within 60 days after the last work or service is performed, file with the Federal Aviation Administration Aircraft Registry, a claim of lien, duly acknowledged, stating the name and address of the lien claimant, the amount due, and describing the aircraft by make, model, serial number, and registration number." It seems appropriate for the Wisconsin legislature to enact a similar law.

Conclusion

It appears that the entire aviation community would benefit from a Wisconsin statute that satisfies the FAA criteria for recording liens with the FAA Aircraft Registry. Mechanics and their customers will benefit because unpaid invoices will be reduced; and buyers and sellers of aircraft will be better off because title problems will be avoided. Wisconsin should join the other 36 states that have passed laws that satisfy the FAA requirements for filing mechanics' liens with the FAA Civil Aircraft Registry.

EDITOR'S NOTE: Russell A. Klingaman is a pilot, aircraft owner and an attorney and partner in the law firm of Hinshaw & Culbertson LLP in Milwaukee, Wisconsin: 414-276-6464, rklingaman@hinshawlaw.com. □

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AOPA Offers Updated Version of FlyQ EFB

The Aircraft Owners & Pilots Association (AOPA) and partner Seattle Avionics have released Version 1.3 of the popular iPad application, FlyQ EFB, with new functions that include ADS-B traffic display, night mode, instrument procedure overlays and more (www.aopa.org/flyqefb). □

Jim "Fang" Maroney – A Life Filled With Flight

November 24, 1954 – March 23, 2014



Jim "Fang" Maroney
Photo Courtesy of Jim Maroney Family



Jim Maroney waves to the crowd from the cockpit of his DHC-1 Super Chipmunk.
Photo Courtesy of Jim Maroney Family

by Dave Weiman

MADISONVILLE, TENN. – Popular air show performer, chief airline pilot, and former Top Gun, Jim "Fang" Maroney, 59, of Milwaukee, Wis., was killed March 23, 2014, while flying cross-country from Watertown, Wisconsin to an air show in New Smyrna Beach, Fla. The cause of the accident was unknown at press time, and an autopsy was being performed.

Maroney, flying a 1956 de Havilland DHC-1 Super Chipmunk, made a fuel stop at French Lick, Indiana (FRH) around noon on March 23 and was heading to Franklin County Airport (18A) in Canon, Georgia, when the accident occurred.

A preliminary report issued by the National Transportation Safety Board (NTSB) stated: *On March 23, 2014, about 1338 (1:38 p.m.) eastern daylight time (EDT), the de Havilland DHC-1 impacted trees and terrain near Vonore, Tennessee. The airline transport pilot was fatally injured and the airplane sustained substantial damage. The airplane was operated by the pilot. Day, visual meteorological conditions prevailed for the personal flight, and no flight plan was filed.*

When the pilot did not arrive at his destination, a Federal Aviation Administration Alert Notice (ALNOT) was issued. The wreckage was located during the morning of March 24, 2014. The wreckage was found on the side of a mountainous slope within the boundary of the Cherokee National Forest in Tennessee. The elevation at the accident site was about 2,222 feet above sea level. There were no known witnesses to the accident.

The wreckage was found upright, and the debris path was oriented on a heading of about 300 degrees. Damage to broken trees within the wreckage debris path was indicative of a near-level aircraft attitude at impact. There was no evidence of fire noted. The engine controls were found in the "full forward" positions. All major structural components were found within the area of the main wreckage. The right wing was severed from impact forces. The pilot was found in the cockpit and

was wearing a parachute at the time of the accident; it was not deployed. The wreckage was recovered on March 31, 2014 and will be retained for examination at a later date.

Weather at Knoxville, Tennessee (TYS) near the time of the accident included scattered clouds at 1,900 feet above ground level (AGL), broken clouds at 2,800 feet AGL, and broken clouds at 5,000 feet AGL. (End of Report)

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PEOPLE IN THE NEWS

Not knowing the fate of the flight on the day Maroney was reported missing, friends held out hope that the experienced military pilot may have survived an accident and was attempting to hike out of the wilderness.

The Monroe County Sheriff's Office located the wreckage on the side of a mountain less than 30 minutes after they picked up the emergency locator transmitter (ELT) and did a grid search of the area. Due to the rough terrain, rescuers were flown in by helicopter to recover the remains.

Maroney was born in Casselton, North Dakota on November 24, 1954, where he started flying as a crop-duster. He received a Bachelor of Science Degree in Mechanical Engineering from the University of California-Fresno prior to enlisting in the United States Marine Corps.

Maroney graduated first out of 1500 pilots from Naval Flight Training School in Pensacola, Fla. in 1981, and was rated as the number one pilot at Naval Training Weapons School "Top Gun" in Miramar, Calif., in 1983. His group was the first to fly F-18 Hornets to Miramar, replacing the F-14 Tomcat.

In 1985, Maroney did an inter-service transfer to the 119th Fighter Wing of the North Dakota Air

National Guard in Fargo, where he flew F-16 Falcons. He became Squadron Commander in 1997, Group Operations Commander in 2001, and retired in 2002 as a Lieutenant Colonel.

Jim Maroney touched Hollywood as the chief advisor to actor, Tom Cruise, for the motion picture "Top Gun," and helped safeguard our country flying combat air patrols in an F-16 Falcon over Washington, D.C., immediately following the events of 9-11, until November 2001.

Maroney joined Northwest Airlines in 1985 (now Delta Airlines), advancing from line pilot to lead check airman overseeing the 757/767 aircraft fleets, to his most recent position as chief pilot at the Seattle office, overseeing 600 pilots.

Maroney started flying air shows in 1976, and was currently serving on the Aerobatic Competency Evaluation (ACE) Committee with the International Council of Air Shows (ICAS). Maroney was best known for his Super Chipmunk performances, but recently purchased a high-performance MX-S monoplane for some 2014 airshow performances.

With the skill and style of a true showman, Maroney would take his bows by standing in the cockpit and waiving to the crowd with the canopy

open as he made his final pass. Maroney performed this stunt in memory of the late Art Scholl, who made it his grand finale flying his Chipmunk in the 1980s and earlier. Scholl was killed in 1985 while filming a scene for the motion picture "Top Gun" when his Pitts S-2 biplane camera ship never recovered from a flat spin and plunged into the Pacific Ocean, never to be found. To watch a YouTube video of Maroney performing, go to <http://www.youtube.com/channel/UCq21xomBq2-t8YzJGD1TZPQ>.

Maroney is survived by his wife, Susan; sister, Kathy (Jerry) Rohrig; and numerous nieces and nephews. His father and hero, Maury Maroney, who flew P-51 Mustangs out of Iwo Jima during World War II, preceded him in death.

A funeral service and military tribute was held April 1, 2014 at the Fargo Air Museum at Hector International Airport, Fargo, N.D. Donations may be made in Maroney's honor to the Fargo Air Museum, 1609 19th Avenue North, Fargo, ND 58102; 701-293-8043; www.FargoAirMuseum.org.

Condolences may be forwarded to www.Facebook.com/FriendsOffang and SuperChipmunkAirshows@gmail.com.

Patty Wagstaff To Appear At Build A Plane's Teachers' Day

OSHKOSH, WIS. – Three-time National Aerobatic Champion, Patty Wagstaff, will speak at Build A Plane's 2014 Teachers' Day event, July 29th at EAA

AirVenture in Oshkosh, Wis. The annual event brings teachers together from across the nation to examine ways to use aviation to motivate kids to learn science, math, engineering and technology (www.BuildAPlane.org). □

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Patty Wagstaff

Milwaukee Airport Manager Barry Bateman Retires

MILWAUKEE, WIS. – With a career spanning 41 years in airport management, Milwaukee General Mitchell International (MKE) Airport Director Barry Bateman retired effective April 18, 2014.

In his 31 years as director at Milwaukee, Bateman saw the annual number of passengers at the airport increase from three million to more than seven million (up 220%). Bateman has overseen more than \$500 million in capital improvements at the



Barry Bateman

airport, which created a tremendous economic benefit for the entire southeastern Wisconsin region.

In 2007, Bateman received one of the American Association of Airport Executive's (AAAE) highest honors, the Distinguished Service Award. In 2008, he was the recipient of the Public Policy Forum's Norman N. Gill Award. And in 2010, the Wisconsin Airport Management Association presented Bateman with its Lifetime Service Award. Prior to his appointment in Milwaukee, Bateman served in positions at Las Vegas McCarran International and Lexington Blue Grass Airports. □

Adam Smith Joins CAF Staff

MIDLAND, TEXAS – The Commemorative Air Force (CAF) has named Adam Smith Executive Vice President of Strategic Development. In this role, Smith will oversee the execution of CAF's "Airbase Strategy" and will lead the design, funding and construction of the CAF National Airbase, and will ultimately oversee existing and future airbases. Prior to this appointment, Smith was an executive with



Adam Smith

the Experimental Aircraft Association (EAA) for 11 years, overseeing the EAA AirVenture Museum, the Young Eagles and chapter programs, membership, and EAA AirVenture Oshkosh. More recently, Smith was an executive with the Aircraft Owners & Pilots Association (AOPA). □

North Dakota Aeronautics Commission Appoints New Director

BISMARCK, N.D. – The North Dakota Aeronautics Commission has appointed Kyle Wanner its new director to succeed Larry Taborsky, who resigned earlier this year, to pursue other career goals. Wanner has been the aviation planner for the commission since 2011.

Originally from Mandan, North Dakota, Wanner is a graduate of the University of North Dakota and holds bachelor degrees in Airport Management and Air Traffic Control. He is a private pilot. Before joining the Aeronautics Commission, Wanner worked with the University of North Dakota Aerospace Foundation, Jamestown Regional Airport, and Signature Flight Support.

"We are at a critical stage in the development of much needed aviation infrastructure throughout the state, and are working to continue the integration of Unmanned Systems Aircraft into the National Airspace System," said Wanner.

"North Dakota has a long history of being a leader in the aviation industry, and I am looking forward to continuing that tradition as we move forward." □



Kyle Wanner

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

Nicholas "Nick" Conom – An ATC Voice In The Midwest For 50-Plus Years

BLAINE, MINN. – When pilots talk to air traffic controllers, and vice versa, they seldom put a face with the voice unless they personally visit the air traffic control facility. But after 50 years in the Twin Cities metropolitan area directing air traffic, and 58 years in all, it is worth publishing a photo of air traffic controller, Nicholas "Nick" Conom of Hudson, Wisconsin.

Conom will officially retire as a controller on June 7, 2014. He has been working the contract tower at Anoka County-Blaine Airport after first



Nicholas "Nick" Conom

retiring from the FAA in 1998.

Conom joined the U.S. Air Force in 1955 and was a controller at Rapid City, South Dakota beginning in 1956, before moving to Madison, Wisconsin (MSN) in 1960 where he worked the tower until 1968 when he transferred to Minneapolis-St. Paul International Airport (MSP). He became a supervisor in 1973, and survived the Professional Air Traffic Controllers Organization (PATCO) strike of 1981.

The job has had its challenges, like having to repeat transmissions to pilots more than once, but its rewards have been many.

One of Conom's most memorable experiences came in 1997 while working at MSP. There was a VFR pilot who took

off from Minneapolis Airlake Airport (LVN) in Lakeville, Minnesota at night in low IFR conditions. Immediately after taking off, the pilot called the tower at MSP and asked for help. He was in the clouds 25 miles south of MSP, so Conom gave him a no-gyro approach back to LVN. Once lined up for Runway 30, and one mile from the airport, the pilot broke out of the clouds at 400 feet AGL and landed safely. After shutting down the engine, the pilot called the tower to thank Conom for saving his life. Conom's response then, as it is today, "That's our job!"

One of Conom's last assignments will be to direct traffic during "Discover Aviation Days" at ANE, May 31 thru June 1, 2014. □

Strong Advocate For GA, Leon Rediske

FRANKLIN, WIS. – The long-time owner of Rainbow Airport in Franklin, Wisconsin, Leon Rediske, 72, passed away May 6, 2014 at the Hope Hospice House in Cape Coral, Florida, following a battle with Glioblastoma brain cancer. During



Leon Rediske

his career, Rediske operated a flight school at Rainbow Airport, an airport his father, Edward, founded in 1946. Rediske continued his career as a flight instructor and airframe and powerplant technician after Rainbow Airport closed in 1996.

In the 1980s, Rediske served as president of the Wisconsin Aviation Trades Association (WATA) and worked to improve relations between fixed base operators and the Milwaukee FAA

Flight Standards District Office.

In addition to WATA, Rediske was a member of the Experimental Aircraft Association (EAA), Ozaukee Corvette Club, Corvettes on the Gulf (Fla.), West Allis-Milwaukee Amateur Radio Club, Ozaukee Radio Club and the Fort Myers Radio Club. He is survived by his wife, Jane, of 32 years.

For additional information on Leon Rediske and Rainbow Airport, go to: http://www.airfields-freeman.com/WI/Airfields_WI_SE.htm#rainbow. □

Aviation Leader, Jim Oberstar

POTOMAC, MD. – Former House Transportation and Infrastructure Committee Chairman Jim Oberstar,



Jim Oberstar

79, (D-MN), died unexpectedly May 3, 2014, at his home in Potomac, Md. Oberstar was a strong advocate of aviation, whether for airport development, safety improvements

or funding. He fought vigorously against "user fees." Oberstar served 18 consecutive terms as the representative for northeastern Minnesota before losing to Republican Chip Cravaack in the 2010 election. A family statement indicated that Oberstar died in his sleep, but did not give a cause. □

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A Toast To Henry O

ANAHEIM, CALIF. – The presidents of the major aviation organizations in the United States came together for the Helicopter Association International



Henry Ogrodzinski

(HAI) Heli-Expo February 24-27 at the Anaheim Convention Center in Anaheim, Calif. Among the presidents in attendance for a "town hall" session was event host Matt Zuccaro of HAI, Ed Bolen of the National Business Aviation Association (NBAA), Mark

Baker of the Aircraft Owners & Pilots Association (AOPA), Jack Pelton of the Experimental Aircraft Association (EAA), and Tom Hendricks of the National Air Transportation Association (NATA).

Noticeably absent was Henry Ogrodzinski, President and CEO of the National Association of State Aviation Officials (NASAO), who passed away January 22, 2014, following a two-year battle with cancer.

Following a panel and audience question and answer session, Zuccaro closed the town hall session by calling attention to an empty chair on stage where some flowers were displayed in memory of Ogrodzinski.

At a special tribute to Ogrodzinski

in Washington, D.C., May 14, Bolen spoke of the event, and stated how much he and his fellow association leaders will miss his friendship, counsel and unique ability as a strategist in dealing with industry concerns.

Prior to assuming the leadership role at NASAO in 1996, Ogrodzinski held a number of other senior management positions, within the Delco Electronics Division of General Motors, Experimental Aircraft Association, General Aviation Manufacturers Association, Gulfstream Aerospace Corporation, and United States Air & Trade Show. Ogrodzinski grew up in Milwaukee, Wis., and is a graduate of the University of Wisconsin-Milwaukee campus. □

Aberdeen Airport Director Accepts Position At Waterloo

ABERDEEN, S.D. – (January 10, 2014) Aberdeen Regional Airport Director Mike Wilson has resigned to take the director's position at Waterloo Regional Airport, Waterloo, Iowa. Wilson was at Aberdeen for three years. □

St. Cloud Student Receives NBAA Leadership Conference Scholarship

WASHINGTON, DC – Eric Wenner, a senior at St. Cloud State University in St. Cloud, Minnesota, was one of three individuals who received a scholarship to attend the National Business Aviation Association (NBAA) 2014 Leadership Conference, Feb. 19-20 in Atlanta, Georgia. The conference is designed for current and future leaders in every facet of the business aviation industry – both aircraft operators and vendors who provide products and services within the industry. Wenner is majoring in professional flight, has a commercial pilot certificate, and is working on his CFI. His goal is to work in business aviation for a Fortune 500 company (www.nbaa.org/) scholarships). □

Wisconsin Aviation Hall of Fame Names 2014 Inductees

OSHKOSH, WIS. – Six aviators will be inducted into the Wisconsin Aviation Hall of Fame (WAHF) at the EAA Museum in October 2014 including Brig. Gen. Peter Drahns (ret.), Vice Admiral James H. Flatley, Jr., Donald Voland, and brothers James, Ed, and Ray Knaup.

Drahns had a 30-year career in the U.S. Air Force and Air National Guard, a 20-year career as director at Dane County Regional Airport in Madison, and as executive director of the Wisconsin Airport Management Association (WAMA).

Flatley of Green Bay, Wis., was a World War II ace, Naval tactician, and served as Commanding Officer of the Naval Air Station in Olathe, Kansas.

Voland served in the Armed Forces and in 1986, established Aero Optics Inc. in East Troy, Wis.

The Knaup brothers were from Milwaukee, Wis., and early aviators who founded Midwest Airways in September 1927. □

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Minnesota Aviation Hall of Fame Inducts Coddington, Duehring, Herrick, Roberts, Stout & Wastvedt

BLOOMINGTON, MINN. – The Minnesota Aviation Hall of Fame (MAHF) held its 25th annual induction banquet at the Ramada, Mall of America Hotel in Bloomington, Minnesota, where emcee Stan Ross introduced the six inductees for 2014:

Marty Coddington, a long-time air traffic controller, who, among other assignments, worked the Oshkosh, Wis. tower for 10 years before retiring for an airline job with Express One, an airlink for the former Northwest Airlines.

Colonel Craig Duehring spent his career in the U.S. Air Force, and served two combat tours in Vietnam as a "Raven" observer pilot.

Greg Herrick, known to most Midwest aviation buffs for his Golden Wings Museum at Anoka County-Blaine Airport. Introducing Herrick was his longtime friend, AOPA President Mark Baker.

The late John Roberts, who headed the aviation program at Minnesota State University in Mankato, and served as a test pilot for Cessna, fixed base



Inductees and family members accepting the 2014 Minnesota Aviation Hall of Fame awards include (L/R): Marty Coddington, Jane Roberts, Col. Craig Duehring, Greg Herrick, Jim Stout, and Sara Wastvedt. *Dick Phillips Photo*



(L/R) Mark Baker, AOPA President & CEO; Noel Allard, Chairman of the Minnesota Aviation Hall of Fame; and Greg Herrick, 2014 Hall of Fame inductee. *Dick Phillips Photo*

operator, flight examiner and corporate pilot.

The late William Bushnell Stout – an inventor, engineer, and designer of the airliner, which was to become the Ford Trimotor for Henry Ford.

The late John H. Wastvedt, who was

a Marine flyer in the Pacific during WWII, flew for Honeywell after the war, and partnered in several aviation organizations, including the soaring association based at Stanton Airfield, Stanton, Minn.

Noel Allard of Menahga was named "Minnesota Aviation Writer of the Year," and John Valo of St. Cloud was named "Aviation Artist of the Year."

Three scholarships were awarded to students who are pursuing aviation careers including Kyle Budach of Janesville, Minn., who received the Don Hinz Scholarship; Zach Alsterlund of Inver Grove Heights, who received the Kenneth Dahlberg Scholarship; and Brock Wood of Alexandria, who received the Scott Anderson Scholarship.

The public is invited to submit nominations for the Minnesota Aviation Hall of Fame. Candidates submitted prior to November 30th of this year will be eligible for induction in 2016. The nomination process is outlined on the Hall of Fame website, mnaviationhalloffame.org. □

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AVIATION HISTORY

Connecting With The Past, While Helping Others Locate A WWII Veteran

In 1981, pilot Douglas J. Tomas of East Troy, Wisconsin, began research on his great-uncle, TSgt. Charles L. Berg, who was killed when his U.S. Army Air Corps B-24 Liberator was shot down over Vicenza in northeastern Italy on December 28, 1943. Berg was the flight engineer on aircraft #36, serial number 42-72768, "Ready, Willing and Able" of the 512th

Squadron, 376th Bomb Group (heavy), the "Liberandos."

On that mission, three squadrons of the 376th Bomb Group, with a total of 17 B-24s, did not join up with another bomber group and fighters as planned, and were attacked before getting to the target by a large number of German fighters that had not been previously reported. The Germans shot down all

six aircraft of the 512th Squadron, and two each from the 514th and 515th Squadrons, leaving only seven aircraft able to return to base. Berg and four others of the crew were killed that day... five crewmembers survived. Tomas was able to contact all five survivors.

Tomas later determined the location of the B-24 crash site with the help of a local Italian, and in 2011, he attended an event where a plaque was dedicated, commemorating that day and the efforts of the crew.

The plaque (in Italian) reads:
In Memory Of The Fallen Crew Of
The American B-24 In The 376 Group
USAAF Shot Down Here In The 2nd
World War On 28 December 1943. The
City Of Arcugnano Placed This (Plaque)
On 28 December 2011.

Since then, the story has taken yet another twist.



S/Sgt. John A. Swearingen

Recently, Tomas met Winona (Swearingen) Walker of Brodhead, Wisconsin, the sister of S/Sgt. John A. Swearingen, a crewmember on one of the other B-24s in the squadron who was also killed on that mission. Like Tomas, her family was unable to locate her brother's remains, but learned through Tomas that he was unable to bail out of their aircraft, along with six other crewmembers, and after the crash and fire, the Germans, and later the U.S. Army, were unable to positively identify each body. So he, as well as his other crewmembers, were and still are, listed as "missing in action."

They did learn, however, that their remains were found and moved to the U.S. military cemetery in Mirandola, Italy, and post-war, moved again to the U.S. military cemetery in Florence. So the family now knows where his remains are buried, but not specifically which grave. □

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AirVenture To Honor EAA Founder

OSHKOSH, WIS. – EAA is inviting all members and attendees to join in paying tribute to the memory of its founder, Paul H. Poberezny, during several special commemorative activities at EAA AirVenture Oshkosh 2014.

Poberezny passed away in August 2013, just weeks after he participated in EAA AirVenture Oshkosh at the age of 91.

On the Sunday before opening day, July 27, a brief ceremony will be held at the EAA Memorial Wall. The event



Paul Poberezny

– slated for early evening – will be open to all AirVenture attendees.

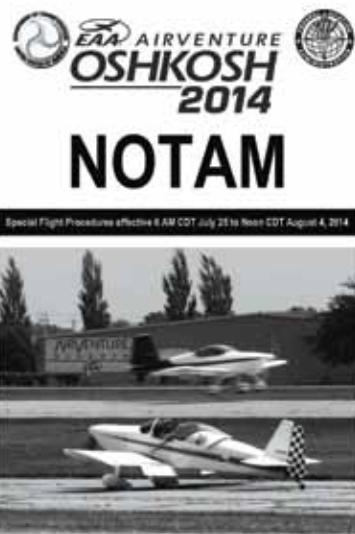
Poberezny's prized P-64 and P-51 warbirds will be prominently displayed on the Plaza. At the EAA Welcome Center, members can visit the special tribute area that tells Poberezny's story in his own words. His Red One VW, and his very first aircraft, the Waco Primary Glider, will also be prominently displayed.

Monday's evening program at Theatre in the Woods will be a special night of storytelling and celebrating Poberezny's life. His legacy will be the focus of Tuesday's EAA Lifetime Member Dinner, including videos, a commemorative printed program, and a special keepsake.

Stay tuned for other activities as they are confirmed. □

Flight Planning To Oshkosh

OSHKOSH, WIS. - The 62nd annual edition of "The World's Greatest Aviation Celebration" will be held July 27-August 3, 2014 at Wittman Regional Airport in Oshkosh. A NOTAM, which is in effect July 25-August 4, outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports. It was designed by FAA, in partnership with EAA, to assist pilots in their AirVenture flight



planning. While the overall procedure is similar to past years, there are some changes compared to the 2013 version and updates on many of the NOTAM's 32 pages.

Some of those changes include:

- Fond du Lac ATIS changed to 121.1
- Expected Temporary Flight Restrictions (TFRs) for Wittman Regional Airport on August 1-3
- Closed runway 4/22 at Wittman Regional Airport is now 5/23
- Air show waiver times changed on Sunday, August 3

A high influx of VFR arrivals is expected to begin at Oshkosh on Saturday and Sunday, July 26-27. Besides following the published arrival and departure procedures in the AirVenture NOTAM, pilots should maintain high vigilance in watching for other aircraft.

Pilots are expected to have a copy of the NOTAM available for in-flight reference, and may download a PDF version of the NOTAM or request a free printed copy by visiting www.airventure.org/notam.

Pilots may also request a free copy of the printed NOTAM by calling EAA Membership Services at 800-564-6322.

Additional hints and tips for pilots arriving at and departing from EAA AirVenture 2014 are also available online at www.airventure.org/atc.

This year's NOTAM cover features a photo of Van's RV aircraft on the runways of Wittman Regional Airport.

EAA AirVenture Oshkosh is "The World's Greatest Aviation Celebration" and EAA's yearly membership convention. Additional EAA AirVenture information, including advance ticket and camping purchase, is available online at www.airventure.org. EAA members receive the lowest prices on admission rates. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit www.eaa.org. Immediate news is available at www.twitter.com/EAAupdate. □

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EAA, FAA Reach Agreement On ATC Costs

OSHKOSH, WIS. – EAA and the FAA have signed two agreements – a Settlement Agreement and a nine-year Reimbursable Agreement – that provide EAA with assurance of air traffic control services on a consistent basis through 2022 for the EAA AirVenture Oshkosh® convention.

This ends the uncertainty that began with the FAA's sudden assessment of ATC fees for the 2013 event and the potential that air traffic support might not be provided this year or in the future unless such fees were paid.

After EAA was forced to sign a one-year ATC agreement under protest in 2013, the organization filed a petition with the U.S. Seventh District Court of Appeals, arguing that the FAA has no legal right to charge for ATC services without clear Congressional authorization. That petition was still on the court docket with an uncertain outcome when agreement was reached. EAA was facing the same uncertainty for the 2014 event that air traffic services potentially might not be provided if the matter remained unsettled in the courts, as the FAA's plan was to continue to charge for AirVenture ATC services in the future.

"Our ultimate goal was to bring certainty and stability for AirVenture, for EAA and our fellow members," said Jack J. Pelton, EAA's Chairman of the Board. "Every possible option, from contract and volunteer controllers to canceling AirVenture entirely, was considered. EAA thoroughly explored the contract controller option and concluded that it was not available for 2014 or for the foreseeable future. There was also no assurance that, had EAA prevailed in its court case, the FAA would have agreed to provide ATC services at any price. No alternative solution was found that would permit AirVenture to continue in its present form. The stability of the organization on behalf of its membership mandated this difficult decision."

FAA will provide air traffic control and other personnel for AirVenture as in past years, with EAA covering the cost of travel, accommodations, backfill overtime, and other miscellaneous expenses. At the same time, the FAA agrees that if EAA does find a better solution to provide a high standard of ATC services at Oshkosh, EAA may move to that option with full FAA support.

EAA received support from other GA organizations and expressed its particular gratitude to the International Council of Air Shows (ICAS) and Helicopter Association International



Air Traffic Control Tower
Wittman Regional Airport
Oshkosh, Wisconsin

Photo Courtesy of EAA

(HAI) for the amicus curiae briefs that they filed in support of EAA's court petition. There also was bipartisan backing in Congress including direct contacts from the House and Senate demanding that FAA explain and justify the new fees.

"We had an excellent legal argument within our court petition that no doubt moved the FAA to discuss a long-term solution," said Pelton. "We maintain that the FAA does not have the authority to assess fees for ATC services, but the absence of a permanent political solution left EAA and all participants and exhibitors vulnerable to FAA non-participation in this year's event and potentially in succeeding years. On balance, we had to take this action in order to assure the continuation of AirVenture in the best interest of our members and their investment in EAA." □

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Great War Flying Museum Aircraft To Help Celebrate Centennial of WWI Aviation At EAA AirVenture 2014

OSHKOSH, WIS. – Four outstanding replica aircraft from the Great War Flying Museum of Caledon, Ontario, Canada, will participate in EAA's World War I aviation centennial activities during EAA AirVenture Oshkosh 2014, July 28-August 3, at Wittman Regional Airport in Oshkosh. The four aircraft – Sopwith 1-1/2 Strutter, Royal Aircraft Factory S.E.5a, Nieuport 28, and Fokker Dr.I – will be on display throughout AirVenture, and also fly several times during the daily afternoon air shows at Oshkosh.

The airplanes are part of the Great War Flying Museum collection, which is dedicated to honoring the pilots who served with gallantry and distinction during the First World War.



Sopwith 1-1/2 Strutter

EAA Photo

Each of the aircraft is painted in the markings that honor specific pilots and flying groups, from the Manfred von Richthofen "Red Baron" Fokker Dr.I and the Nieuport 28 honoring American Ace Eddie Rickenbacker, to Canadian pilots such as ace Billy Bishop on the S.E.5a and R.F. Redpath on the Sopwith 1-1/2 Strutter.

The GWFM was founded in 1970 by members of the Brampton Flying Club.

For more information on EAA and

its programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit www.eaa.org. Immediate news is available at www.twitter.com/EAAupdate.

□

EAA AirVenture To Feature Kenny Loggins & Big Bad Voodoo Daddy

OSHKOSH, WIS. – We used to go to EAA AirVenture Oshkosh strictly for the planes, but many pilots and aviation enthusiasts now also go for the great music.

Among this year's concerts will include Kenny Loggins, who has been making hit music for the past four decades. Loggins will kick off the evening entertainment when he headlines the fly-in's popular opening night concert on Monday, July 28.

The concert, presented by Ford Motor Company, is free to all AirVenture attendees that day and will be held on the EAA Plaza immediately following the afternoon air show.

Loggins' newest endeavor, Blue Sky Riders (Loggins,



Kenny Loggins

Georgia Middleman, Gary Burr), will start the evening's entertainment.

Kenny Loggins' remarkable career has brought him from the top of the charts to the toast of the Grammys. He's had smash hits on Hollywood's favorite soundtracks (Footloose, Top Gun, Caddyshack), rocked stages around the world, and found his way into children's hearts while bringing his soulful, beautiful voice to platinum albums of a stunning variety of genres.

As the grand finale of a daylong salute to veterans on Friday, August 1, there will be a concert by the award-winning swing band "Big Bad Voodoo Daddy" and sponsored by

Disabled American Veterans and EAA Warbirds of America.

EAA AirVenture Oshkosh is "The World's Greatest Aviation Celebration" and EAA's yearly membership convention. Additional EAA AirVenture information, including advance ticket and camping purchase, is



Big Bad Voodoo Daddy

available online at www.airventure.org. EAA members receive the lowest prices on admission rates. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit www.eaa.org. Immediate news is available at www.twitter.com/EAAupdate.

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Why Airports Need A Wildlife Control Program All Year, Not Just During Hunting Season!

by Wayne Switzer

Comedian Bill Engvall tells one particular story at some of his shows that many people find improbable, when the airplane in which he was a passenger struck a deer. However, airport employees around the world know that hitting a deer with an airplane happens more often than many think. Not to mention, the hazards of geese, other birds, fox, coyote and so on.

The Federal Aviation Administration (FAA) uses the innocent sounding name "wildlife strikes" for these encounters. It doesn't really convey the threat to life and limb of the flying public. The fact that, in 2009, a wildlife strike that caused total engine loss for U.S. Airways Flight 1549 (i.e. "Miracle on the Hudson") right after takeoff in New York City, paints a better picture.

Fortunately for the 155 souls on board this aircraft, their pilot was Captain Chesley B. "Sully" Sullenberger – a former fighter pilot with 19,663 flight hours, who made the "most successful ditching in aviation history," according to National Transportation Safety Board member Kitty Higgins. But we are not always so fortunate. From 1990 to 2013, there were 142,000 wildlife strikes reported in the United States. Ninety-seven (97) percent of those were bird strikes, with a reported cost of \$639 million (FAA data).

But the real cost, as we know in the aviation world, is the risk to those in the air. Well-managed airports strive to provide the safest environment possible, and the best practice tool for strikes is having and using a good "wildlife management plan."

In their most complex form, these



Wayne Switzer

plans involve a yearlong wildlife study, followed by creation of the plan with recommendations specific to the airfield involved. Sound expensive? Maybe, but wildlife management plans can also be scaled down for General Aviation airports.

Take a look at what's already out there. If your airport has done an environmental assessment in recent years, you may already have enough information.

There is also an inexpensive option available – approach your local agencies for help.

FAA Airport District Offices, or the local office of the U.S. Department of Agriculture's Fish and Wildlife Service, can offer a lot of experience and assistance before you start spending hard-to-come-by aviation improvement dollars.

Planning For Wildlife Management

An important step in managing wildlife strikes is appropriate planning of the airport area itself. By recognizing how the land on and around the airport is used, you can tell what types of wildlife might be attracted to the area. That way, the chances of wildlife strikes can be reduced.

According to FAA records, some of the most hazardous wildlife to airport

operations are:

- Gulls
- Waterfowl
- Raptors (hawks, eagles, etc.)
- Deer

These species tend to be attracted by these types of land uses:

- Putrescible-waste disposal operations.
- Wastewater treatment facilities.
- Wetlands.
- Dredge spoil containment areas.

Recognizing existing wildlife attractants, as well as mitigating the creation of new wildlife attractants on or near the airport, will help to reduce the risk of wildlife strikes.

What Airport Managers Can Do

The FAA, working with the U.S. Department of Agriculture, has developed a manual for airport management to reduce the chances of wildlife strikes. One focus of the manual includes removing the reasons animals congregate near an airport, such as modifying the habitat of the airport and the surrounding area. Some of those measures include:

Vegetation Management

- AOA vegetation
- Drainage ditch vegetation
- Landscaping
- Agriculture

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- Terminal
- Airport construction

Source: http://www.faa.gov/airports/airport_safety/wildlife/problem/media/2005_FAAManual_complete.pdf

Managing wildlife on and near airports is not a problem that is just solved and the airport gets to move on. Wildlife and the hazard they represent requires vigilance and a commitment to address the issues year-round.

Many airports choose a “safe shooting” program as a prime component of their plan. This involves use of short range guns such as shotguns or handguns that can be relied on to stay on airport property when they are aimed properly. The plans also include training and certification of a select corps of marksmen to carry it out, making certain the program stays safe and effective. Resources to help establish a personal management plan for your local airport are included at the end of this article.

The U.S. Department of Transportation has also done some excellent research on the topic, through the Airport Cooperative Research Program (ACRP). There is also a template available from the FAA for airports or consultants to customize solutions for their specific situation.

Sources

- ACRP Studies
- ACRP Report 32, “Guidebook for Addressing Aircraft/Wildlife Hazards at General Aviation Airports”
- Wildlife challenges confronting general aviation airports.
- Techniques and strategies for addressing wildlife challenges.
- Identifying and controlling wildlife species found at airports.
- Wildlife attractants and best management practices that can minimize wildlife activity at and around airports.
- Wildlife control strategies and techniques most appropriate at general aviation airports.
- Developing wildlife control programs.
- ACRP Synthesis 39, “Airport Wildlife Population Management.”
- ACRP Synthesis 23, “Bird Harassment, Repellent, and Deterrent Techniques for Use On and Near Airports.”
- Direct wildlife population control techniques for reducing wildlife collisions with aircraft.
- Ecological foundations of wildlife population control and management.
- FAA Resources
- Advisory Circular; AC 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports.
- Wildlife Management Plan template; http://www.faa.gov/airports/northwest_mountain/airport_safety/media/acm_sample.doc

EDITOR'S NOTE: Wayne Switzer is a senior aviation engineer with Ulteig, and works out of the company's Bismarck, North Dakota office (www.ulteig.com). □

West Star Opens New Maintenance Facility In East Alton

EAST ALTON, ILL. – West Star Aviation is nearing completion of its new 47,000 square foot maintenance facility at their East Alton, IL (ALN) location. In addition to the new maintenance facility, the multimillion dollar expansion includes a 14,000 square foot wood shop and 6,000 square foot accessory repair shop, bringing the East Alton facilities from 250,000 to 317,300 square feet with approximately 300 employees (www.weststaraviation.com). □

DuPage To Widen Runway

WEST CHICAGO, ILL. – DuPage Airport (DPA) in West Chicago, Illinois, is preparing to widen its 7,570-foot primary runway from 100 feet to 150 feet.

Construction was slated to begin in mid-May for completion by December 1, 2014. The primary runway at DuPage Airport is the longest in the area outside of O'Hare International Airport. □



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AOPA & NATA Presidents Address Aviation Business Community At Minnesota Trades Conference

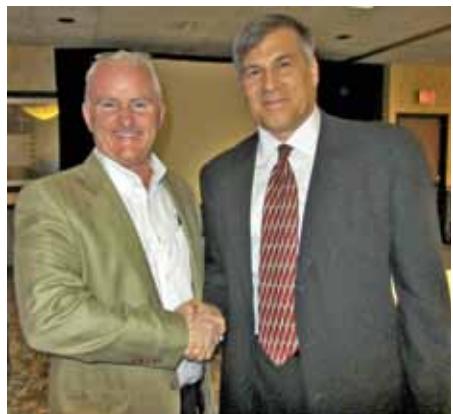


(L/R): MATA President Gregory J. Reigel of Reigel Law Firm, Ltd., presents Minnesota State Representative Michael Beard with MATA's "Public Official of the Year Award."

Midwest Flyer Magazine Photo by Dave Weiman



(L/R): Doug Evink, President, Tanis Aircraft Products, and Director, MATA; Roy Furhmann, Vice President of Management & Operations, Metropolitan Airports Commission, Minneapolis/St. Paul; Al Lange, Director, MATA; Nancy Grazzini-Olson, President, Thunderbird Aviation and Academy College, and Treasurer, MATA; NATA President Tom Hendricks; and MATA President Greg Reigel of Reigel Law Firm, Ltd. *Midwest Flyer Magazine Photo by Dave Weiman*



(L/R): AOPA President Mark Baker with MATA President Greg Reigel of Reigel Law Firm, Ltd. *Midwest Flyer Magazine Photo by Dave Weiman*

BLOOMINGTON, MINN. – Mark Baker, President of the Aircraft Owners & Pilots Association (AOPA), and Tom Hendricks, President of the National Air Transportation Association (NATA), were featured speakers at the **Minnesota Aviation Trades Conference**, March 21, 2014 in Bloomington, Minnesota. The Minnesota Aviation Trades Association (MATA) sponsors the conference.

Other speakers included Cassandra Isackson, Director of the Minnesota Department of Transportation Office of Aeronautics; Roy Furhmann, Vice President of Management & Operations, Metropolitan Airports Commission; and State Representative Michael Beard (District 35A).

Rep. Beard was honored during the conference as the "Public Official of the Year" by MATA for his work to strengthen air transportation in the state. Beard was first elected to the State Legislature in 2002 and is not seeking reelection. In addition to serving in the Minnesota Legislature, Beard is a pilot, aircraft owner, and businessman.

Also recognized during the conference was Gordon Hoff, Executive Director of the Minnesota Business

Aviation Association (MBAA), who received MATA's "Distinguished Service Award."

Hoff worked tirelessly to get legislation passed in Minnesota to reduce aircraft registration fees and adjust the aviation tax on jet fuel, so that business aircraft owners are taxed according to how much fuel they consume, and not solely on the value of their aircraft. Hoff is also responsible for organizing "Minnesota Aviation Day At The Capitol" because he realizes the benefits of an active and engaged aviation community.

Topical speakers at the conference included a panel featuring Dan Riservato of Flighthdocs, Richard Sedgewick of Target, and Chad Menne of Malibu Aerospace, LLC, who spoke on using technology to streamline aviation businesses; and Tena Petis of TenaciousEdge.com on the topic of social media.

Conference sponsors included Wings Financial Credit Union, Thunderbird Aviation, Allianz, St. Cloud Aviation, Flighthdocs, Bolduc Aviation Specialized Services, and *Midwest Flyer Magazine*.

For information on MATA, contact Nancy Grazzini-Olson at 952-851-0631 (ext 322) (ngo@thunderbirdaviation.com). □

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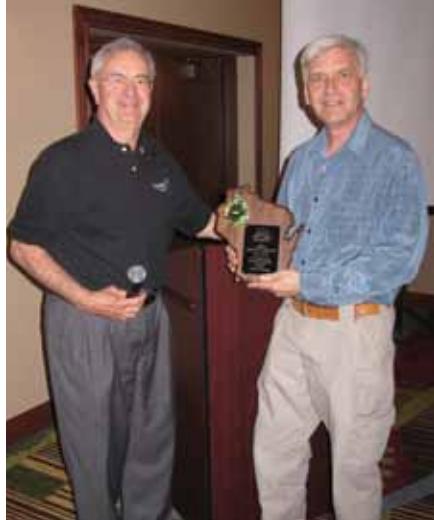
WISCONSIN AVIATION TRADES ASSOCIATION

Morey Airplane Company Named Wisconsin Aviation Business of The Year

WAUSAU-ROTHSCHILD, WIS.

— The Wisconsin Aviation Trades Association (WATA) has named Morey Airplane Company — a Middleton, Wisconsin business since 1946 — “Wisconsin Aviation Business of the Year.” The award was presented to Morey Airplane Company President Richard Morey on May 7, 2014 during the Wisconsin Aviation Conference in Wausau-Rothschild.

Morey Airplane Company is located at Middleton Municipal Airport - Morey Field in Middleton, Wis. The company is a full-service flight center providing air charter, flight instruction, aircraft maintenance and fuel sales. Morey Airplane Company was selected for the award from among 250 aviation businesses in the state, ranging from flight centers like Morey's, to aircraft manufacturers, avionics service facilities,



(L/R) Wisconsin Aviation Trades Association (WATA) Board Member Bruce Botterman presents the “Wisconsin Aviation Business of the Year Award” to Morey Airplane Company President Richard Morey.

Midwest Flyer Magazine Photo by Dave Weiman

insurance companies, parts suppliers, fuel vendors, and others. Morey Airplane

Company employs a staff of 20 people, including aircraft technicians, flight instructors, charter pilots, aircraft fuelers and administrative personnel.

“Founded in 1946 by the late Howard Morey, Morey Airplane Company’s reputation in “flight training” is internationally known and respected, and all departments follow the Morey Airplane Company tradition of excellence,” said WATA board member, Bruce Botterman, who presented the award to Morey.

“To be selected for this prestigious award, a business has to provide quality service to both the local community and aviation customers, and Morey Airplane Company has done this,” said Botterman.

In addition, Richard Morey saw through the development of the new Middleton Municipal Airport - Morey Field, and has proven himself effective in working with city officials and airport tenants as airport manager.”

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Richard Morey is a third generation owner of the business, succeeding his father Field Morey, and grandfather, Howard Morey, both of whom have been inducted into the Wisconsin Aviation Hall of Fame for great feats and accomplishments in aviation. Howard Morey was the first chairman of the Wisconsin Aeronautics Commission, president of Wisconsin Central/North Central Airlines (1953-

54), and the first manager of what is now Dane County Regional Airport. He later founded the airport, which is now Middleton Municipal Airport – Morey Field.

Richard Morey is a graduate of Blackhawk Technical College in Janesville, and grew up at the airport, working in each of its five departments. Morey is a professional pilot, flight instructor and licensed aircraft inspector

and technician.

Morey Airplane Company hosts the annual fly-in breakfast for the community to be held this year on July 13 from 7:00 am to 12:00 noon, which features airplane rides and display aircraft. Chapter 1389 of the Experimental Aircraft Association (EAA) sponsors the fly-in and the public is invited to attend (www.MoreyAirport.com). □

New Maintenance Shop At Lone Rock

SPRING GREEN/LONE ROCK, WIS.

— There's a new maintenance shop at Tri-County Regional Airport in Spring Green/Lone Rock, Wisconsin. Ryan Johnson, who has been employed at Morey Airplane Company in Middleton, Wis., since 2009, is the owner and chief aircraft technician.

Johnson is a graduate of Blackhawk

Technical College and holds both airframe and powerplant (A&P) certificates with inspection authorization (IA). In 2009, a Piper Vagabond, which he restored, won "Grand Champion" for its class at EAA AirVenture Oshkosh. Johnson's father and brother are also pilots and aircraft owners. For additional information call Ryan Johnson at 608-

341-8030.

Tri-County Regional Airport, known to many pilots as "Lone Rock," is located 40 miles west of Madison, Wis., and features an airport restaurant, 5000 ft main runway, 1850 ft crosswind runway, self-service 100LL and Jet A fuel, hangars for rent for as low as \$100.00 per month, and aircraft maintenance. For additional information call airport manager Marc Higgs at 608-583-2600. □

Airforms Awarded New FAA PMAs For Baffle Kits For Piper Aircraft

BIG LAKE, ALASKA — Airforms' growing line of replacement engine baffles now includes parts for all Piper PA-28-181, PA-28R-200 and PA-28R-201 aircraft. The newly approved Archer and Arrow baffle sets expand Airforms' engine baffle product line of over 50 applicable aircraft models.

"Expansion in the Piper baffle line continues to be strong," said Dave Utsch, Sales and Marketing Director. "We strive to understand the needs of our general aviation and flight school customers with respect to operation of their Archer and Arrow series aircraft, and are again pleased to offer customers a price point near 50% of OEM list with in-stock availability."

Airforms' baffles are available with either a bare or powder coat finish, incorporate design reinforcements with longer lasting materials, and feature reinforced silicone seals fastened with rivets. All baffles are FAA approved replacements for the original Piper parts, and are individually interchangeable. Airforms ensures a exemplary fit and function of its replacement baffles.



Dave Utsch of Airforms, Inc., exhibits some of the newest replacement engine baffles his company has to offer at the Minnesota Aviation Maintenance Technician Conference, March 24-25, 2014, Brooklyn Center, Minnesota.

Dave Weiman Photo

Airforms is the world's leading supplier of replacement engine baffles for a wide range of general aviation aircraft. Products also include an expanding line of turboprop aircraft PMA parts and STCs.

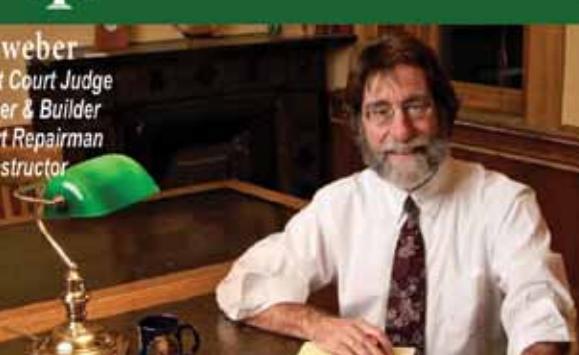
Airforms maintains an FAA approved manufacturing system for PMA parts, supported by an engineering department with FAA DER staff.

For information, including a secure online marketplace and catalog, visit www.airforms.biz or call 907-892-8244. □

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Aeronautics Report

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Annual Airport Construction Update

by Hal Davis
WisDOT Bureau of Aeronautics

2013 Recap

If you did much flying in Wisconsin last year during the warmer months, you probably noticed that many of our airports were bustling with construction. In 2013, Wisconsin airports began 86 total airport improvement projects. From new automated weather observation systems to complete runway reconstructions, we hope you will have a chance to appreciate last year's hard work. Here's a quick recap of what we accomplished in 2013:

- 7 – Runway Projects
- 6 – Taxiway Projects
- 2 – Apron Projects
- 4 – Airport Road Projects
- 15 – Building Projects
- 7 – Airfield Lighting Projects
- 5 – Automated Weather Station Projects
- 7 – Snow Removal Equipment Projects
- 33 – Other Projects
- 86 – Total Projects



Hal Davis

Measure twice, cut once. There's no need to rush a multi-year project, and we currently have several going on in the state. Construction on the new Monroe (EFT) terminal is expected to wrap up this spring.

Meanwhile, the complete terminal reconstruction at Southern Wisconsin Regional Airport (JVL) is in its final phase and should be completed by early 2015.

At La Crosse Regional Airport (LSE), improvements to the exterior of the terminal are expected to be completed this summer, while a two-year project to improve the interior will begin this fall.

Finally, Central Wisconsin Airport (CWA) will largely complete its multi-phase terminal renovation project this year, though some work will likely carry over into 2015.

At Sawyer County (HYR), work on the complex, multi-year project involving the installation of an Instrument Landing System (ILS) on Runway 20 and the construction of a parallel taxiway is expected to conclude late this coming fall.

2014 Outlook

Looking ahead, here's an overview of what to expect for the 2014 construction season:

Amery (AHH) and Clintonville (CLI) will be completing runway reconstruction projects, so expect long-term runway closures. Several other airports will also be rehabilitating their runways and taxiways by taking advantage of the Wisconsin Bureau of Aeronautics' seal coat program.

If you frequent Dane County Regional Airport, expect closures of Runway 18/36 in July and August as the airport begins making improvements for a forthcoming ILS upgrade.



The new terminal building at Monroe Municipal Airport, Monroe, Wis.

In addition to the smell of jet fuel in the morning, who doesn't like the smell of fresh paint? New terminal projects will kick off this summer at Merrill (RRL) and Boscobel (OVS).

Austin Straubel International (GRB) is also set to begin construction on a new international terminal for the general aviation community. The new facility will accommodate U.S. Customs and Border Protection to help improve the screening process. As part of the project, several general aviation ramp areas will also be reconstructed and expanded.



The new terminal building at Southern Wisconsin Regional Airport, Janesville, Wis.

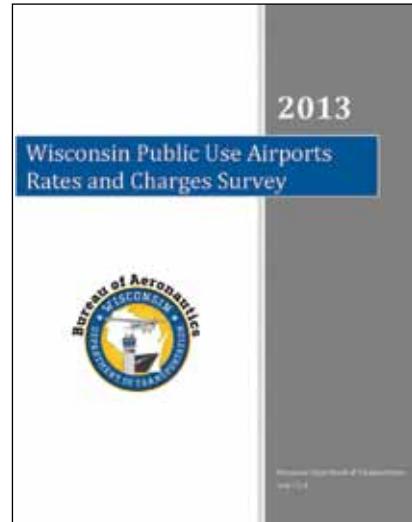
As always, each airport construction project has the potential to impact normal airport activity. Be sure to contact your local airport manager to find out if any projects are scheduled for your airport and always, check NOTAMs before you go flying. For more information on past and future airport development projects, including the Bureau of Aeronautics' Five-Year Airport Improvement Program, visit the Wisconsin Bureau of Aeronautics' web site at <http://www.dot.wisconsin.gov/modes/air.htm> or call (608) 266-3351. □

2013 Airport Rates & Charges Report

Each year, the Wisconsin Bureau of Aeronautics surveys those airports within the State Airport System Plan for information relating to airport rates and charges, budgets, and related activities. Examples include fuel prices, hangar rental rates, and lease rates. The survey results serve as a comparative tool to help airports gauge financial practices and needs. Pilots, consultants, and other users of Wisconsin airports may also benefit from the data collected.

The data and report on calendar year 2013 is expected to available in early June 2014 on the bureau's website: <http://www.dot.wisconsin.gov/travel/air/rates-charges.htm>.

Questions regarding the survey and report should be directed to the Wisconsin Bureau of Aeronautics by calling (608) 266-3351.



Meet Karen Broitzman.....

*Aerospace Education Manager
WisDOT Bureau of Aeronautics*

Karen Broitzman returned to the Wisconsin Department of Transportation's Bureau of Aeronautics in March of 2014 after a 4-year hiatus. Karen is originally from Janesville, Wisconsin and currently lives in the Monroe area with her husband, three boys, two dogs and three cats. She attended UW Rock County and Edgewood College while also working



Karen Broitzman

at the Janesville GM Plant.

Karen began her career in state government at the Department of Transportation, Bureau of Aeronautics, where she worked as an Aviation Consultant, overseeing the ACE (Aviation Careers and Education) Program from 2000-2010. From there, Karen went on to work in other areas of state government, including the State Patrol and Department of Workforce Development. Now that she is back with the bureau, she plans to use her newly acquired skills and experiences to expand the State's Aviation Education Programs.

Karen Broitzman enjoys spending time with family and friends, watching basketball, camping, gardening, but most of all she enjoys watching her three amazing boys. □



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

Cassandra Isackson, Director

Dan McDowell, Editor

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Involved & In Touch With Minnesota Aviation

by Cassandra Isackson

Director, Minnesota DOT Office of Aeronautics

The warmth of spring has finally arrived after what seemed to be a very long winter. But your Minnesota DOT Office of Aeronautics has been very busy despite the lingering cold and snow as we participated in a number of great conferences and aviation events statewide.

March was packed full of aviation conferences and events. We started with the Minnesota Aviation Art Contest Ceremony on March 14, 2014. It was hosted by the Army National Guard Aviation Battalion in St. Paul, along with the outstanding support of Life Link III Air Ambulance Service, the Minnesota State Patrol,



Cassandra Isackson

Minnesota Civil Air Patrol personnel from the St. Paul Squadron and CAP Wing Headquarters, and Joe Harris of the Metropolitan Airports Commission. The ceremony was co-sponsored by Blick Art Materials of Roseville. Twelve young aviation artists were recognized for their amazing talents in art, and toured three helicopters brought in specifically for the event's award winners and participants. This year's contest theme was "Flying Save Lives."

Next, there was the "Minnesota Aviation Trades Conference" in Bloomington, sponsored by the Minnesota Aviation Trades Association (MATA) on March 21, 2014, as well as the "Minnesota Pilots Association Conference," March 21-22 at the Golden Wings Museum at Anoka County-Blaine Airport in Blaine.

The "Aviation Maintenance Conference" was held March 24-25 at the Earle Brown Heritage Center in Brooklyn Center, and the "Minnesota Airports Conference" was held April

16-18 at the Sanford Center in Bemidji.

Rounding out April, I spoke at the annual Minnesota Wing of the Civil Air Patrol (CAP) Conference at Breezy Point, Minnesota, April 25-27.

May started with the Minnesota Seaplane Pilots Association Safety Seminar & Fly-In, May 2-3.

As you can see, we are striving to meet as many people in the Minnesota aviation family as we can, and to help spread the word about exciting and educational aviation events around our state. We want to hear your thoughts; your ideas; your concerns. We want to listen to you, our customers, and work with you to help assure we are providing you with the best services and products we can, in a fiscally intelligent and responsible manner.

We encourage you to notify us of your aviation events. We will be happy to list that information on our events web page to help promote your event and aviation in general.

Together, we can make that a consistent and very productive reality. □

An Aviation Treasure With Opportunities, In Our Backyard!

It is always exciting to discover something unique; something special that is a true treasure. When it is learned that the treasure has a deep history and ties to the past, present, and future of aviation, it takes on an even greater value. And this treasure is here in our own backyard in Minnesota!

The Treasure

There is a company just across the Mississippi River from downtown St.

Paul, Minnesota, tucked into a quiet location close to the new Lafayette (Highway 52) Bridge. Its name is *"Aero Systems Engineering, Incorporated"* (ASE). By general reference, this company is small, with just over 200 employees. The products and services they produce at their two buildings in St. Paul, and their facility in Plymouth, Minnesota, however, have a very significant and positive impact on the aviation industry *worldwide!* That impact spans the spectrum of General

Aviation, Commercial Aviation, and Military Aviation.

Grant Radinzel, ASE's Vice President of Product Management and Development, shared information about the company, its history, and the amazing products and services that have come from the company's AeroSystems and FluiDyne technology brands:

"Our wind tunnel design experience dates back to the early 1950s," said Radinzel. "Since that time, we have grown to become one of the premiere

wind tunnel design companies in the world. We continue to lead the evolution of wind tunnel technology and to provide cutting edge test facilities."

Radinzel continued: "Our wind tunnel design capabilities include new facilities and also facility upgrades. We specialize in unique conditions: atmospheric boundary layer, climatic, high altitude, icing, aerodynamics, acoustic, and custom designs. We design and supply wind tunnels in all speed regimes." Those regimes include:

1) Subsonic, closed-circuit, low-speed wind tunnels, atmospheric boundary layer wind tunnels, and aerosol test facilities.

2) Transonic wind tunnels that simulate high Reynolds numbers aerodynamic conditions around the speed of sound (Mach 1).

3) Supersonic (up to Mach 5) blow downwind tunnels with test sections as large as 4 x 4 feet.

4) Hypersonic wind tunnels capable of testing speeds up to Mach 20.

AeroSystems' primary strengths are in the design, modeling, building and testing of jet engine test systems, while the company's FluiDyne brand's primary strengths are wind tunnels and associated aerodynamic testing services.

In 1967, ASE's engineers recognized the developing need for large engine test systems for the then developing Boeing 747 and DC-10 aircraft. They began designing and building engine test cells not only for the large fan engines, but for all types of aerospace and industrial engines. Since that time, nearly every model of commercial and military jet engine has been tested on ASE equipment and in ASE test cells around the world. Without these test cells designed and built by ASE, the efficiency and reliability of jet engines would likely be significantly degraded from where they are today.

ASE has designed test cells and systems for many of the popular "legacy" engines of the past, including the GE J-79, which had multiple military and commercial applications. ASE is currently working with

variations of the CFM-56 and CF-34 turbine engines used with numerous airframes around the world, today. This is taking place while their engineers and designers are finishing the work for new engines like that of the U.S. Air Force F-35 JSF, as well as the giant GE-90-115 and Rolls Royce Trent 800 for the largest commercial airliners.



HondaJet HA 420

ASE has also designed and built facilities and equipment to test a variety of General Aviation jet engines. One of their latest examples is the production testing facilities designed and built to test the GE Honda HF120 engine for the new HondaJet HA 420.

A large portion of the work ASE does currently is in support of new aircraft development programs as new engines like the GEnx, PW Geared Turbofan, and RR Trent are entering service to power the latest generation of aircraft like the Boeing 787, the Bombardier C-Series, and the Airbus A-350 that are being built and flight tested for the commercial and military markets.

ASE's Manager of Marketing Communications, Jamie Jansen said, "Our customers are engine original equipment manufacturers; maintenance, repair, and overhaul facilities; worldwide militaries; and research facilities in the aerospace and energy markets."

Jansen continued: "We have a multi-discipline engineering staff. They consider all facets of engine testing when designing test facilities, from airflow analysis to system integration. We are often brought in as consultants

on existing test cells to provide recommendations on ways to improve facility performance or to expand the test cell capabilities. We leverage the capabilities of our aerodynamic test laboratory to prove sub-scale models of test cells and nacelle equipment, and to evaluate different configurations, thus ensuring that the manufacturer's design delivers optimal engine performance."

Grant Radinzel added: "Our AeroSystems and FluiDyne brands have developed thermal and acoustic imaging packages for a high-definition video imaging system. This technology displays heat signatures and sound sources/intensities to help diagnose engine anomalies and verify engine performance. Consequently, our shared engineering capabilities and resources are able to provide the customers with state-of-the-art products, services, and efficiencies. We stay on the forefront of engine technology to provide state-of-the-art engine test equipment and facilities for all engine types."

Susanne Burke, ASE's Engineering Quality Assurance Specialist commented: "Our manufacturing and assembly processes are fully documented and closely followed to ensure we provide our customers with error-free products. We have a highly skilled and experienced workforce that understands the critical nature of the customer's test equipment."

Burke continued: "Product documentation and specifications are incorporated into our contracts to clarify project requirements. We also take quality a step further by inspecting parts onsite at the subcontractor's (facility) prior to shipment to the site, or at installation."

Burke noted: "AeroSystems and FluiDyne are both certified to International Quality Standard ISO 9001-2008 and Aerospace Quality Standard AS9100B. Our quality methods are clearly demonstrated by consistently high-customer satisfaction ratings, commendations, and awards for our innovative solutions and projects."

CONTINUED ON PAGE 62

CALENDAR

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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, Wis.
- 1 **BLAINE (ANE), Minn.** - Discover Aviation Days Drive-In / Fly-In. Pancake breakfast & lunch plus aircraft on display & education & career in aviation booths. Swing Band Dance (6/1). 763-568-6072.
- 1 **JUNEAU (UNU), Wis.** - Wings and Wheels pancake breakfast at the Dodge County Airport 8am-Noon. Airplanes, custom cars, trucks, antique tractors and other vehicles to be displayed. Airplane rides available from Wisconsin Aviation. Contact Mary Gasper, airport manager 920-386-2402.
- 1 **AUDUBON, Iowa** - Breakfast 6:30-10:30am. 712-563-3780.

- 1 **DEKALB (DKB), Illinois** - Pancake breakfast 8-11:30am.
- 1 **LA CROSSE (LSE), Wis.** - Deke Slayton Airstfest featuring the U.S. Navy Blue Angels.
- 1* **OLNEY (OLY), Ill.** - Breakfast at the Olney-Noble Airport 8-11am. 618-393-2967.
- 4-8* **DAYTON (MGY), Ohio** - Swift National Convention & Fly-In at the Wright-Brothers Airport. swiftmuseumfoundation.org
- 5-8 **JUNCTION CITY (3JC), Kan.** - National Biplane Fly In at Freeman Field. For complete details visit www.nationalbiplaneflyin.com.
- 6* **ALEXANDRIA (AXN), Minn.** - WWII era music hangar dance for the 70th anniversary of D-Day. Dinner 7pm & Dance till 11pm. Tickets are \$12. Thomas Anderson - 320-808-8802
- 7 **JENISON (08C), Mich.** - Tritip (beef steak), eggs, sausage, fire roasted salsa, cheese and tortillas 8am-Noon. www.westmiflightacademy.org.
- 7 **HAYS (HYS), Kan.** - Great Planes on the Great Plains. Breakfast and more 7am-Noon. www.flyhays.com
- 7* **BUFFALO (CFE), Minn.** - North Central Sonex Fly-In. Contact: Wayne Flury, wflury@wh-link.net, 763-670-6021.
- 7* **ST. PAUL (SGS), Minn.** - CAF Mn Wing Spring Swing Big Band Hangar Dance at Fleming Field, Doors Open 6pm, Dance Lessons 7pm & Dance 8pm-Midnight. www.cafmn.org
- 7* **KNOX (OXI), Ind.** - Pancake, sausage, orange juice, coffee & milk breakfast 7am-Noon at Starke County Airport. www.eaa104.org 574-772-5001.
- 7-8* **CAHOKIA / ST LOUIS (CPS), Ill.** - "Cavalcade of Planes." A great Family Event. <http://aeroexperience.blogspot.com>
- 8 **MONTEVIDEO (MVE), Minn.** - Pancake breakfast & classic car show at the Montevideo-Chippewa County Airport 8am-1pm.
- 8 **POPLAR GROVE (C77), Ill.** - Pancake, egg & sausage breakfast 7am-Noon.
- 8 **& sausage breakfast 7am-Noon.**
- 8 **BUFFALO (CFE), Minn.** - Buffalo Fly-In Breakfast 7:30am-Noon. Air Show at Noon! www.westmetroaviation.com or 763-682-1516.
- 14 **KEOSAUQUA (6K9), Iowa** - Pancake & sausage breakfast 7-10am. Family activities. 800-868-7822.
- 14 **ROCHESTER (RCR), Ind.** - Pancake & sausage breakfast at the Fulton County Airport in conjunction with the Round Festival 7-11am.
- 14 **PEKIN (C15), Ill.** - Pancake breakfast, pork chop lunch, displays, exhibitors, & vendors: 309-348-3692.
- 14 **EAU CLAIRE (EAU), Wis.** - Pancake breakfast 7am???. Guest speaker: Jeff Skiles "Miracle on the Hudson" 8:30am & Doug Ward - WWII Gunner & Turret Tales author. Other activities.
- 14 **NOBLESVILLE (I80), Ind.** - Pancake breakfast 8-11am.
- 14* **EAGLE RIVER (EGV), Wis.** - Props & Piston Classic Fly-In & Car Show. Breakfast 8-11am. 11:30 car parade to the airport. Radar Fun 1-2:30pm. Burger & Brats, Corn on the Cob & Root Beer Floats. www.erairport.com
- 15 **ELKHART (3C1), Ind.** - Pancake & sausage breakfast 7-11am.
- 15 **PALMYRA (88C), Wis.** - Breakfast 7am-Noon.
- 15 **SCHAUBURG (06C), Ill.** - Gourmet pancakes, real scrambled eggs & sausage patties 8am-Noon.
- 15* **STANTON (SYN), Minn.** - Father's Day fly-in breakfast. 7am-Noon. 507-645-4030
- 15* **WHITE CLOUD (42C), Mich.** - Father's Day fly-in breakfast. 231-335-8185.
- 15* **LACON (C75), Ill.** - Pancake, waffle & sausage breakfast 7am-Noon at Marshall County Airport.
- 15* **WAUKEGAN (UGN), Ill.** - Chicago Style Red Hots & Warbird Heritage Foundation with aircraft WWII through Vietnam. 10am-2pm.
- 15* **HUTCHINSON (HCD), Minn.** - Pancake breakfast & classic car show 8am-Noon.
- 15* **HUTCHINSON (HCD), Minn.** - Pork chop dinner with baked potato, beans, corn, apple sauce bread and coffee or juice.
- 15* **MASON (TEW), Mich.** - All-U-Can-Eat Pancake breakfast (served with eggs, sausage, juice and coffee) from 7:30-11am. Grilled Steak lunch from Noon-2pm. www.eaa55.org
- 15* **SPENCER (SPW), Iowa** - Pancake & Sausage Breakfast 7-11am. Static Aircraft Displays and More...
- 16* **LACON (C75), Iowa** - Aviation Safety Seminar 7pm at Marshall County Airport manager@marshallcountyairport.com
- 17-21* **LOCK HAVEN (LHV), Penn.** - Sentimental Journey at the William T. Piper Airport.

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www.sentimentaljourneyfly-in.com
- 20-21** **MANHATTAN, KAN.** - Kansas Ass'n of Airports Conference.
21 **LEE'S SUMMIT (LXT), Mo.** - Pancake breakfast 8:30-Noon.
21 **WEST BRANCH (Y31), Mich.** - Breakfast & lunch & activities for kids and various static displays 8am-Noon.
21* **MOOSE LAKE (MZH), MINN.** - Pancake Breakfast 7:30-11:00am.
21-22 **MENOMONIE (LUM), Wis.** - Menomonie Airstfest & Autorama 7am-7pm. www.menomonieairfest.com
22 **REDWOOD FALLS (RWF), MINN.** - Pancake Breakfast 8am-Noon
22 **NILES (3TR), Mich.** - Pancakes & sausage, or biscuits & gravy breakfast at the Jerry Tyler Memorial Airport 7am-Noon.
23-25* **ANDERSON (AID), IND.** - EAA Ford Tri-Motor at airport for rides & tour.
28 **STURGIS (IRS), Mich.** - Sturgis Dawn Patrol Breakfast 7-10am.
28* **ST. PAUL (SGS), MINN.** - CAF Mn Wing Open House. www.cafmn.org.
28* **WADENA (ADC), MINN.** - Wings & Wheels Over Wadena Fly-In & Breakfast 8am-1pm. Weather permits aerobatic performance featuring Dick Schulz airshows.
28-29 **IOWA CITY, IOWA** - Fly Iowa 2014 "Aviation Past, Present, and Future." Drive-in, fly-in breakfast, exhibits, displays, air show and more from 7am-6pm. <http://flyiowa.org>
28-29 **GREENWOOD (10C), ILL.** - Pancake breakfast, barbecue lunch, vintage aircraft & model T and A cars at the Galt Airport 9am-3pm. Camp by your plane.
29 **LAKE IN THE HILLS (3CK), ILL.** - Breakfast 8am-Noon. 847-960-7500.
29* **STRUM (3WN9), Wis.** - Pancake & sausage breakfast 8-11:30am at Brion Memorial Field.
29* **RIO (94C), Wis.** - Aero Club fly-in Pancake, egg & sausage breakfast at Gilbert Field (94C) 7am-Noon.
29* **CALEDONIA (CHU), MINN.** - Breakfast 7am-Noon.
www.redbaronflyers.org
31 **INDIANAPOLIS (MQJ), IND.** - AOPA Regional Fly-In. www.aopa.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.
6 **AUSTIN (AUM), MINN.** - Pancake, SPAM, Sausage, Milk, Coffee, Juice Breakfast from 7am-1pm. \$6.00 per person age six and over, Pilots In Charge - Free. Contact, Steve Jensen 507-433-7115.
6 **KENOSHA (ENW), Wis.** - Wings & Wheels. Breakfast & lunch served 8am-4PM. Warbird & homebuilt displays.
6* **WINONA (ONA), MINN.** - Breakfast 7:30am until gone (usually 11am). Airshow 10:30am.
19 **WASHINGTON ISLAND (2P2), Wis.** - Lions Club Fly-In Fish Boil starting at 10am.
19 **LEE'S SUMMIT (LXT), Mo.** - Pancake breakfast 8:30am-Noon.
12 **PLYMOUTH (PYM), Mass.** - AOPA Regional Fly-In. www.aopa.org/
13 **MIDDLETON (C29), Wis.** - Pancake, eggs cooked to order & sausage breakfast 7:30am-Noon. Antique, homebuilt & warbird aircraft on display.
13 **POPLAR (C77), ILL.** - Pancakes, eggs, sausage breakfast 7am-Noon.
19-20* **EDEN PRAIRIE, MINN.** - AirExpo 2014 at Flying Cloud Airport. www.airexpo-mn.org.
24-27 **BRODHEAD (C37), Wis.** - Hatz Fly-In & Pietenpol Reunion. www.eaa431.org.
25-27 **MICHELL (MHE), S.D.** - AirVenture Cup Race starting point for the race. Airport open house. 612-963-3760.
25-27* **MADISON (MSN), Wis.** - Heavy Bombers Weekend WWII. Experience the thrill of a lifetime. 913-850-1522 or aviteengineer@yahoo.com. For more information go to heavybombersweekend.splashthat.com/
26* **SIREN (RZN), Wis.** - Pancake breakfast, brats for lunch, classic
- cars display, bounce house & pedal planes to ride for kids. 5k race. 715-566-0764.
- 28-8/3** **OSHKOSH (OSH), Wis.** - <http://www.airventure.org/>
- 30/8/1** **CLINTON (CWI), Iowa** - Cessna 150-152 Fly-In. Seminars & flying events. Camp under the wing or at nearby hotels. Free transportation to town. 301-275-2476.
- AUGUST 2014**
- 1-3** **OSHKOSH (OSH), Wis.** - <http://www.airventure.org/>
- 3** **RED WING (RGK), MINN.** - STURDIWHEAT Pancake & Little Smokies sausage breakfast 8am-Noon in conjunction with River City Days Celebration.
- 9*** **RICE LAKE (RPD), Wis.** - Fly-in 7am-4pm, free breakfast for pilots, acrobatics, displays.
- 10** **HURON/WAKEMAN (I64), OHIO** - Pancake, scrambled eggs & sausage breakfast 8am-Noon at Ornter Airport.
- 10*** **PAYNESVILLE (PEX), MINN.** - Pancake & sausage breakfast 7:30am-12:30pm.
- 16** **SPOKANE (SFF), WASH.** - AOPA Regional Fly-In at Felts Field. www.aopa.org/
- 16** **INDIANAPOLIS (7L8), IND.** - Taildragger Rendezvous featuring homebuilt, classic, & WWII warbird aircraft, classic cars & fine food 10am-2pm at Post Air Airport.

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- 16 FOREST LAKE (25D), MINN. - Open House & Fly-In, 7 am to 4 pm: 651-373-3779. www.forestlakeairport.org/.
- 16* MASON (TEW), MICH. - Mason Aviation Day. Pancakes, eggs, sausage 7:30-11am. Grilled Steak lunch Noon-2pm. www.eaa55.org.
- 17 MANKATO (MKT), MINN. - Pancakes, eggs & sausage breakfast 7:30am-12:30pm.
- 23 GLENCOE (GYL), MINN. - Sweet Corn & Bratwurst Feed Fly-In 10am-2pm. 320-238-2376 / 320-583-8367.
- 23 NOBLESVILLE (I80), IND. - Pancake breakfast 8-11am.
- 23-24 WASHINGTON C H (I23), OHIO - Fly-In/Camp-Out with food & activities all day 8am-6pm at Fayette County Airport.
- 24 JUNEAU (UNU), WIS. - Pancake breakfast 8am-Noon at Dodge County Airport.
- 30* SHELL LAKE (SSQ), WIS. - Pancake, sausage & beverage breakfast 7:30-11:30am.
- 30-9/1 CLEVELAND (BKL), OHIO - Cleveland National Air Show at Burke Lakefront 9am-5pm. www.clevelandairshow.com.
- SEPTEMBER 2014**
- 1 CLEVELAND (BKL), OHIO - Cleveland National Air Show at Burke Lakefront 9am-5pm. www.clevelandairshow.com.
- 6* ST. PAUL (SGS), MINN. - CAF Mn Wing Fall Hangar Dance at Fleming Field. www.cafmn.org
- 7* NEW ULM (ULM), MINN. - Breakfast 7:00 a.m. to 12:30 p.m. All Pilots Eat Free. 507-354-6080.
- 8-12 MACKINAC ISLAND, MICH. - Michigan Ass'n of Airport Executives Conference at Mission Point Resort.
- 13 OCONTO (OCQ), WIS. - Fly-In & Car Show 9am-5pm. RC Show 2pm.
- 14 POPLAR (C77), ILL. - Pancakes, eggs & sausage breakfast 7am-Noon.
- 14-16 KANSAS CITY, MO. - 4 States Airport Conference at Marriott Downtown. www.4statesairportconference.com
- 20 CHINO (CNO), CALIF. - AOPA Regional Fly-In. www.aopa.org/
- 20 GRAND RAPIDS (GPZ), MINN. - Pancake Breakfast 8am-Noon. 217-348-4424.
- 20 LEE'S SUMMIT (LXT), MO. - Pancake breakfast 8:30-Noon.
- 22-23* BEMIDJI (BJI), MINN. - Mobergs EAA 1397 floats & wheels. 22nd-Camping, BBQ & movie. 23rd-Lunch & all day event. web. paulbunyan.net/1397/
- 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.
- 25-26 WICHITA, KAN. - Kansas Aviation Expo.
- 25-28* KEOKUK, IOWA - L-Bird Fly-In & Convention. Pancake Breakfast - Saturday morning. Formation fights, bomb drop & spot landing, competitions, vintage & restored aircraft.
- 27 EAST ALTON, ILL. - St Louis Regional Airport, Car Show & Fly-In. 618-259-2531.

OCTOBER 2014

- 4 FREDERICK (FDK), MD. - AOPA Homecoming Fly-In. www.aopa.org/
- 4* GREENVILLE (GRE), ILL. - Airstravaganza - Static displays, food, rides, T-34 demo team. 10am-5pm. 618-664-0926 for more info. Rain date 5th.
- 5 NOBLESVILLE (I80), IND. - BBQ lunch Noon-6pm.
- 5* WATERTOWN (RYV), WIS. - Pancake Breakfast & Airport Open House 8am-Noon; Airplane Rides 10am-1pm; Various Displays/Demos throughout the day.
- 12 POPLAR (C77), ILL. - Pancakes, eggs & sausage breakfast 7am-Noon.
- 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

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 Center.

MAY 2015

- 11-13* LA CROSSE, WIS. - Wisconsin Aviation Conference at the Radisson Hotel. For additional information go to www.wiama.org, or contact Bob O'Brien at 815-757-2869.

NOVEMBER 2015

- 17-19 LAS VEGAS, NEV. - NBAA 2015 Business Aviation Convention & Exhibition. www.nbaa.com.

Check out the Wisconsin Flying Hamburger Socials to fly to during the weekdays for evening meals. www.wisconsinflying.com/flysocial/socials/socials.html

Airports or EAA Chapters please go to the site to find out how you can be a part of this.

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"The Plane Skate" – Keeping A Blown Tire From Becoming A Runway Nightmare

by Michael Wiskus

I manage corporate flight departments and own a fixed base operation at the Buffalo, Minnesota airport, on the western edge of the Minneapolis Class C airspace. We manage several corporate aircraft and occasionally lease two or three other aircraft, primarily to move 35 to 40 drillers each week to several sites in North Dakota.

Lately, we have had an ongoing problem with tire failures. Some of the runways in North Dakota are poorly maintained with hundreds of potholes and frost heaves. Most of our failures occur on our return flights home, which is especially difficult because one blown tire closes our entire airport, causing any following corporate aircraft to be diverted to other airports. There, they wait until the disabled aircraft is either repaired or removed from the runway. This single event creates additional costs, loss of employee productivity and even raises a few of the corporate eyebrows. Think about it, what happens when you have seven workers and one pilot stuck in the middle of a non-towered runway at 11:00 at night, and it is 10 degrees below zero, with additional flights trying to land. Not good.

To quickly unload passengers, jack the aircraft, pull and repair the tire back at the hangar, race back to the stranded



aircraft, reinstall the tire and clear the runway takes nothing less than an hour plus. And that's if a mechanic is standing by.

Additional damage and internal stress damage happens when you hook the aircraft up with a blown tire and drag it 200 to 500 feet down the runway to clear at the nearest taxiway. This only causes additional damaged to the rims and undue stress to the affected gear leg and nose gear.

I've tried everything from a built up wooden moving dolly, to a rope on the bucket of an old John Deere tractor, to retrieve aircraft from runways following a blown tire. These were just a couple of many bad ideas with horrible results.

That's when I designed "The Plane Skate" – equipment designed to quickly and safely tow an aircraft with a blown tire off the runway and to the ramp.

I wanted to design and build The Plane Skate to be simple to operate and extremely durable. It also needed to be able to be operated by just one person. So simple that you grab the tug, hook up the dolly, pull it to the plane, line up the tray, and attach the strap and winch, just like you were loading a boat. Once connected to the aircraft, The Plane Skate can tow the aircraft back to the hangar where it can be repaired properly.

The bottom line is safety! I want to be able to get aircraft off a runway within minutes of landing for the sake of the passengers, crew members and any approaching aircraft.

Corporations and their employees like not having to be diverted to a different airport. Accounting likes it because we are not putting extra flight time on the aircraft, and we only have to replace a blown tire...not additional parts.

This is a tool an airport or fixed base operation may only use a handful of times each year, but when needed, The Plane Skate makes your job of getting that aircraft off the runway fast and easy.

To view photos of The Plane Skate in action, see www.theplaneskate.com.

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HANGAR FOR SALE – Wisconsin – Dodge County Airport (KUNU) – 40W X 32D, Door 38'9"W X 10'H. \$27,500. Contact **Mary** at 920-386-2402 or Mary.Gasper@WisconsinAviation.com. More details and photos available at WisconsinAviation.com.

HANGAR FOR SALE – Wisconsin – Dodge County Airport (KUNU) – 50W X 60D, Door 44W X 11H. \$60,000 or OFFER. Contact **Mary** at 920-386-2402 or Mary.Gasper@WisconsinAviation.com. More details and photos available at WisconsinAviation.com.

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1980 Piper Dakota – N8183X
6535 TT, 1680 SMOH, 487 SPOH, January
2014 annual, Garmin GTN 650! Aspen
Evolution 1000 Pro EFD! Garmin Aera 796 with
XM Weather! 406 ELT, Autocontrol IIIB, clean!
New leather seats!.....Reduced to \$89,900!



1977 Cessna 414 – N126BT
3500 TT, 917/874 SMOH, 367 SPOH,
November annual, KX-165, KX-155, Argus
5000, Trimble 2000, 696 Weather, VGs. Priced
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WATER LANDING SURVIVAL FROM PAGE 27 **A Not-Too-Tall Tale**

A pilot we may or may not know has crossed Lake Michigan multiple times in single-engine turbine airplanes. A reliable turbine engine can go a long ways towards peace of mind, but akin to flying in hard instrument conditions, every slight change in noise, perceived change of the engine gauges, or bump in the sky, whether real or imagined, is another reason to thoroughly scan the instruments, look at the checklist, and check every switch, light, and lever in the plane.

Modern GPS equipment affords pilots the ability to calculate distances and times between arbitrary points in space, accounting for wind and real-time performance, and even allows the pilot to see the edges of bodies of water. An audible sigh of relief may or may not have occurred each time

the pilot in our story reached the point at which he calculated via GPS that he could glide to solid ground from altitude should it be necessary.

Even with the right gear, proper preflight planning, and a commitment to minimize the risks on each flight, the potential for an aircraft ditching exists for most pilots who fly throughout the Midwest. Statistics show that most ditching and egresses are highly successful, and while it certainly can put a damper on the day, we don't have to resign ourselves to a grim outcome. Like the pilot in our tale above who is glad to reach the other shore, each flight which safely delivers pilot and passengers back to solid ground is the goal and also an accomplishment. While risk management should be the objective, it isn't necessary to be afraid of every possible thing that could go wrong because with a little planning and training, a competent pilot is able to handle any number of situations – even the dreaded ditching – and return home safely! □

AN AVIATION TREASURE FROM PAGE 55

A History of Support

The decades that ASE's AeroSystems and FluiDyne brands have been active have made them a collaborative company in supporting the development of air and space technology on numerous projects with national and international impact.

FluiDyne has provided support with simulated high-speed aerodynamics to provide capsule reentry data for the NASA Gemini and Apollo programs, and the U.S. Air Force Dyna-Soar program in the early 1960s, and continues to be a technology leader for current-day high-speed test simulations.

Likewise, AeroSystems has provided support to the aircraft engine overhaul market from the introduction of wide body aircraft in the late 1960s and continues developing equipment and facilities for today's quick turnaround, high-efficiency maintenance environments in support of aircraft engines being serviced around the world.

The Opportunities

ASE, though relatively small in numbers of employees, is always looking for top-quality young engineers who possess a desire to be a part of an organization that has global impact. They look for people who are innovative, willing and excited to meet challenges with creative ideas and new, efficient solutions.

People with degrees in a variety of engineering fields and specialties, who are looking for career opportunities, should take a look at what ASE offers at: <http://www.aseholdings.com/Careers.aspx>. Aero Systems Engineering, Inc. is an aviation treasure with opportunities right here in our own backyard! □

Flight Design Selects Garmin G3X For C4

AERO FRIEDRICHSHAFEN, GERMANY – Flight Design has selected the Garmin G3X |Touch series for its four-seat "C4" aircraft. The newly developed system has two 10.6-inch glass displays, and does not have a TSO approval on its own. Rather, the system will be certified together with the C4 airframe. The all-carbon-fiber Light Sport Aircraft has a 1000 nm range at 115 kts, uses 4 gph, and lists for \$250,000 (FlightdesignUSA.com). □



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**Miminiska Airport (CPS5): Rwy 9/27, 2400 X 50 feet. Turf.
(www.WildernessNorth.com).**

**Elk Island Lodge, located 293 nm North of Kenora, Ontario
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**Elk Island Airport (CKZ3): Well-packed crushed rock.
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*Brent Nicholson, President
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Waiver of Liability: The Canadian fishing trips described in this advertisement are a service of the hosting lodge and their parent companies. Dave Weiman is acting only as a fellow participant, and neither he nor *Midwest Flyer Magazine*, *Flyer Publications, Inc.*, or their staffs and owners assume any liability for the participation of others on the trips or for the trips themselves, and do not assume any liability for the reliance upon information provided on accommodations, or in regards to trip planning. Any information provided is based on the best information available at the time. It is the responsibility of each pilot and participant to verify all information prior to departure, including, but not limited to trip planning, accommodations, airports, navigation, and customs policies and requirements.



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