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FEBRUARY/MARCH 2014



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**ON THE COVER:** This 2002 Cessna 305F L-19 "Bird Dog" was owned by Mark Holt of Holt Aviation of Mason City, Iowa, when the photo was taken over Clear Lake, Iowa in 2012. The aircraft was being flown by Doug Rozendal of Mason City, Iowa, with Holt in the backseat. The aircraft won "Best Bird Dog" at Sun 'n Fun 2010 and is equipped with a Continental 0470-11, 213 hp engine. The aircraft is currently owned by Growers Air Service LLC of Beulah, Miss.

*Photo by Adam Glowaski of Box5 Media (www.box5media.com).*



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# The Ways & Will of Don Winkler

by Dave Weiman

**D**on Winkler is a familiar name and face in Wisconsin aviation and he has chosen at age 82 not to come into work anymore and who can blame him. For the past 17 years, Don has been the media relations representative at Wisconsin Aviation in Madison...has taken thousands of photos of planes and people...hosted school groups and the elderly on tours of Wisconsin Aviation and Dane County Regional Airport ... recruited the media to cover events...was always available to welcome special guests to Madison, such as presidential candidate Barack Obama, actor Robert Redford, and football legend Brett Favre...and often trumped me on press privileges, usually afforded only the working media. He is definitely not shy about approaching people, and that style has served him and others well.

I first met Don at a meeting of the Wisconsin Civil Air Patrol (CAP) at the 440th Airlift Wing of the Air Force Reserve at General Mitchell International Airport in Milwaukee in 1979. He had just returned from a flight in a



(L/R) Don Winkler and Dave Weiman, 1983.

C130 Hercules as the public affairs officer for the CAP, and I met the group for dinner. Don told me that he had seen our magazine and wanted to support it, which he has done for the past 35 years.

Recently, I invited Don to share some of his experiences in aviation. I hope you find them as interesting as I did.

Thanks, Don, for everything you have done for general aviation, and *Midwest Flyer Magazine*.

**CONTINUED ON PAGE 8**

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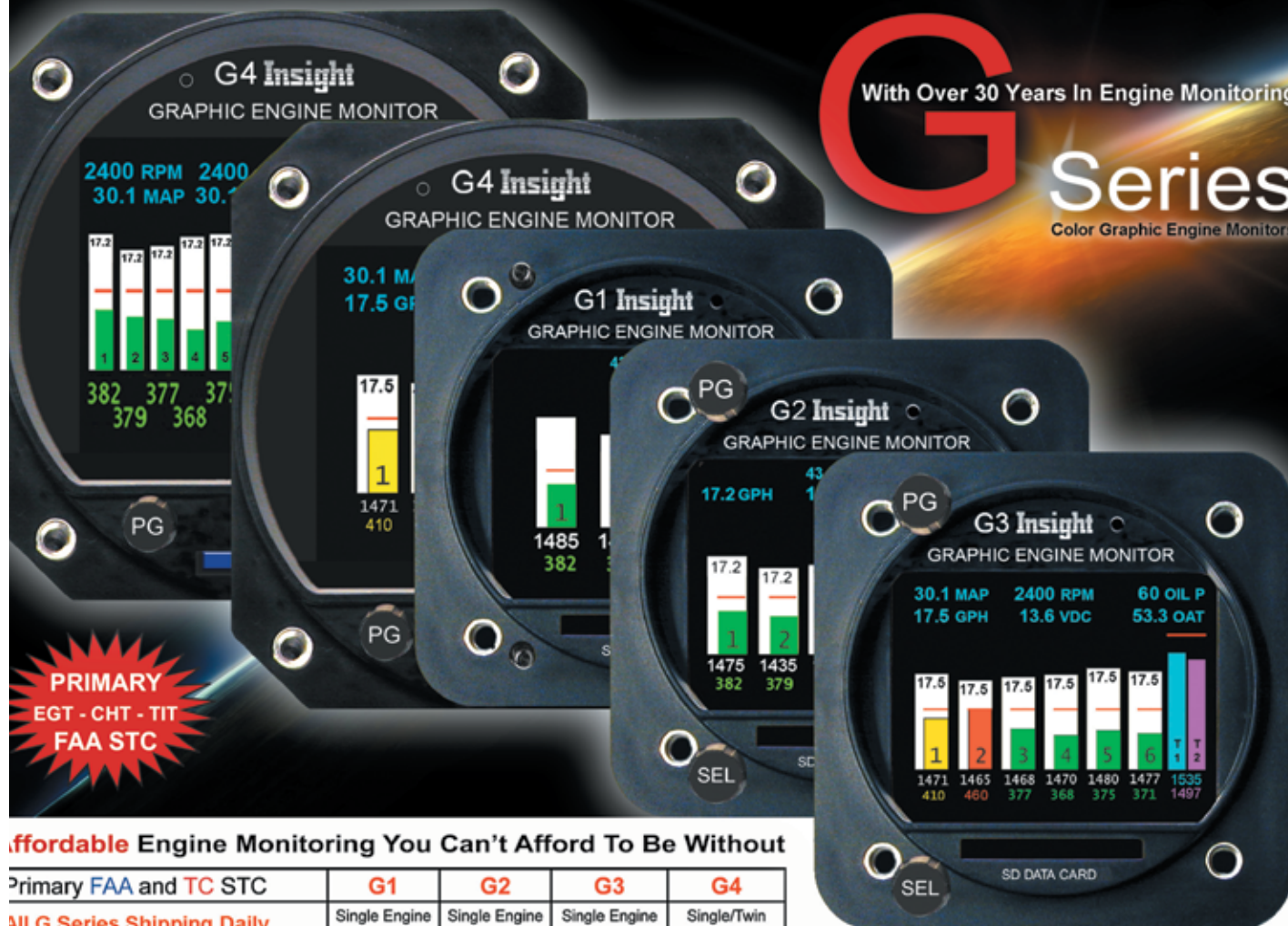
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# A Lifetime In Aviation, As I Remember It

by Don Winkler

**F**lying has been somewhat different for me. I have grown up with a camera in my hand. The airplane has been a platform for me to capture images at a different perspective. I have been doing aerial photography for over 35 years. Prior to that, I was a photojournalist. I have recorded images in aviation while in the U.S. Air Force in the 1950s, and as an air traffic controller in Madison, an aviation cadet, and the public affairs officer with the Wisconsin Wing of the Civil Air Patrol. I have been the media relations representative for Wisconsin Aviation, Inc. since 1996.

Whether for the military, government or general aviation, I have recorded historical facts of life in my photography.

For 35 years, I was with Sears Roebuck in Madison, and a member of the local Rotary Club.

Truax Field in Madison, Wisconsin, is my second home. Notice I said "Truax," not Dane County Regional Airport as it is referred to today. The mystique is in the history of the early days of this airport, and friends such as fixed base operators Louie Wulleumier of Four Lakes Aviation and Claude Frickleton of Frickleton Aviation; Don Halverson of Halverson Avionics; Ed Addison and his crew at the U.S. Weather Service, which was atop the old terminal building on

the east side of the field where the new Wisconsin Aviation terminal is today; my fellow controllers in the tower; and the many pilots I have known over the years.

My first promotional experience was a "Penny-a-Pound Airplane Rides" event. It was a fundraiser for the local Civil Air Patrol squadron. Thank God for Claude Frickleton; we could not have done it without his help. We held those rides on the south ramp off Wright Street.

Claude lined up people who had aircraft based there... we used their aircraft...bought fuel from Claude, of course... and flew our butts off from day break until dusk. All parties supported this effort and we made money on those weekends. We also made a lot of people – young and old – very happy!

I remember a great friend, Mike Rogers. Mike would come up with a huge commercial scale at each event. We would cover the round face of the scale with a circular piece of cardboard that had a small pie shape cut out of it. Then when this rather obese woman stood on the scale, only the operator would be able to see her actual weight.

During this time I was a qualified mission pilot with the CAP, and had flown several training and actual missions. I was more interested in working with the cadet squadron, and had the unit renamed "The Daniel Klitzman Memorial Cadet Squadron" in memory of a young cadet who was killed in an airplane accident.

CAP has always had a great aerospace program. I tried to contribute to education through my position as squadron commander and later as wing director, public affairs. Later, I purchased a Cessna 150, and was doing aerial photography. In 1993, I retired from Sears Roebuck, and also from the CAP, having served the organization for 23 years. But after 6 months, I reenlisted with the CAP, and I am still an active member.

After Sears, I worked with Johnson Hill Press as an advertising representative for *Airport Business Magazine* part time prior to joining Wisconsin Aviation, Inc. full time. Regardless of where I've worked, ***"I sold the sizzle, not the steak!"***

While at Wisconsin Aviation, I conducted tours for school groups for as many as 900 students a year, as well as seniors and service clubs. I also did "Dog and Pony Shows" and talked about general aviation at schools.

For the past 12 years, I have helped promote hangar dances at Wisconsin Aviation, which have been well received by the general public. I would say 95 percent of the people who attended were not in aviation. Rather, they were from dance groups and just fun-loving people. They dressed up in costumes appropriate to the era, usually the 1940s, which is the music performed by the great "Ladies Must Swing" orchestra.

I feel this type of promotion is important so as to get the community involved in the airport. I always welcomed people in jest, *"to the friendly side of the airport,"* where they don't have to take their shoes off or get scanned. Of course I am joking, for I could not have done my job without the cooperation of the airport director, Brad Livingston, and the staff at Dane

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County Regional Airport. I just feel it is necessary to let the public know that aviation is a major player in their community, and that there is more to flying than flying on the airlines.

General aviation brings a huge amount of revenue into Madison each year. We get great feedback and of course we have been able to pick up new students for our flight school.

While conducting a tour of first graders through our terminal, I was passing our CEO/President's office. Jeff Baum was at his desk and I stopped and said to the kids, "This is Mr. Baum. Without his permission, I would not be able to have these tours." Jeff smiled and at that moment one of the kids said, "Gee, I hope you don't blow up," concerned that Jeff might not appreciate the noise and commotion.

What the kid didn't realize is that their presence was music to Jeff's ears. Jeff knows only so well that those kids are the future of general aviation, as either aviation professionals, customers, or as elected officials, who will some day pass

judgment on general aviation, hopefully with a sympathetic ear.

During the tour, the kids and adults saw all the interesting things going on in the hangars. They heard jets taxiing in and out, and the engines from piston aircraft roaring on takeoff. They had the opportunity to sit behind the controls of some of our training aircraft, and experience what it must feel like as an executive sitting in the cabin of one of our charter jets. They had fun. I had more fun!

The thank you cards and drawings we received following a tour were all the feedback and thanks we needed.

As I told you earlier, I have never worn a white scarf, or been the leather jacket guy with all the war stories. I have just been a PA guy behind the scenes sharing the experiences of others. I have usually not been the guy in the photos or written up in stories. Rather, I have tried to make the other guy or gal look good, and I've been pretty good at doing just that. □

## FROM LINKEDIN

36 years producing a great magazine! Congrats Dave!

Stephanie Ward

Happy Work Anniversary, Dave! Midwest Flyer is such a nice publication—you do great work.

Sondra Retzlaff

Congratulations, Dave. I think I have known you all those years!

Bill Leff

You are a bright ray of hope in a dark gray setting! Keep up the great work. Hi to Miss Peggy too. Honest Pete.

Pete Schoeninger

Wow.....How time "flies" when you're having fun. May the "next" 36 be as "uplifting" too. Congrats Dave and Peggy.

James Bildilli

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## Slander of Title: The Risk of Filing An Invalid Lien Against An Aircraft

by Attorney Greg Reigel

An individual recently called and told me he wanted to file a mechanic's lien against an aircraft. When I asked him what type of work he had performed, he indicated that he had performed some maintenance on the aircraft and also provided pilot services to the owner of the aircraft. Unfortunately, in this individual's state, as is the case in most other states, pilot services are not the type of work upon which an aircraft



Greg Reigel

mechanic's lien may be based. When I told him that, he asked why he couldn't just file the lien for the full amount and then worry about whether he could collect for the pilot services component of the lien down the road. I answered that this was not a good idea. Here's why.

One defense an aircraft owner may assert in response to a lien claimant's attempt to enforce a mechanic's lien against an aircraft is that the lien is invalid because the lien claimant is knowingly demanding an amount in excess of what is justly due. This defense is very common in situations where the aircraft owner initially disputed the amount being charged by the lien claimant. It is also common where the lien claimant is trying to

get paid for work that is not lienable work, such as the pilot services in the above-situation. Although this defense usually requires that the aircraft owner show bad faith on the part of the lien claimant, or that the lien claimant knew the lien statement was overstated, that isn't necessarily hard to do when the lien is for work that is not allowed under the applicable mechanic lien statute.

And here is the risk a lien claimant may be exposed to if his or her mechanic lien is invalid: If the aircraft owner is successful in defending against the foreclosure proceeding, the aircraft owner will also probably succeed in a slander of title claim against the lien claimant.

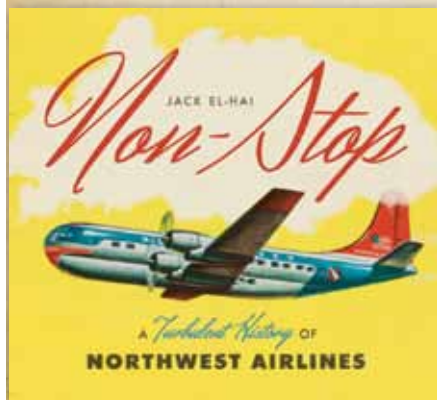
An aircraft owner asserting a slander of title claim alleges that the lien claimant improperly encumbered the aircraft with an invalid lien. A slander of title claim could have serious and expensive implications for the lien claimant if the improper lien prevented a sale of the aircraft or forced the aircraft owner to accept less in a sale than he or she would have in the absence of a lien.

The moral of the story? Perfecting and enforcing an aircraft mechanic's lien can be tricky. In addition to the federal filing requirement, each state has its own specific requirements governing aircraft mechanic liens. Lien claimants should understand what their particular state laws allow and require in order to assert an aircraft mechanic's lien. When in doubt, contact an aviation attorney familiar with your state's aircraft mechanic's lien laws to analyze your situation and help you choose the best course of action.

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

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## Autopilot Interfaces, Pilot Qualifications, Retesting & Continuing The Approach (Garmin 430/530)

by Michael J. "Mick" Kaufman



Michael J. Kaufman

**I**n this issue of *Midwest Flyer Magazine*, I will cover a topic that has always sparked interest among our readers, and that is "autopilots." I will also make a few comments on flying

"down under" from a recent month-long trip to Australia and New Zealand. Another item has been brought to my attention and I wish to briefly mention that the FAA is requiring a retest for certificates affecting as many as 1,000 pilots. In addition, I will be continuing my review of making an approach with the Garmin 430/530 where I left off in the last issue.

Over the years of writing for this magazine and especially after my series on autopilots, I continue to receive e-mails and phone calls from readers with questions on autopilots. Occasionally, we get challenged and get to fly the autopilot in the pilot's aircraft to try to figure out what is happening or to better train the pilot on the use of his autopilot.

One of these flights happened recently with a former instrument student of mine, Rolf Berg of Menomonee Falls, Wisconsin.



Rolf Berg and his Epic turbo prop.

Rolf is the proud owner and builder of an "Epic" turbo prop. The Epic can truly be considered the KING of the single-engine turboprops being about 70 kts faster than the closest competition and is as docile

as a Bonanza on the approach. I was extremely impressed.

Rolf had some issues with the autopilot not capturing the glide-slope consistently on the approach, and our goal was to find the answer to what was happening. The autopilot is a "TruTrac Sorcerer," and it was interfaced to a Garmin G900X GPS/FMS. This was my first experience with this GPS/autopilot configuration in any aircraft.

After departing Runway 09 at Tri-County Regional Airport in Lone Rock, Wisconsin (KLNK), we used the altitude pre-select to set a climb to 3500 feet.

We had preprogrammed in the RNAV/GPS 09 approach (FIG 1) for our first approach and selected FINKO as our initial approach fix (IAF) and selected GPSS on the autopilot for tracking.

The aircraft climbed to 3500 feet and leveled off and proceeded to make a turn toward FINKO with the GPSS mode engaged on the autopilot. As the aircraft passed abeam the missed approach point, the glide-slope engaged and the aircraft's altitude began to fluctuate. We pushed the altitude hold to stop the fluctuation and the altitude held steady, but the glide-slope mode did not engage at the proper point once established inbound on the approach.

We attempted the same approach two more times using CEBLU and

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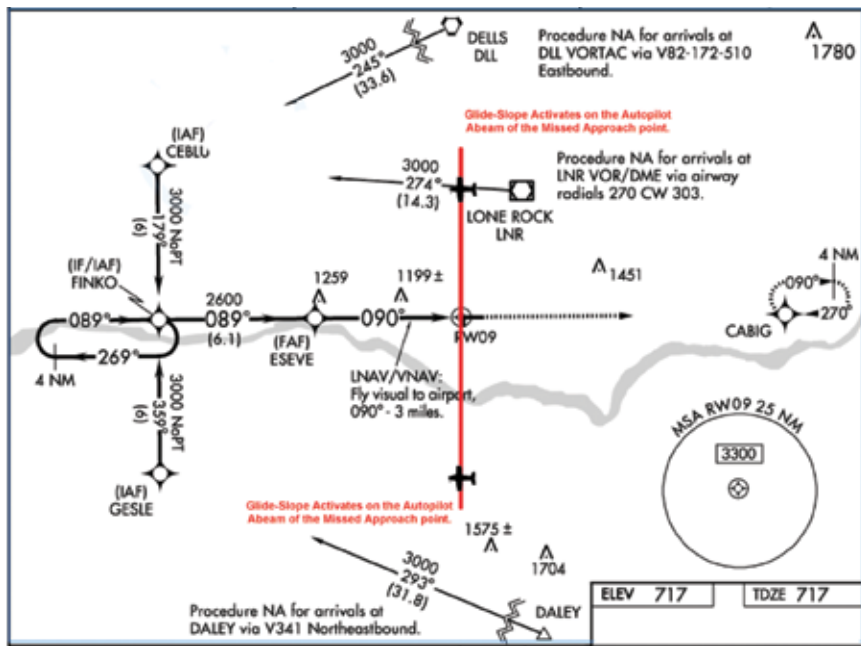


FIG 1 For Illustration Only. Not For Navigational Use.

GESLE respectively as the IAFs. We tried activating the approach at different points and activating vectors to final once established inbound, but still no luck! I attempted several things that have worked for me with other autopilots, but they did not work, either. So, I read the autopilot manual.

A paragraph in the manual prompted us to activate the GPSS function of the autopilot while in the altitude hold with the approach activated and this worked. So, the conclusion of our quest was that the GPSS mode must be engaged only while in altitude-hold mode of the autopilot.

If you were climbing or descending while activating GPSS mode, the glide-slope capture would not engage. If you had activated GPSS while in a climb or descent, it was necessary to disengage and re-engage GPSS in altitude hold mode.

For lessons learned, you may not have a TruTrac autopilot coupled to a Garmin 900X, but the point to be made is **“learn and know your system well.”**

Never depart into serious IMC weather in an aircraft that you do not know well or one that has had recent maintenance. From years of experience, I have seen so many accidents occur on the way home with a newly purchased or an unfamiliar aircraft or systems unfamiliar to the pilot. Play it safe... Get professional training.

## Retesting Required!

The next topic needs more research to get all of the details, but was brought to my attention by an FAA employee who asked to remain anonymous.

Apparently, a designated pilot examiner on the East Coast was issuing rating upgrades and certificates to unqualified pilots for financial gain. The FAA is requiring that pilots who were examined by this examiner retake the exam with the FAA or

surrender their certificates.

I personally look at this with a two-fold perspective. For pilots who were properly trained and qualified, it could cost them as much as several thousand dollars in providing aircraft for the retest, along with lost time or wages. The other side of the coin is there may be pilots flying aircraft that they are unqualified to fly and they could be dangerous to themselves and their passengers.

I have been involved in pilot training for several decades and occasionally see pilots who are unsafe for the type of flying they do. My conscience will not let me pass them back into the system, but to give them the necessary training to be safe and qualified even if it is free training. I will continue to follow this story in future columns of *Midwest Flyer Magazine*, as there may be as many as 1,000 pilots on the FAA list for retest.

## Continuing The Approach

My column in the last issue of *Midwest Flyer Magazine* left us with an approach loaded into the flight plan of our Garmin 430/530 GPS navigator, and we were going to edit it and fly it. If we had activated the approach, our workload as far as the Garmin goes, is over. We will need to think about our airspeed and altitude if we have the autopilot on and heading to the Initial Approach Fix (IAF). The point where we should begin transitioning from cruise airspeed or cruise descent to an approach level airspeed requires the pilot's knowledge and experience and will vary with the approach.

Sometimes, ATC will request that you fly at a specific airspeed to fit into their traffic plan for the approach and you need to comply if at all possible. If airspeed is at the pilot's discretion, it is always better to slow up too early than too late.

If you had selected “loading” the approach, rather than “activating” it on the Garmin box, your destination is still the airport not the IAF. If you were unsure if you needed to do an approach, it would be better to load the approach only, request a contact approach from ATC, and fly over the airport to see if you can see it. Be sure to be aware of the terrain and the minimum altitude allowed for the contact approach if you chose to do one.

The Garmin box will stop navigating at the airport and it is the pilot's responsibility to either activate the approach or select a waypoint on the flight plan that is part of the approach and press the “Direct To” button.” If you used the option of selecting the next waypoint on the flight plan page, it will usually be the first waypoint in the list.

The Garmin box will let you select any waypoint, but be



careful. You can bypass waypoints.

For example, if you loaded a transition and wanted to go to the IAF, you can select the IAF and go there directly. Many approaches have a course reversal like the approach in FIG 1 using FINKO as an IAF the first time you cross it. FINKO appears a second time as an intermediate fix (IF), as you will be crossing it twice – once outbound for the course reversal and a second time when established inbound on the approach.

If you had selected FINKO when it appears the second time in the flight plan, it will be the IF and the course reversal will not be done if you were to select it. You will be in trouble if you are approaching from directly over the airport if you had made that mistake.

If you are flying the approach in FIG 1 on autopilot (altitude correct and ALT hold on the autopilot) and had activated the approach with FINKO as an IAF, you will go to the IAF, do the published course reversal and turn inbound. After crossing FINKO the second time, the GPS approach mode will automatically activate and the glide-slope should appear on the indicator above the aircraft. Prior to crossing ESEVE (FAF), you should see the glide-slope come from above and center on the indicator followed by the ALT hold light on the autopilot being replaced by the GS capture indicator. We will continue from this point in my column in the next issue with the final approach segment and the missed approach.

## Aviation Down Under!

Since writing my column in the Dec/Jan issue, I have had a chance to go to Australia and New Zealand and experience aviation “down under.” Aviation is definitely different with respect to most airports being privately owned by individuals and flying clubs with the exception of the larger airports being served by airlines. Most of general aviation seems to be recreational and not as widely used for transportation.

I had the opportunity to visit numerous private airports and share thoughts with local pilots. I enjoyed learning about their aviation heritage and made several new friends. It is a beautiful country and an experience all should consider for a future visit.

Until the next issue of *Midwest Flyer Magazine*, keep out of the ice and fly safe!

**EDITOR'S NOTE:** Michael J. "Mick" Kaufman is a Certified Instrument Flight Instructor (CFII) and the program manager of flight operations with "Bonanza/Baron Pilot Training," operating out of Lone Rock (LNR) and Eagle River (EGV), Wisconsin. Kaufman was named "FAA's Safety Team Representative of the Year for Wisconsin" in 2008. Email questions to [captmick@me.com](mailto:captmick@me.com) or call 817-988-0174.



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## REGIONAL REPORTS

### An Invitation For You!

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

**L**ate last year, AOPA President Mark Baker renewed the association's commitment to reaching members in their backyards in part by reinventing AOPA's national convention into a series of regional events with



Bryan Budds

the same focus on aviation education, the latest products and services, and interacting with AOPA one-on-one – but with a local flavor specifically tailored to local pilots and aviation enthusiasts. After months of discussions with airports, local associations, pilots, and many others, AOPA has selected Indiana's *Indianapolis Regional Airport* (MQJ) as the host of the 2014 Great Lakes Regional Event to be held on **May 31, 2014**. Be sure to mark your calendar to attend!

Some of the hot topics that may be discussed include several items AOPA's regional team is engaged in locally in the Great Lakes Region right now.

For instance, in **Ohio**, AOPA continues to work with airport operators, local associations, the Ohio Department of Transportation, and state lawmakers to ensure the state's airport system remains adequately funded while mitigating the already high cumulative tax burden at the 100LL pump. Also in Ohio, AOPA continues to serve on the Ohio Department of Transportation Airports Focus Study Project Advisory

Committee, which is expecting to release its final report on the status of Ohio's airports and their future funding needs and priorities, shortly.

Similarly, AOPA continues to serve on **Minnesota's** newly re-established Minnesota Aviation Advisory Committee with the intent of increasing communication between all aspects of the state's aviation community and the Minnesota Department of Transportation (MnDOT) Office of Aeronautics.

**Michigan** has also revitalized its General Aviation Subcommittee that operates subordinately to the Michigan Aeronautics Commission. The committee has made great strides in strengthening not only communication between Michigan's pilots and the commission, but also in terms of illustrating general aviation's importance to the state and increasing the pilot population.

These are just a few items AOPA is working on for you locally. Keep an eye on [twitter.com/aopagreatlakes](https://twitter.com/aopagreatlakes) for up-to-the-minute updates on all things AOPA in the Great Lakes! □

### Happy 2014! Let's Make It Count!

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

by Yasmina Platt

Manager, AOPA Central Southwest Region

**H**appy New Year to everybody! I hope you ended 2013 well and that 2014 brings you even more happiness and flying. My "flying resolution



Yasmina Platt

for 2014" is to get my tailwheel endorsement and do more aerobatics training. The little aerobatics flying I have done to date definitely showed me that it can make you a better and safer pilot while improving "stick and rudder" skills. You know the saying, "*A pilot is always learning...*" and I truly believe in it and live by it.

If you are still trying to develop your New Year's resolution, I encourage you to share your airport's economic impact information with local officials, civic organizations, and other members of your community. If you live in **Missouri**, the 2012 Missouri Statewide Airports Economic Impact Study was recently released by the Missouri Department of Transportation. Directly and indirectly, Missouri's 99 public-use general aviation airports and nine commercial-service airports accounted for \$11.1 billion in economic output, or 4.3 percent of the state's \$258 billion



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gross state product. That volume translated to 100,621 jobs, or about one of every 35 jobs in the state's overall work force. These types of reports are valuable resources for pilots to have to help educate local officials and the public on the economic benefits of community airports. They demonstrate how the economic return produced by an airport goes well beyond the tax dollars spent to operate and maintain the airport. *"A strong aviation system in Missouri helps attract, maintain, and support business and industry growth, while creating jobs statewide,"* the report said. You can find a copy of it here: <http://www.modot.org/othertransportation/aviation/2012study.htm>.

The six AOPA "Regional Fly-ins" plus an "AOPA Homecoming" in Frederick, Maryland, have been announced.

The fly-in in our region will be held in San Marcos, Texas on April 26, 2014. I realize the location might be a bit far for some of you in the northern states, so consider attending one of the other fly-ins in a different region, or engaging with us

in some of the other events I will be participating in, like the **2014 Nebraska State Fly-In** in York, Neb. on June 7th; **Fly Iowa 2014** in Iowa City, Iowa, scheduled for June 28-29; the **Kansas Aviation Expo** in Wichita later in the year; or the **Missouri State Aviation Day** in Jefferson City on April 8.

Whatever events you attend in 2014, always remember to bring family or friends with you, especially those who have always wondered about general aviation flying, but have never been given the chance to experience it.

I may have seen some of you already this year as I was in Kearney, Nebraska in late January for the Nebraska Aviation Symposium where I taught a pilot safety seminar and spoke about all the different flight planning tools AOPA has to offer.

Want to know more about what is happening in your region or state? Visit <http://www.aopa.org/Advocacy/Airports-and-State-Advocacy.aspx>, or follow me on **Twitter @AOPACentralSW**. □

### "AOPA Homecoming" at Frederick Municipal Airport (FDK), Maryland The Home of AOPA Headquarters—October 4, 2014

#### REGIONAL FLY-INS:

San Marcos Municipal Airport (HYI)  
San Marcos, Texas—April 26  
Indianapolis Regional Airport (MQJ)  
Indianapolis, Ind.—May 31

Plymouth Airport (PYM), Plymouth, Mass.—July 12  
Spokane Felts Field (SFF), Spokane, Wash.—Aug. 16  
Chino Airport (CNO), Chino, Calif.—Sept. 20  
Malcolm McKinnon Airport (SSI), Brunswick, Ga.—Nov. 8

<http://www.aopa.org/Community-and-Events/AOPA-Fly-Ins.aspx>



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## **Making Flying Easier**

*by Mark R. Baker*

*President & CEO, Aircraft Owners & Pilots Association*

**S**omething good is happening in Congress right now. (I know some of you may find that hard to believe, but it's true.)

A few weeks back, Rep. Todd Rokita and Rep. Sam Graves—both active pilots, AOPA members, and members of the House GA Caucus—introduced legislation that could get thousands of pilots back in the air and simplify life for thousands more.

It's called the General Aviation Pilot Protection Act (GAPPA), and, put simply, it would vastly expand use of the driver's license medical standard.

Our friends in Congress took this step after we asked for help. Almost two years ago, AOPA and EAA filed a petition asking the FAA to make more pilots eligible to fly with a driver's license instead of a third-class medical. It's the same standard Sport Pilots have been using for nearly a decade, and we know that it's safe and effective. We even recommended



Mark Baker

that pilots be required to take recurrent online training so they'd be able to effectively determine their fitness to fly, further improving safety. When the petition was opened to public comment, 16,000 comments were filed—the vast majority of them positive.

But the FAA hasn't taken action on the petition. We've asked them repeatedly to move forward, and I've discussed this personally with the FAA Administrator. But we're still waiting. Now GAPPA will go much further, allowing pilots to use the driver's license medical standard for noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats. That includes virtually all single-engine airplanes with six or fewer seats as well as some twins. Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet MSL and fly no faster than 250 knots. The Act would also require the FAA to report on the safety consequences of the new rule after five years.

If this legislation becomes law, it could be one of the best things to happen to general aviation in a very long time. I hear from so many pilots who lament the time and expense needed to receive a medical certificate, and even stop flying and sell their airplanes because of it. GAPPA could change all that and keep thousands of pilots flying in the planes they know and love.

When the time is right, this legislation is going to need the support of the pilot community to pass, and we'll be asking our members to get involved and take action. We'll let you know exactly how you can help when the time comes. In the meantime, stay tuned and we'll keep you up to date on this and all the issues that are changing the way we fly. □

## **West Michigan Aviation Academy Addresses People Shortages In Aviation**

GRAND RAPIDS, MICH. – West Michigan Aviation Academy in Grand Rapids, Michigan, is doing its part to meet the growing demand for aviation professionals by expanding its facilities to accommodate its growing enrollment. The \$2 million project is being funded by loans from the Dick and Betsy DeVos Foundation. The school wants to be able to accommodate up to 600 students.

The project adds an additional 15,000-square-feet to the school, including a hangar, and follows significant expansions in 2011 and 2012. Other features include additional classrooms, labs and collaborative workspace.

Boeing Aircraft in its most recent industry forecast, estimates that around the world, roughly one million new commercial airline pilots and maintenance technicians are needed through the year 2032. North America alone accounts for approximately 85,700 pilots and 97,900 technicians in the company's estimate.

Western Michigan University College of Aviation also has plans to expand to meet this growing demand. □



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## Come Fly with Us

**As far as I'm concerned, Saturdays are for flying. On any given weekend, you're likely to find me at one of my favorite airports, hanging out around pilots and planes.**

This year, I hope you'll join me and our fellow pilots on at least one Saturday as we kick off a series of AOPA Fly-Ins to be held at some of the most welcoming airports all across the country.

The plan is to get out to the airport, meet other pilots, and have fun!

We got the idea from listening to AOPA members who told us they wanted to connect with one another and their association, and this is a fun, easy way to do that.

We'll start every fly-in with a traditional pancake breakfast and pilot town hall. I'll talk a little about the biggest issues affecting general aviation and what AOPA is doing about them, then I'll take lots of questions so we can have a meaningful discussion about the issues that are most important to you.

That sounds serious, but really it's about enjoying our freedom to fly. So throughout the day we'll have flying activities, seminars, exhibits, and aircraft on display. We'll also have a learn-to-fly area for the aspiring pilots you bring along.

Admission is free for everyone, and lunch is free for AOPA members.

Every event will be special, but there's one in particular that I'm looking forward to—the AOPA Homecoming set for October 4 at our Frederick headquarters. It's going to be a celebration not only of all things GA, but also of AOPA's 75th anniversary.

We want you to come home to your association headquarters and get real insight into what it means to share in the long tradition of AOPA membership. But most of all, I want all of us to have the chance to experience the sense of community that makes being part of GA so great.

Even if you can't make it to Frederick, we've got events happening all year long. Here's the schedule:

- **Texas:** San Marcos Municipal Airport (HYI), April 26
- **Indiana:** Indianapolis Regional Airport (MQJ), May 31
- **Massachusetts:** Plymouth Airport (PYM), July 12
- **Washington:** Spokane Felts Field (SFF), Aug. 16
- **California:** Chino Airport (CNO), Sept. 20
- **Maryland:** Frederick Municipal Airport (FDK), Oct. 4
- **Georgia:** Malcolm McKinnon Airport (SSI), Nov. 8

You can get more details at [aopa.org/fly-in](http://aopa.org/fly-in). Hope to see you there!



Mark R. Baker  
President & CEO, AOPA



# High Wind Operations

by Harold Green, CFII

One of the many advantages pilots in the Midwest enjoy is an abundance of wind of various strengths and directions not enjoyed in other parts of the country. High wind conditions are a source of both concern and joy for pilots. As the learning process begins, the thought of high wind conditions, particularly crosswinds, strike fear into the heart of almost all pilots. Then, once crosswind techniques are mastered, there are few things in flying that produce the ego satisfaction like a “greaser” landing in those conditions. The transition from concern to satisfaction is one of knowledge, experience and perhaps most importantly, self-confidence. Hopefully this article will shed some light on the subject.



Harold Green

No cross/high wind discussion can be complete without considering ground operations. Unlike the flight environment, wind on the ground can impact the airplane from any direction and that relative direction changes, both as we change our direction on the ground and as a result of wind patterns created by ground obstacles.

The first consideration is to keep the airplane from tipping over as a result of the wind. Whereas in the air the plane just moves with the wind, on the ground an airplane's landing gear provides a pivot point about which the airplane can react. This includes the possibility of flipping over. After all, a tricycle gear airplane is nothing more than a three-legged stool and will flip diagonally forward nicely using the nose gear and one main as a pivot point if the wind gets under a wing or the horizontal stabilizer. A tail-dragger will flip also, but will tend to do so straight ahead since its pivot point is the main gear rather than the nose gear and one main.

Our principal goal in ground operations is to make sure the wind does not have a chance to flip the airplane. Therefore, it is critical to keep the wind from raising either a wing or the horizontal stabilizer. Just as in flight, we use the control surfaces to achieve this goal. (After all, we have nothing else to work with.)

The best way to accomplish this is to make sure that the upwind wing and the tail is held to the ground. If the wind gets under a wing, over we go and that is considered bad form. The best way to accomplish this is to remember the mantra; “Roll away from a tailwind and into a headwind.” That keeps the upwind wing glued to the ground because if the wind is from behind, it will push the upwind aileron down and hence the wind holds the wing onto the ground, and if from in front, the upwind wing will be told to bank into the wind. The elevator should be set to pitch the airplane down because with a tailwind, it will push the tail down, and as the tail goes down, both wings will tilt up and present a larger surface for the wind to hold the airplane onto the ground.

Taxiing in a high wind can be an attention-getting experience. Since the airplane's landing gear provides a pivot point, the wind will try to turn the airplane into a weather vane. This can be a decided challenge, particularly if your sky steed happens to employ a castering nose-wheel, or you are driving a tail-dragger. In these cases you will need to pay attention to differential braking. Of course strong gusts will get your attention no matter what you're driving.

As a cautionary note, remain aware of terrain and obstruction between you and the wind. If you are taxiing close to obstructions, expect turbulence and hence a change in wind direction as you pass by them. Don't be caught by surprise.

It is not uncommon for a row of hangars to be close to a taxiway. If those hangars are between you and the wind, you can expect a venturi effect as you pass between buildings. This will result in a distinct and rapid attempt to turn into the wind the stronger the wind,

and the closer the building, the stronger the attempt to turn. Gusts only add to the fun.

Effective and quick use of controls and brakes are in order here. Taxiing close to a building can result in unanticipated winds as the airflow curls around a corner of the building.

Since the relative wind changes as the airplane changes directions as it taxis, it is necessary to remain oriented with respect to wind direction over the airplane. Of course, blowing grass or snow, a windsock, etc., work. However these can come and go as we move about the airport.

A very effective method is to set the heading bug on the directional gyro to the wind direction. Then, if the heading bug is behind the 90-degree point, you bank away from it, and if ahead, you bank into it. If it is at 90 degrees, ailerons are neutral.

Throughout all of this it can be hard for beginners to realize that there is only one position for the controls in high wind ground operations. With respect to ailerons, there is only one position: To the STOPS! That is because we aren't after fine control...we are after solid control, and there is no way to judge the effect of them until we are in danger of losing control. Hence: All the way!

As with the ailerons, we want the elevator to help hold us on the ground. When the wind is behind us and strong, the elevator should be forward. This causes the tail to lower and brings the wings to a higher angle causing the wind to help hold the airplane to the ground.

Now, having arrived at the takeoff point, completed the pre-takeoff check and briefed our passengers and received takeoff clearance, if at a controlled airport, it is time to do the deed.

The first step is to turn onto the runway so we are on the upwind side of the centerline so we can take advantage of the crown in the runway to help hold us onto the ground.

Consider what is about to happen: As the airplane accelerates, it is going from normal weight applied to the landing gear to zero. That means that



the wind can easily move it sideways, scrubbing tires and even tipping us – a situation we definitely don't want. With a crosswind we must hold the plane on the runway without letting it skid until it reaches flying speed. Then, holding FULL aileron INTO the wind, and full DOWN elevator, we smoothly add power – full power – and focus on tracking straight down the runway.

In a tricycle gear airplane, forward elevator ensures that the nose wheel stays glued to the runway. However, be prepared to modify the forward pressure to avoid wheel-barrowing by running on the nose wheel with the mains off the ground. This is of far more concern in a low-wing than a high-wing airplane. The pressure should be sufficient to hold the airplane on the runway.

In a tailwheel airplane, life is actually easier because it can't wheelbarrow and excessive forward elevator will actually glue the airplane to the runway more firmly. The worst impact is to increase the takeoff run. No matter the airplane type, as the speed increases, the aileron can be neutralized – just keep the upwind wing from lifting prematurely.

We know when flying speed has been reached because the airplane is arguing with us. It doesn't want to stay on the runway requiring our attention to keep it there. Once at flying speed the ailerons should be at neutral and the airplane can be flicked off the ground. That means we quickly apply back-pressure sufficient to make the airplane fly, but

insufficient to produce a large pitch up.

Usually this is just a flick of the wrist, which quickly gets us airborne without skidding sideways. Once airborne the airplane is in its natural environment where crosswinds don't matter and we just turn into the wind to track down the runway until we are ready to turn. Job done!

Now it is time to get set for the landing. Not surprisingly the landing begins in the pattern, be it a controlled or non-controlled airport. By the time we select our runway, or the tower does it for us, we know from which direction the surface wind is coming from. Therefore, given a choice, we will select a runway, which provides the least crosswind. Additionally, sometimes the wind is virtually at 90 degrees to a runway and this gives us an additional choice. Knowing that we still have too many accidents when people overshoot the turn from base to final, we will choose a runway, which provides a headwind on base. If we can't do that and we have a tailwind on base leg, then we will plan on turning early to prevent overshooting the final leg.

Hopefully when we complete our turn to final, we will be at the appropriate altitude and lined up with the runway centerline. If not, we move ourselves so we are. It is also advisable to place ourselves just to the upwind side of the centerline so as to take advantage of the runway crown to help us remain glued to the runway after landing.

**CONTINUED ON PAGE 20**



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**Sleep Apnea, Policy or Not!***by Dr. John Beasley, MD**Aviation Medical Examiner, Professor Emeritus & Clinical Professor  
Department of Family Medicine, University of Wisconsin - Madison*

**T**here's been a lot of fuss in the past few months over a proposed change in FAA aeromedical policy regarding "sleep apnea" and I'm not going to weigh in on the pros and cons of that. Regardless of FAA policy, it's not good for you in general, and I cannot imagine that disordered sleep makes anybody a better pilot. So, here goes.



John Beasley

Does your snoring frighten small children?

Does your spouse or partner consider homicide in the wee hours of the morning?

Does he/she report that sometimes during the night you stop breathing and then almost wake up and gasp?

Are you sleepy during the day and have a problem with dozing off (other than when you are reading dull articles on sleep apnea)?

If your answer to any of the above is yes, then you may have sleep apnea.

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

Sleep apnea can lead to difficulty in thinking, sleepiness and fatigue, irritability and short attention span. There is a greater probability of task-saturation when things get busy. Good, un-interrupted sleep does matter. Back in the days I was taking night calls, an FAA Designated Examiner giving me an instrument proficiency check (IPC) commented, "You're not so bad when you've had a good night's sleep."

I got a bit of an awakening (sorry!) regarding the fed's concern with OSA when an applicant showed up in my office who had special issuance permission for OSA. As far as I was concerned, he was doing just fine with a continuous positive airway pressure (CPAP) machine and no daytime fatigue. I

documented this, certified him, and sent the stuff off to the FAA only to get a nasti-gram from them a couple of months later. (No, it wasn't really nasty, but it was a bit embarrassing.) They were asking for more information. They needed more recent documentation of his current status, the use of his CPAP machine and the rest. After a bit of hassle for both of us, we got it cleared up. The take-home for me was that the FAA is pretty concerned about this, and while we can get you certified, it's not trivial.

Are you at risk? Well, check out "STOP-BANG" at <http://www.thesleepmd.com>. This is a questionnaire that scores for Snoring, Tired (daytime), Observed apnea, High Blood Pressure, Body mass index (BMI) over 35 (about 245 pounds for a 5' 10" person), Age over 50, Neck size over 17" and male Gender. And, by the way, it's not just being out of shape and obese – 34% of NFL linemen have OSA.

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

Now the good news is that most OSA is preventable.

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

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

And if you still have symptoms, then get it treated. An aviation medical examiner (AME) can get you through the certification process, and you'll be safer for it.

Whether a result of sleep apnea or a lack of sleep, FAA publication AM-400-10/1 notes an incident involving an airline crew that fell asleep which could have ended in disaster.

"One February day in 2008, a commercial aircraft with three crew-members and 40 passengers flew past its destination airport after both the captain and first officer fell asleep."

The moral of that story is, get plenty of rest before flying, and if you suspect you have sleep apnea, seek treatment. □

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**FLIGHT TRAINING FROM PAGE 19**

To do a thorough job of discussing the landing itself, we need to consider a multitude of factors including technique, flaps, ground effect and others, so we will leave that for the next article. Then we will consider the "crab" and "kick vs. the slip" method and the effect of "high vs. low-wing" operations in high crosswind landings.

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



# EAA Says FAA's Sleep Apnea Policy Would Set A Dangerous Precedent

OSHKOSH, WIS. – The Experimental Aircraft Association (EAA) has joined other general aviation organizations urging an immediate and indefinite hold on the FAA's recently announced aeromedical guidelines on "sleep apnea."

The protocol, announced by Federal Air Surgeon Dr. Fred Tilton, would initially require all applicants with a body mass index (BMI) of 40 or greater and a neck size of 17 inches or greater to be evaluated by a sleep specialist prior to receiving a medical certificate. Those who are diagnosed with obstructive sleep apnea (OSA) would need to be treated prior to issuance. Dr. Tilton noted that OSA is "almost universal" among this group.

"The FAA has not presented – nor have we seen – any evidence of aeronautical hazards or threats based on sleep apnea in general aviation," said Sean Elliott, EAA's vice president of advocacy and safety. "To enter into the realm of predictive medicine based on no safety threat or symptoms – at a significant cost to individual aviators and the GA community – is not only a reach beyond FAA's mission, but a serious hurdle to those who enjoy recreational aviation. The FAA's special issuance process would also be overwhelmed by this unneeded policy, creating even further delays and bureaucracy."

Elliott also notes that while this newly announced FAA policy is clearly unjustified, a greater threat looms in subsequent plans outlined by Dr. Tilton, that "once we have appropriately dealt with every airman examinee who has a BMI of 40 or greater, we will gradually expand the testing pool by going to lower BMI measurements until we have identified and assured treatment for every airman with OSA."

The Pilot's Bill of Rights passed by Congress and signed by the president in 2012 required that the FAA thoroughly evaluate the medical certification process and supply medical science and justification to support its policies. Any sleep apnea requirements or policy should also meet this requirement. To date, the FAA has not undertaken such an evaluation.

"We are joining in the call for an immediate suspension of this policy and thorough review of its need and justification," Elliott said. "There has been no evidence of sleep apnea as a cause or factor in more than a decade of general aviation accidents reviewed by FAA's own General Aviation Joint Steering Committee, in which EAA participated."

The new policy grew out of a 2009 National Transportation Safety Board (NTSB) recommendation that the FAA change the airman medical application to include questions about any previous diagnosis of obstructive sleep apnea, as well as the presence of risk factors for the disorder. The recommendation also asked the FAA to implement a program to require pilots at high risk for obstructive sleep apnea to be evaluated and, if needed, treated before being granted medical certification.

EAA, in consultation with the Aeromedical Advisory

Council composed of aviation medical examiners, was to have sent at press time specific recommendations to the FAA. EAA is also carrying opposition to lawmakers on Capitol Hill who have already called for a review and evaluation of the aeromedical process under the Pilot's Bill of Rights. □

## AOPA Insists FAA Withdraw Sleep Disorder Policy or Initiate Rulemaking

FREDERICK, MD – In a letter to FAA Administrator Michael Huerta, the Aircraft Owners and Pilots Association (AOPA) is insisting that the FAA withdraw its new policy on obstructive sleep apnea or go through the rulemaking process.

"We believe this policy inappropriately bypasses the rulemaking process; overlooks potentially more effective and efficient solutions; provides no clear safety benefit; and imposes unjustified costs on the user community," wrote AOPA President Mark Baker.

The proposed policy, as described by Federal Air Surgeon Fred Tilton in a recent FAA medical bulletin, would initially



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affect pilots who have a body mass index over 40, but would later be expanded to include pilots with lower BMIs. Pilots who meet the criteria would have to be evaluated by a board certified sleep specialist and those who are diagnosed with sleep apnea would be required to undergo treatment before receiving a medical certificate.

“While we believe that pilots who experience sleep apnea should seek proper treatment, we also believe that this surprise policy announcement is an inappropriate and ineffective way to ensure that they do,” Baker wrote.

The letter noted that other, less intrusive options already exist. The AOPA/EAA Third-Class Medical Petition filed with the FAA nearly two years ago would address sleep apnea and

other medical conditions by teaching pilots how to properly self-assess their fitness to fly—something pilots do every time they get in the cockpit, not just when they visit a medical examiner. The letter also argued that there is no evidence to support the safety benefits of the new policy.

In 2011, the FAA identified 124,973 airmen who are considered obese, making them potential candidates for testing under an expanded policy. AOPA estimates the cost of such testing to pilots at between \$99 million and \$374 million. That does not include the time and costs associated with seeking a special issuance medical certificate. FAA currently has a backlog of 55,000 cases for special issuance medical certificates. □

## FAA Wants To Move Forward With Sleep Apnea Policy Without Going Through Rulemaking Process

WASHINGTON, D.C. – During a hastily organized webinar held December 12, 2013, the Federal Air Surgeon said the FAA would move forward with implementing mandatory screening and testing for obstructive sleep apnea, despite opposition from the pilot and aviation medical communities.

The FAA recently announced that it would require aviation medical examiners (AMEs) to calculate body mass index (BMI) for all pilots. Those with a BMI of 40 or greater would have to be screened and, if necessary, treated for

obstructive sleep apnea (OSA). Over time, the FAA would lower the BMI requirement, compelling more pilots to be screened by a sleep apnea specialist. The FAA currently lists 5,000 pilots with a BMI of 40 or greater, and more than 120,000 who qualify as obese with a BMI of 30 or higher.

During the nearly two-hour webinar, FAA’s Dr. Fred Tilton, who was joined by Dr. Mark Rosekind of the NTSB and Dr. Mark Ivey, a board-certified sleep specialist, characterized the sleep apnea screening requirements as a “process enhancement,” rather than a “policy change.” As a result, Tilton said, the FAA does not need to – *and won’t* – go through the rulemaking process. He added that the policy would take effect in early January 2014.

100 years of flight and there has never been an accident attributed to sleep apnea. □

## U.S. Senate Intervenes On FAA’s Proposal On Sleep Apnea-Screening Policy

WASHINGTON, D.C. – On January 16, 2014, Senators Joe Manchin (D-WV) and James Inhofe (R-OK) introduced a measure (S.1941) to require the FAA to follow the established rulemaking process as the agency seeks to implement its new obstructive sleep apnea (OSA) screening requirement.

Sen. Mark Begich (D-AK), an original co-sponsor of the bill, is a member of the Senate General Aviation Caucus, along with Manchin and Inhofe.

The Senate legislation is similar to a bill (H.R.3578) introduced last November by House Aviation Subcommittee Chairman Frank LoBiondo (R-2-NJ).

Federal Air Surgeon Dr. Fred Tilton attempted to bypass the rule-making process, by declaring that the new requirement was a “process enhancement,” rather than a “policy change,” and therefore did not have to go through the formal rule-making process.

In addition to the introduction of the Senate bill, the FAA held a meeting with aviation stakeholders on January 16 in which agency officials signaled their intention to *revise* their OSA-screening proposal, accounting for elements of the industry’s concern.

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While the National Business Aviation Association (NBAA) views the FAA's apparent readiness to consider revisions to its OSA-screening plan as an initial good step, the organization

wants an opportunity to review the details of the revised policy before coming to any conclusions about it. In addition, NBAA will also continue to support the House and Senate

legislation on the matter, because those measures speak to the industry's ongoing concern about the need for industry input through a formal rulemaking process." □

## President Obama Signs Small Airplane Revitalization Act Into Law

WASHINGTON, D.C. – The General Aviation Manufacturers Association (GAMA), Aircraft Owners & Pilots Association (AOPA), and Experimental Aircraft Association (EAA) hailed President Obama's signing of the Small Airplane Revitalization Act into law, November 27, 2013. The legislation – which was introduced in May 2013 in the U.S. House of Representatives by Congressman Mike Pompeo (R-KS), Sam Graves (R-MO), Dan Lipinski (D-IL), Rick Nolan (D-MN), and Todd Rokita (R-IN), and in the U.S. Senate by Senators Amy Klobuchar (D-MN) and Lisa Murkowski (R-AK) – requires the FAA to implement the recommendations of the FAA's Part 23 Reorganization Aviation Rulemaking Committee (ARC) by December 31, 2015.

Recommendations are focused on increasing safety and reducing government and industry certification costs for light general aviation (GA) airplanes, thus the price of new aircraft. The changes should also reduce the certification cost and price of modifications of all types, from avionics to airbags and seats to restraints, making it more affordable for owners to install modern safety equipment in older aircraft. FAA Administrator Michael Huerta, who favors a revised Part 23, has stated that the changes will double safety at half the cost.

The legislation unanimously passed the Senate in October and the House in November.

"We applaud President Obama for making the Small Airplane Revitalization Act the law of the land today," GAMA President and CEO Pete Bunce said. "The tremendous support this law enjoyed in Congress, and the speed with which it moved through the legislative process, demonstrates a

bipartisan commitment to safety, as well as a recognition that the FAA's overly bureaucratic, outdated, and prescriptive regulations must change. We appreciate the widespread support among

members of Congress for this landmark legislation, and want to especially thank the bill's lead sponsors, Congressman Pompeo and Senator Klobuchar, for their leadership and commitment in



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ensuring this bill reached the President's desk.

"This law is a win for the government as well as general aviation airframers and suppliers, but more importantly, for the general aviation pilots and passengers who will be able to benefit more rapidly from new safety-enhancing technologies."

AOPA President Mark Baker stated: "Reforming the way the FAA certifies aircraft can help more pilots fly more safely while lowering their costs, and that's exactly the kind of support general aviation needs to thrive. We're appreciative of bipartisan efforts of the House and Senate GA Caucus members who developed this bill and saw it through." □

## EAA & AOPA Leaders Meet In Oshkosh



Jack Pelton and Mark Baker.

OSHKOSH, WIS. – EAA Chairman Jack Pelton and AOPA President & CEO Mark Baker led discussions between their respective senior staffs on December 16, 2013 at the EAA Aviation Center in Oshkosh. Medical certification, aviation

fuels, and increasing the pilot population were among the aviation topics discussed.

"This was a great opportunity for the new leadership at AOPA and EAA to get together to discuss the key issues that are important to our members," said EAA Chairman Jack Pelton.

"We spent a great deal of constructive time on the issues that mean a great deal to our members right now, as well as to those that will matter the most in the months and years ahead."

EAA and AOPA officials also outlined ideas for collaboration at aviation events throughout the country that will reach out to members of both associations, as well as raise the visibility of general aviation. AOPA also plans to increase its presence for its members at EAA AirVenture Oshkosh in coming years.

In addition to Pelton and Baker, leaders from the associations' government advocacy, legal, and marketing teams attended the meeting. □

## Milwaukee Pilot Inducted Into Flight Instructor Hall of Fame

MILWAUKEE, WIS. – The National Association of Flight Instructors honored Gregory G. Gorak of Gaits Aviation Seminars as its 25th inductee into the Flight Instructor Hall of Fame, November 2, 2013. The induction took place in Gorak's hometown of Milwaukee, Wisconsin as part of a surprise luncheon presentation during the flight instructor refresher clinic presented by Gaits ([www.gaitsaviation.com](http://www.gaitsaviation.com)).



Gregory Gorak

NAFI Chairman Robert Meder; Program Coordinator

John Niehaus; Board Member and President/Chief Instructor of the Sporty's Academy, Eric Radtke; and longtime NAFI corporate sponsor, hall of fame panel member, and founder of Sporty's Pilot Shop, Hal Shevers, interrupted Gorak's program to surprise him with the award.

Gorak started flying in 1962 in a J3 Cub and received his Private Pilot Certificate in a Bellanca Citabria 7ECA with longtime instructor Al Sabota and examiner Hugo Picco. At the time, Gorak was a member of the West Allis Flying Club, which allowed him to get all his ratings starting with his private in 1963, commercial in 1966, and CFI in 1967. Gorak eventually obtained an Airline Transport Pilot Certificate.

Gorak was chairman of the Career Pilot Program at Gateway Technical Institute for nine years, and also taught for the National Association of Flight Instructors in 1976. He founded Gaits Aviation Seminars, Inc. in 1977 and has been on the presenter's circuit for 43 years. The company has graduated more than 18,000 flight instructors.

The Federal Aviation Administration named Gorak "National Flight Instructor of the Year" in 1975.

Established in 1997, the Flight Instructor Hall of Fame has inducted 25 people over the course of 16 years. The hall of fame and the National Association of Flight Instructors is headquartered at the Air Zoo Aviation Museum in Kalamazoo, Michigan. □

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## Plane Missing In Idaho With Ties To Midwest, Found

BOISE, IDAHO – The wreckage of a Beechcraft Bonanza flown by Dale Smith, 51, of San Jose, Calif., and carrying five people, including Jonathan Norton of Sun Prairie, Wisconsin, was found January 10, 2014 by a private search team. There were no survivors, the aircraft burned, and bad weather prevented the immediate recovery of the bodies. Also onboard the aircraft was Smith's son, Daniel Smith, and his wife, Sheree Smith; and daughter Amber Smith, who was engaged to Norton.

The flight originated from eastern Oregon and was en route to Montana when Smith reported engine problems and

requested assistance from air traffic control to an alternate airport. The aircraft was lost 150 miles northeast of Boise in mountainous terrain.

The official search for the aircraft was called off two weeks after it was lost, but family, friends and volunteers did not give up. Eventually, one of the search pilots reported seeing metal reflecting, which led to an online analysis of satellite images of the terrain until the wreckage was found. Deep snow hampered the search.

Smith, an executive and co-founder of San Jose-based SerialTek, obtained his pilot certificate in 2005. □

## Rippke To Retire From Bolton & Menk

MANKATO, MINN. – Jon Rippke, P.E., Chairman of the Board of the engineering firm Bolton & Menk, Inc., headquartered in Mankato, Minnesota, retired at the end of 2013 after 40 years of service with the company. Rippke previously stepped down as President on December 31, 2012. Bradley DeWolf now serves as President/CEO, Kreg Schmidt is Vice President Metro Operations, Bruce Firkins is Vice President Specialty Services, and Robert Brown is Vice President Environmental Operations.

Rippke has been a member of the Engineering CEOs of Minnesota since its inception, and received the Minnesota Society of Professional Engineers (MSPE) "Engineer of the Year Award" in 2002.

Rippke has been involved with the advisory boards of Minnesota State University, Mankato (MSU) and South Dakota State University, Civil Engineering, and has served on the boards of directors of the American Council of Engineering Companies of Minnesota (ACEC/MN) and American Public Works Association of Minnesota (APWA/MN).

In 2000, Rippke was instrumental in assisting MSU Dean John Frey establish the Civil Engineering Program at MSU. In 2010, he led the effort with MSU to establish outreach to the Latino communities in southern Minnesota to encourage high school students to prepare themselves for post-secondary STEM education.

Rippke has served on the boards of the Valley Industrial Development Corporation, Mankato Area Chamber of Commerce, Greater Mankato Economic Development and Greater Mankato Growth, and was the city engineer for City of North Mankato for more than 25 years.

Bolton & Menk, Inc., ranked in the Top 500 Engineering Firms by Engineering News Record (ENR), provides



Jon Rippke

engineering services in the areas of aviation, transportation and traffic, civil and municipal, water and wastewater, and water resources, as well as landscape architecture, land surveying and GIS mapping, and environmental and cultural resource studies.

Bolton & Menk has a staff of 265 employees including more than 100 engineers, planners and licensed surveyors. □

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## **Aircraft Engine Baffle Supplier, Airforms, Inc., Creates Marketing Position In Twin Cities**

**T**he supplier of replacement aircraft engine baffles, Airforms, Inc., has named Dave Utsch of Hasting, Minnesota to lead the company's marketing and customer service efforts as the company's new executive sales director. Utsch brings over 25 years of aviation experience to Airforms' expanding product line of FAA PMA aircraft parts.

Utsch brings a strategic link between Airforms' customers and research and development programs, and understands the demanding nature of commercial operations in particular, according to



Dave Utsch

Kyle Taylor, chief engineer for the company.

Airforms, Inc. is a growing aeronautical design and production company located in Big Lake, Alaska. It is a leading industry supplier of replacement engine baffles for a wide range of general aviation aircraft. Product lines also include select Cessna 208 Caravan PMA parts and STCs. Airforms maintains an FAA-approved manufacturing system for PMA parts, supported by an engineering department with FAA Designated Engineering Representative (DER) staff.

For more information, including a secure online marketplace and catalog with photographs, visit [www.airforms.biz](http://www.airforms.biz) or [www.enginebaffles.com](http://www.enginebaffles.com), or contact Dave Utsch at 907-892-8244 or via email at [info@airforms.biz](mailto:info@airforms.biz). □

## **Welbourn Joins Travers Insurance**

ST. LOUIS, MO. – Bill Welbourn has joined Travers & Associates as a consultant to the company's commercial division. Welbourn has extensive underwriting and claims management experience in all lines of aviation insurance, including international. He served for 3 years as chairman



Bill Welbourn

of a study group for the International Union of Aerospace Insurers (IUAI) and 5 years as general aviation director for the Aviation Insurance Association (AIA). □

## **Kansas Gets New State Aviation Director**

TOPEKA, KAN. – Long-time pilot and Kansas Department of Transportation veteran Jesse R. Romo has been named Director of the Kansas Department of Transportation (KDOT) Division of Aviation.

Romo is an instrument-rated commercial pilot; an alumnus of UCLA and Embry-Riddle Aeronautical University; a certified member of the American Association of Airport Executives; and an adjunct instructor for Baker University. Since April 2013, Romo had



Jesse Romo

served as acting director of the aviation division. Prior to that, he was a deputy director.

Romo originally joined KDOT in January of 2006 to serve as an assistant office chief in the Office of Management and Budget where he became familiar with KDOT programs and the legislative process. He came to Kansas from California where he was working for the Burbank airport. Romo has experience working in national aviation research and advocacy issues.

As the leader of the state aviation office, Romo will oversee KDOT aviation programs, such as the Kansas Airport Improvement Program, Kansas Airport Inspection Program, and Kansas Airport Development Program (<http://www.kansasairports.org/>). □

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## Ulteig Welcomes Senior Aviation Engineer

FARGO, N.D. – The engineering firm Ulteig has announced that senior aviation engineer, Wayne Switzer, has been named to its civil services department effective December 30, 2013. Switzer will work in Ulteig's Bismarck, North Dakota office.

Switzer previously worked for Washington Dulles International Airport and the FAA's Washington District Office, and most recently, for KLJ as a client manager. He has more than 16 years of experience in project management, airport engineering and client management.

Switzer earned a bachelor's degree in civil engineering from the Massachusetts Institute of Technology in Cambridge,



Wayne Switzer

Mass. He is currently working toward his master's degree in geotechnical engineering.

Melvin Ulteig founded Ulteig in 1944 with the vision of bringing electricity to people in the rural Midwest. Ranked number 211 in the Top 500 Engineering Design Firms in the nation by Engineering News-Record, Ulteig continues to work in the energy industry, but has expanded its capabilities to include civil engineering, land surveying and right-of-way acquisition services.

A 100% employee-owned, nationally accredited company, Ulteig works in core markets that include power, renewable energy, communications, and government. The company has offices in Bismarck, Fargo and Williston, N.D.; Detroit Lakes and St. Paul, Minn.; Sioux Falls, S.D.; Denver, Colo.; and Cedar Rapids, Iowa. □

## North Dakota Aeronautics Director Leaves State

BISMARCK, N.D. – Larry Taborsky, Director of the North Dakota Aeronautics Commission, left the position in early January 2014 to pursue other opportunities along the Gulf Coast of Florida, including more flying.

Taborsky has served as director since 2009. In addition to serving as aeronautics director for North Dakota, he has been involved with the National Association of State Aviation Officials (NASAO), working for the betterment of aviation throughout the country. □



Larry Taborsky

## University Student Wins Lightspeed Aviation's \$500 Burger Getaway

CLIVE, IOWA – Kyle Van Kooten of Clive, Iowa is the latest weekly winner of Lightspeed Aviation's \$500 Burger Getaway sweepstakes. The Getaway consists of a series of weekly drawings for a \$500 package that includes gift cards for avgas, rental car, dining, and lodging. Any eligible customer registering a new Lightspeed Zulu.2 or Sierra ANR headset is automatically entered.

Van Kooten's very first flight — on a commercial airliner — sparked his passion for flying. Five years later he was behind the controls and last August he earned his private pilot certificate. Van Kooten, who flies a Cessna Skyhawk and an American Champion Citabria, is working on his instrument rating, as well as his single and multi-engine commercial certificates. He is studying air traffic management with a concentration in professional flight, with the possibility of pursuing a career as a professional pilot. □



Kyle Van Kooten

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## The “Lark of Duluth” Replica Celebrates Centennial of World's First Commercial Airliner



The “Lark of Duluth” in 1914.



The “Lark of Duluth” replica on display in the Duluth International Airport terminal building, Duluth, Minnesota.

DULUTH, MINN. – January 1, 2014 marked the 100th anniversary of the world's first airline, St. Petersburg Tampa Airboat Line. In celebration, the “Lark of Duluth,” the Benoist Type XIV Flying Boat replica of the first airliner, which was built in Duluth, Minnesota, was on exhibit inside the Duluth International Airport terminal during the month of January, 2014.

Duluthians Julius Barnes and W. D. Jones owned the original Lark of Duluth. They gave the pilot, Tony Jannus, and manufacturer, Thomas Benoist, permission to use the aircraft over the winter to develop a flying service. The airplane was modified and shipped by rail to St. Petersburg, Florida arriving on December 31, 1913. On January 1, 1914,

it was launched from the St. Petersburg waterfront and flew the inaugural flight as the world's first “airliner.” The airline flew 1,205 passengers, one at a time, between January 1 and May 5, 1914. The Lark returned to Duluth the following summer for the 1914 Lark O' the Lake Carnival.

The Lark of Duluth replica was built over the last 5 years in preparation for the centennial and to document Duluth's contributions to this important era in aviation history. The Duluth Aviation Institute built the replica.

The institute's replica was damaged during a test flight on July 16, 2013. The airplane has been repaired and is ready to resume flight testing this coming summer ([www.duluthaviationinstitute.org](http://www.duluthaviationinstitute.org)). □

## Builder of Bugatti 100P Racer Replica Featured At EAA Wright Banquet

OSHKOSH, WIS. – Scotty Wilson (EAA 572551) of Tulsa, Oklahoma, was the guest speaker at the Wright Brothers Memorial Banquet at the EAA Museum in Oshkosh, Wis., December 13, 2013. Wilson describe his quest to build a one-of-a-kind replica of the Bugatti 100P racer, which was designed and built by legendary automobile maker, Ettore Bugatti, and is currently part of EAA's museum collection.



Scotty Wilson stands next to the Bugatti 100P at the EAA Museum in Oshkosh, Wisconsin. *Dave Weiman Photo*

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The 100P was Bugatti's only aircraft design, built in 1938-39 for an attempt to set the world speed record. As World War II began in Europe, the aircraft was hidden in France to keep it from falling into the Nazis' possession and was never flown. Bugatti died in 1947. The aircraft was donated to EAA in 1994.

Wilson, a retired U.S. Air Force pilot, began the re-creation project in 2009 by measuring the original Bugatti 100P. His project team then began a painstaking reverse-engineering process to discover the methods and technology used by Bugatti in the original design. There are no known plans. The first test flight of Wilson's replica is scheduled for early 2014. □



## The History of A Legacy Airline In The Midwest

by Dave Weiman

MINNEAPOLIS, MINN. – Growing up in the Twin Cities, everyone in the community looked up to Northwest Airlines because it was based at Minneapolis-St. Paul International Airport (MSP) and this gave us a sense of pride and distinction. Northwest was also a major employer, and flying for the company was a goal of many student pilots who learned to fly at the six reliever airports in the metropolitan area.

I took my first flight ever with Northwest Airlines and remember the experience well.

It was the late 1960s and my older brother got married in Racine, Wisconsin. Instead of giving him a wedding gift, he and his bride gave me one – a one-way ticket from Chicago O'Hare to Minneapolis.

It was in the winter, and it was dark when we departed, so seeing the lights of the big city and smaller towns along the way, really intrigued me. The flight may have been short, but we were served a full dinner.

Three years later while working on my Private Pilot Certificate, I remember flying over MSP during the Northwest Airlines strike of 1972 and looking down at all of the red-tailed 727s parked anywhere and everywhere. I thought it was the worst day in aviation history until the week following 9-11.

Nothing has brought back those memories more than the book *“Non-Stop: A Turbulent History of Northwest Airlines.”*

From its earliest flights in 1926, carrying mail and occasionally a solo passenger to Chicago, to its acquisition by Delta in 2010, Northwest Airlines soared to the heights of technological achievement and business innovation, and sunk to the depths of employee discord, passenger dissatisfaction, and financial bankruptcy.

The airline's story, rich in singular successes and failures, also has the sweep of the history of American business in the twentieth century.

“Non-Stop: A Turbulent History of Northwest Airlines” captures both the broad context and the intriguing details as it weaves together the accounts of individuals who gave the airline its unique character: from founder Lewis Brittin and pioneering female executive “Rosie” Stein to the CEOs who saw the company through its glory days and its final tumultuous decade.

What was it like to pilot a crippled airliner, to be in the vanguard of the new profession of the flight stewardess, to ride in the cabin of a luxurious Stratocruiser for the first time? These are the experiences that come alive as Jack El-Hai follows Northwest from its humble beginnings to its triumph

as the envy of the airline industry and then ultimately to its decline into what aggrieved passengers and employees called “Northworst.”

Non-Stop hits the airline's high points, such as its contributions during World War II and the Korean War, and its lows, such as when D.B. Cooper hijacked a Northwest Boeing 727 on November 24, 1971, extorted \$200,000 in ransom, then parachuted from the plane between Portland, Oregon and Seattle, Washington, never to be seen again; and when a terrorist disrupted the airline in its last year.

Touching on everything from airline food and advertising to smoking regulations and labor relations, the story of Northwest Airlines encapsulates the profound changes to business, travel and culture that marked the twentieth century.

Non-Stop: A Turbulent History of Northwest Airlines is 328 pages in length with lots of interesting photos. It is cloth-bound and available for \$39.95 through the University of Minnesota Press at fine bookstores or by calling 1-800-621-2736 (ISBN: 978-0-8166-7445-9). <http://www.upress.umn.edu/book-division/books/non-stop>. □



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## **HondaJet Achieves FAA Type Inspection Authorization...**

### **Honda Aircraft Company's Customer Service Facility Receives FAA Part 145 Certification**

GREENSBORO, N.C. – Honda Aircraft Company announced Dec. 20, 2013 two significant milestones in the development of the world's most advanced light jet. The Federal Aviation Administration (FAA) has issued the first Type Inspection Authorization (TIA) certificate for the HondaJet and has certified Honda Aircraft Company's customer service facility as a Part 145 repair station.

"Achieving FAA Type Inspection Authorization is a tremendous milestone for the HondaJet program and a significant step toward type certification," said Michimasa Fujino, president and CEO of Honda Aircraft Company. "We have successfully demonstrated through ground and flight-testing that the HondaJet will meet certification requirements. We are now ready to begin the final stage of certification flight-testing with FAA pilot participation."

Type Inspection Authorization is a pivotal point in the development and certification of a new aircraft. It signifies that the HondaJet meets type design requirements and is ready for FAA pilots to perform onboard flight tests required for certification. Nose-to-



HondaJet

tail FAA review during this final testing phase will pave the way for HondaJet type certification and the first deliveries to HondaJet customers.

"We have been working closely with the FAA to finalize our certification schedule for the HondaJet," said Fujino. "Based on the recent FAA type certification of the HF120 turboprop engine and this TIA milestone achievement, we can expect aircraft type certification in the first quarter of 2015 with deliveries following immediately after."

"FAA certification of the customer service facility is a significant accomplishment and a key component of our goal to provide unsurpassed customer service and support from day one," said Fujino. "I am proud that we could achieve this additional milestone in 2013."

The Honda Aircraft customer service facility is located at the company's world headquarters at Piedmont Triad International Airport (KGSO) in Greensboro, N.C. Facility aircraft repair and service capabilities under the FAA Part 145 certificate will initially include component-level repairs and will then expand in 2014 to include heavy aircraft maintenance and major repair services to complement the HondaJet dealer network.

The customer service facility opened in October 2013 as an expansion of the company's world headquarters that also includes state-of-the-art research and development, and production facilities. The facility serves as a corporate base for the company's customer service organization. In addition to heavy aircraft maintenance and major repair and overhaul work, the customer service team will provide warranty administration; service programs sales and administration; 24/7 technical support and training; and develop technical publications from the facility.

"The HondaJet program's momentum is quickly building as we continue to reach and achieve milestones in our dream to bring the world's most advanced light jet to market," said Fujino. "We are looking forward to an exciting and challenging 2014." ([www.HondaJet.com](http://www.HondaJet.com)) □

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## **Newest Product Developments At Wipaire**

SOUTH ST. PAUL, MINN. – Wipaire, Inc. has announced that its "Wipline 1450" floats for light sport aircraft have entered their final phase of testing. The float has gone through its final nose gear drop tests for amphibious versions, and the first set of production floats is nearing completion. Additional sets of Wipline 1450s are also entering production to meet

forecast demand.

Wipaire's Lycoming IO-580-equipped Cessna 182 is currently completing noise testing. After completion of these tests, the aircraft will be ready for final FAA TIA flights. With 315 hp under the cowl, this modification is sure to be the cure for the common Skylane.

Wipaire's engineering team is also

working to support compatibility between Blackhawk's PT6-42A Cessna 208 Caravan and Wipline 8000 and 8750 floats. Boasting 850 shp, the PT6-42A engine is part of Blackhawk's XP42A upgrade, which is currently approved on Caravan and Grand Caravan landplanes.

Wipaire has completed the testing necessary to remove the aileron-rudder interconnect on most Cessna 172 models when equipped with Wipline floats. Currently, Wipaire's drafting team is completing drawing updates to reflect this

change. Upon completion of these updates, Wipaire will submit this change to the FAA for approval. Once completed, Wipline floats will be available to Cessna 172 owners in both configurations, with and without the aileron-rudder interconnect, dependent upon aircraft model and owner preference.

For additional information, call Wipaire at  
651-451-1205  
or email: [info@wipaire.com](mailto:info@wipaire.com). □

## Wisconsin Company Named Distributor For SkyReach

In the October/November 2013 issue of *Midwest Flyer Magazine*, the S-LSA manufacturer "SkyReach" was referred to as the "Skyranch" by mistake. The engine horsepowers mentioned were also incorrect.

The U.S. distributor for SkyReach is AeroSport, LLC in Twin Lakes, Wisconsin. AeroSport says that the manufacturer recommends the Rotax series engines in their "BushCat" model, starting with the 65 hp 582 up to the 912ULS, which has a maximum horsepower of 100 hp, and not 160 hp as previously reported. Additionally, the gross weight stated was also not correct. The gross weight of the nosewheel and taildragger versions of the BushCat is 1245 lbs, and 1430 lbs for the amphibian float version.

The BushCat is available as a certified special or experimental light sport aircraft (SLSA or ELSA), or it may be built as an experimental amateur built aircraft (EABA). It is available in tailwheel and nosewheel configurations, has a 47 1/2-inch wide cabin, good visibility, and a useful payload up to 670 lbs.

AeroSport, LLC is located on a private grass strip 2 miles north of Galt Airport (10C) near Twin Lakes in southeast Wisconsin. For buyers who would like to "quick build" the aircraft, AeroSport has a guesthouse on premises.

Daniela Knoll is President of AeroSport, LLC and Jeremy Knoll is general manager. For additional information call (262) 448-1122 or (262) 716-6025, or email [daniela@aerosportplanes.com](mailto:daniela@aerosportplanes.com) ([www.aerosportplanes.com](http://www.aerosportplanes.com)). □



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## GAMA Names New Board Chairman & Vice Chairman

WASHINGTON, D.C. – The Board of Directors of the General Aviation Manufacturers Association (GAMA) elected Steve Taylor, President of Boeing Business Jets, as GAMA's Chairman for 2014. Taylor previously served as GAMA's Vice Chairman of the Board and as Chairman of the Flight Operations Policy Committee. Joe Brown, President of Hartzell Propeller, has been selected as GAMA's Vice Chairman. Brown will continue to serve as Chairman of the Policy & Legal Issues Committee. Pete Bunce is president of GAMA. □

## **EAA AirVenture Oshkosh On USAF Thunderbirds 2014 Schedule** **Potential Appearance, August 2-3**

EAA AVIATION CENTER, OSHKOSH, Wis. – The U.S. Air Force Thunderbirds has scheduled an appearance at EAA AirVenture Oshkosh, August 2-3, 2014. EAA AirVenture 2014, the 62nd annual EAA fly-in convention, is scheduled for July 28-August 3 at Wittman Regional



Airport in Oshkosh, Wis. The exact activities and schedule are still being finalized. It would mark the first time a U.S. military jet demonstration team would perform its full show in front of Oshkosh audiences. Advance AirVenture tickets are currently available online at [www.airventure.org](http://www.airventure.org). □

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## **Regional Fly-In Dates Announced by AOPA**

FREDERICK, MD – The Aircraft Owners and Pilots Association (AOPA) has announced the dates and locations of its first-ever regional fly-ins to be held nationwide throughout 2014. The association will host six (6) fly-ins in different parts of the country, as well as an “AOPA Homecoming” in Frederick, Md., giving AOPA members a chance to interact and share ideas with AOPA President Mark Baker, mingle with one another over breakfast and lunch, and take part in safety briefings, aviation

clinics and flying activities.

Each **AOPA Fly-In** will be held on a Saturday as follows:

- **Indianapolis Regional Airport, Indiana (MQJ) – May 31, 2014.**
- **San Marcos Municipal Airport, Texas (HYI) – April 26, 2014.**
- **Plymouth Airport, Massachusetts (PYM) – July 12, 2014.**
- **Spokane Felts Field, Washington (SFF) – August 16, 2014.**
- **Chino Airport, California (CNO) – September 20, 2014.**

### **• Malcolm McKinnon Airport, Georgia (SSI) – November 8, 2014.**

The **AOPA Homecoming** will be held **October 4, 2014 at AOPA's Frederick, Md.**, headquarters (FDK), as the association celebrates its 75th anniversary. This event marks the return of the popular AOPA headquarters fly-ins.

AOPA members who want to take part in the fly-ins, as well as exhibitors, should watch for more information at [www.aopa.org/fly-in](http://www.aopa.org/fly-in). □

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## **Antique Airplane Association To Host Invitational Fly-In**

BLAKESBURG, IOWA – One of the best venues for inspiring interest in aviation today, as well as throughout the last 100-plus years of flight, can

be found in entertainment venues, such as movies and airshows. Those venues feature not only today's modern aerobatic, military and general aviation

aircraft, but also a number of antique, classic and replica aircraft. Many antique/classic aircraft from movies like, “The Great Waldo Pepper,” “The Rocketeer” and “Amelia” have attended past AAA/APM fly-ins. Likewise many of the great aerobatic pilots like Price, Cole, Rhinehart, Neuman and many others have spent time at Antique Airfield, along with the airplanes they flew, classic aerobatic aircraft like 450 Stearmans, Taperwing Wacos, Monocoups, Clipwing T-crafts, Buckers, Great Lakes, and others!

The Antique Airplane Association (AAA) and Air Power Museum (APM) will host an invitational fly-in, August 27 thru September 1, 2014, with the theme “Stars of the Sky & Screen.” Also to be featured will be Great Lakes and Interstate aircraft.

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Paul Fuller's Warner-powered Great Lakes on takeoff at Antique Airfield.  
Hughes Photo

## Tom Poberezny To Return To AirVenture

OSHKOSH, WIS. – A growing number of members of the Experimental Aircraft Association (EAA) have realized that something important is now missing at EAA and AirVenture; namely, *Tom Poberezny*. He led EAA for over 20 years, and epitomized the core values of the EAA culture. Some EAA'ers have wondered out loud about Tom Poberezny. We haven't seen him at AirVenture since opening day in 2011.



Tom Poberezny

The time has come to recognize Tom Poberezny's legendary accomplishments, which during his tenure greatly enriched the extraordinary legacy of his father, Paul. It's time to bring Tom Poberezny back to AirVenture, to have him drive around in Red #3 again, and to have him share with us the knowledge, experience and perspective he accumulated throughout his career. We need his expertise, his clear understanding of what EAA stands for, and his views on how to keep it balanced in a constantly changing aviation world.

Tom Poberezny devoted 42 years working to ensure that EAA would succeed and survive. While he was president and chairman, the organization grew dramatically in size and scope. He oversaw the funding, design, and supervised the construction of the world-class EAA Museum that has no peers. He initiated the Young Eagles program, the world's most successful program for introducing young people to aviation. He spent years developing the Sport Pilot Certificate and the Light Sport Aircraft category, and preserved the 51% rule governing Experimental Amateur-Built aircraft. Finally, he was an extraordinarily effective fundraiser who brought many able and influential people into the EAA fold. In short, Tom Poberezny has accomplished a lot in which the entire aviation community has benefited!

Tom Poberezny and his family have indicated that they will return to EAA AirVenture 2014, and this seems the right time to recognize and celebrate his accomplishments.

Please join the aviation community and sign the roster of support at [www.HonorPoberezny.com](http://www.HonorPoberezny.com). There will be special

The Antique Airplane Association and the Air Power Museum AAA/APM are headquartered at Antique Airfield (IA27) near Blakesburg, Iowa. This "By the Members/For the Members" event is held on a privately-owned airport that receives no federal, state or local monies. Membership is open to anyone with an interest in antique aircraft. Call 641-938-2773 or email [AntiqueAirfield@sirisonline.com](mailto:AntiqueAirfield@sirisonline.com) ([www.AntiqueAirfield.com](http://www.AntiqueAirfield.com))

events at AirVenture that you can attend, and they will be posted on this website by April 1, 2014. (It does not cost anything to sign the roster and all email addresses will be kept confidential.)

And finally, please help make other EAA'ers aware of this movement through Facebook, Twitter and by emailing all of your friends and associates in aviation.

If you don't belong to EAA, you are still welcome to sign on. And if you want to participate in organizing one of the events, please refer to the website for additional information. □

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## From Shelf To Shelf To Your Airplane, Preferred Airparts Offers Parts For Less!



Preferred Airparts in Kidron, Ohio.



A sampling of more than 11 million genuine surplus parts sold by Preferred Airparts.

**H**ave you ever tried to replace an aircraft part, only to find out that you will have to mortgage your house to pay for it? Federal Aviation Regulations, combined with lawsuits against aircraft manufacturers and limited production, have contributed to the high cost of aircraft parts, regardless of the size, make or model of the aircraft. But fortunately, there are suppliers out there that can help aircraft owners stay in the game.

Certainly aircraft salvage companies are a great source of “used” aircraft parts that sell for as little as 20 percent of what a new part lists for, but there is no substitute for buying “new” parts if they are available.

For both “new” and “used” parts, “*Preferred Airparts*” in Kidron, Ohio, has gained the notoriety it deserves, selling new parts often for 40% less than list price – up to 85% less – and used parts for even less. Deliveries are prompt and the company pushes to process and ship orders the same day they are placed.

From their founding in 1982, Preferred Airparts has been a family business with a commitment to customer service. Like the parts they sell, they are “genuine” nice people to deal with. The company is owned and operated by the flying Stoltzfus family.

Preferred Airparts is located in Wayne County, Ohio, deep in the heart of Amish country, a deeply religious community that still travels to the local livestock auction by horse and buggy each Thursday. Part of Kidron may be in a bygone era, but Preferred Airparts is very much a company of today and the future.

The company started by buying one damaged, low-time Agusta 109A helicopter to part out. Things looked good for

the startup business until a fire wiped out their inventory and left the Stoltzfus family wondering what to do next. But they didn’t give up, and started buying up more salvage, and took the next step and began buying complete inventories of new surplus parts wherever they could.

Today, Preferred Airparts has an inventory of 11 million genuine “surplus” parts that used to just sit on someone’s shelf before the company bought them and created one of the largest aircraft parts distribution systems in the world today for almost every aircraft ever built, from puddle jumper pistons, to cabin-class twins, warbirds, vintage aircraft, homebuilts, jets and rotor wing aircraft.

Preferred Airparts is not a factory-authorized dealer. They buy inventories of new surplus, genuine aircraft parts, and pass them on to the consumer at a great savings! They sell from their own stock, and do not order parts from the factory. Their customers include both individual aircraft owners and aircraft repair stations.

Preferred Airparts employs four full-time employees whose job is to inspect parts as they arrive and rigorous checks are made to ensure their condition as they are added to the inventory and sold. All parts are stored in modern warehousing to preserve their condition and quality.

In addition to their excellent inventory specialists, Preferred Airparts employs expert packers who send out a high volume of shipments every day. If the item needs crating, they will custom build their own crates to ensure that each item arrives at its destination in good condition. The company employs 60 people in all.

To find the part you need, you first have to have the *part number*. You can then quickly check stock by using their parts computer App, or by searching their inventory online at **[www.preferredairparts.com](http://www.preferredairparts.com)**. The inventory is updated weekly, so you will have access to the most accurate information available.

You can also contact Preferred Airparts by giving them a call at **877-304-3593** or 330-698-0280, sending them an e-mail at [sales2@preferredairparts.com](mailto:sales2@preferredairparts.com), or a memo via fax at 330-698-3164. With a staff of 11 full-time salesmen, and two of them remaining in the office until 8:00 pm Eastern time Monday thru Friday, ordering parts could not be easier and customer friendly! You will also find Preferred Airparts on Ebay.

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## Airforms Awarded Multiple New FAA PMAs For Engine Baffles & Interior Cabin Vents

BIG LAKE, ALASKA – Airforms, Inc.'s stalwart line of replacement aircraft engine baffles now includes parts for early model Cessna 172R & S aircraft. Growth also continues for Airforms' Cessna 208/208B Caravan products with a new replacement engine oil cooler baffle, and expanded eligibility for interior vent assemblies. Airforms' engineering department has received the new PMAs (Part Manufacturing Approvals) through its continued work with the FAA Anchorage Aircraft Certification Office.

"We are very excited to announce this latest expansion of our product offerings," said Dave Utsch, Sales and Marketing Director. "We work continually and directly with our customers to hone an understanding of where our experience can best support their operations. Our commercial customers operate in some of the most demanding environments in the world...our craftsmanship and design embody their dedication. All of the parts in our most recent Caravan and

Skyhawk release are designed for longer life and increased serviceability, and we are pleased to offer customers a price point near 50% of OEM list."

The replacement Cessna 172R&S baffle kit represents the next evolution in Airforms' engine baffle product line, adding to an existing group of 38 unique approved kits. The new PMA'd Skyhawk baffles apply to aircraft through the 2005 model year, and feature a durable grey powder coat finish that matches the original color. All Airforms engine baffle kits incorporate a reinforced design, long lasting materials, and a range of seal options. All baffles are designed to be precise replacements for the original parts.

Airforms' Cessna Caravan oil cooler baffle replacement P/N AF2650098-5 applies to all models of Cessna 208 and 208B aircraft, and is constructed with greatly improved quality and fit. The baffle is reinforced from the original design, and includes doublers to help prevent in-service cracking at common locations. In addition, PMA eligibility

for Airforms' existing line of Cessna 208B cabin vents has been expanded to cover all 208 models. The replacement vents are reinforced, considerably more dent-resistant, and feature metal replaceable end caps for improved part life and increased value. A durable black powder coat finish greatly enhances interior appearance.

Airforms, Inc. is a growing aeronautical design and production company located in Big Lake, Alaska. Airforms is an industry leading supplier of replacement engine baffles for a wide range of general aviation aircraft. Products also include a select and expanding line of Cessna Caravan PMA parts and STCs. Airforms maintains an FAA approved manufacturing system for PMA parts, supported by an engineering department with FAA DER staff.

For more information, including a secure online marketplace and catalog with photographs, visit **www.airforms.biz**. Airforms operates from 7 am to 7 pm CST on all business days and can be reached directly at **907-892-8244**. ☐

## New/Affordable Gogo Biz System By Aircell For Cessna Citation II and Bravo Aircraft

SUGAR GROVE, ILL. – J.A. Air Center, located at Chicago Aurora Municipal Airport, is certifying Aircell's new ATG-2000 In-Flight Internet and Voice System for the Citation II and Citation Bravo aircraft. The ATG 2000 is designed to effectively and affordably provide Internet and voice services aboard aircraft with fewer users and/or lighter passenger loads, such as light jets and turboprops. Utilizing Gogo Biz® in-flight Internet and voice service, business aviators can connect three or fewer personal devices for web browsing, email and voice calls. Coverage includes the Continental U.S. and portions of Alaska; Canada

will be coming soon. For additional information contact David Ufen at

630-549-2128 or email [dufen@jaair.com](mailto:dufen@jaair.com). ☐

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## Swift Fuels Opens Aviation Gasoline Blending Facility

WEST LAFAYETTE, IND. – More than 100 people attended an event on September 13, 2013 to unveil two facilities in Greater Lafayette that could bolster the process to commercialize an unleaded high-octane gasoline called 100SF.

Officials from Swift Fuels LLC, based in the Purdue Research Park of West Lafayette, held a ribbon-cutting

ceremony to open their new aviation fuel blending facility in Lafayette, Ind. They also broke ground on their new pilot plant operations.

The company is investing \$2.5 million in the operating facilities. The blending facility will store at least 50,000 gallons of unleaded, high-octane aviation components for sales and shipment. The pilot plant will produce

more than 10,000 gallons of 100SF per month when it reaches full capacity.

Chris D'Acosta, CEO of Swift Fuels, said the company's 100SF aviation gasoline can be used in all general aviation piston engine aircraft worldwide. Swift Fuels' 100SF was developed to replace leaded aviation gasoline.

The pilot plant will be a continuous operation. It can produce the unleaded high-octane gasoline from petroleum or bio-sourced material. □

## Shell Gets The Lead Out Of Avgas 100 & 100LL

On December 3, 2013, Shell has become the first major oil company to develop a lead-free replacement for aviation gasoline (Avgas 100 and 100LL), and will now begin a strict regulatory approvals process.

Shell's new lead-free formulation comes after 10 years of exhaustive research and development at facilities in Chester, United Kingdom and Houston, Texas, as well as successful initial testing, carried out in the fall of 2013 by two original equipment

manufacturers (OEMs).

Avgas currently includes lead in its formulation to meet fuel specifications and boost combustion performance (known as motor octane rating). Shell has developed an unleaded avgas that meets all key avgas properties and has a motor octane rating of over 100, an industry standard.

To get to this stage, Shell Aviation technologists carried out an intensive internal laboratory program, including in-house altitude rig and engine testing. Working alliances were then formed

with Lycoming Engines for bench tests, and Piper Aircraft, Inc. for flight tests.

Shell will now engage the aviation industry, regulators and authorities, including the Federal Aviation Administration, American Society for Testing and Materials (ASTM), and European Aviation Safety Agency (EASA), to achieve approvals for the unleaded avgas. Shell expects to also work with other OEMs to continue the testing and refinement program as the approvals process progresses.

Avgas is one of the last common transportation fuels to contain lead. □

## Piper Named A Best Place To Work

VERO BEACH, FLA. – Piper Aircraft earned distinction from Workforce Solutions as one of the community's

best places to work at the 11th Annual Indian River County 'Best Place to Work' awards for employers with

more than 50 employees. Workforce Solutions is a private, non-profit, Florida organization with a board of directors consisting of private business, economic development and education representatives, as well as individuals from community and state agencies and elected officials.

"The 'Best Place to Work' award validates the motivation and excellent work habits exhibited daily by hundreds of Piper employees and it acknowledges the positive productive environment created by our workforce and their families," said Piper President and CEO Simon Caldecott. "Everyone recognizes the advantages of working for an employer that values the contributions of every employee, and we are pleased to accept this award on behalf of the entire Piper workforce." □



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Dear Dave:

Thanks for the call. After checking I think I goofed and my message to you was not sent expressing my appreciation for your review of my book (*The Miracle Landing*) in the October/November 2013 issue of *Midwest Flyer Magazine*. What you wrote could not have been better expressed and I believe most of the sales have come from your review. If I should luck out and make the Minnesota Aviation Hall of Fame in the future, that could incite local publicity and improve sales.

The Interstate Cadet on the cover of the October/November 2013 issue reminded me of early Army Air Corps training.


Early in World War II, there was serious competition between branches of the service for potential aircrew recruits. Since they could not accommodate them with their existing training programs, they signed them up and placed them in holding patterns in

colleges all over the country.

I went to Kansas State in Manhattan, Kansas, and there was a local flying service that provided training in the Interstate Cadet. We all received 10 hours of instruction, but did not solo.

The next I heard about the Cadet was when I learned of the lady flight instructor, Cornelia Fort, who was giving flight instruction in an Interstate Cadet as the Japanese attacked Pearl Harbor. She was on a collision course with a Japanese Zero, and as she swerved to avoid a collision, she saw the rising sun painted on the airplane. She later joined the Women Air Force and died in an accident ferrying a BT-13 over Texas. That happened in March 1943 while I was flying the bird at Kansas State. Keep warm!

Harold Gifford  
Pilot/Author  
*The Miracle Landing*  
Woodbury, Minnesota



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## LET'S FLY & DINE

### DuPage Airport Debuts Revamped Restaurant

WEST CHICAGO, ILL. – DuPage Airport unveiled a renovated Kitty Hawk Café in December 2013. The recent facelift is part of DuPage's \$4.2 million flight center renovation to deliver new safety features and added

convenience to the airport.

The new Kitty Hawk Café features a modern, inviting setting, comfortable banquette seating and floor-to-ceiling windows offering picturesque views of the airfield. The restaurant has

introduced a new menu featuring signature paninis, wraps, a selection of salads, deli sandwiches, house-made chili, and rotating specials. The restaurant also offers snacks, and items that can be prepared for carryout. □

### Former FAA Deputy Director of Flight Standards Joins GA

ALEXANDRIA, VA. – John McGraw, former Federal Aviation Administration (FAA) Deputy Director of Flight Standards Service, joined the National Air Transportation Association (NATA) as its head of regulatory affairs in 2013. McGraw held several key leadership positions at the FAA before retiring in December 2012 and has operated his own aerospace consulting firm. □

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# Flight Instructor Pay & The Future of Flight Training

by Jim Hanson

I have received feedback from a reader on my recent article on “Student Starts and Pilot Retention.” I’m always glad to receive feedback—either brickbats or bouquets. It not only means that people are reading the article, but it also means that they care enough about the subject to voice their opinion. That interchange of ideas is dialogue. It’s how we arrive at a consensus—how we get on the same page to solve problems. Here’s an excerpt from that letter:

*I came across your article about recruiting and retaining pilots. My son is a flight instructor and as a result of his experiences, I would like to stick in my opinion.*

*He has a Bachelor of Science Degree in Aviation Management and an Associate of Arts Degree in Flight, both with honors, and is a CFII. He likes to teach, but spent most of the last two years looking for a job in aviation. He was working part time as a truck driver (about 10-15 hours per week at \$10 per hour) in order to pay school loans and have a few dollars to spend. He kept up his skills by volunteering with the CAP. About a month ago, he got a full-time job as a flight instructor at an FBO. He now makes less per week full-time than he did part-time as a truck driver.*

*If we want to keep flight instructors, we need to pay them a living wage, not minimum wage, and not just when the Hobbs meter is running. The rules for paying flight instructors need to be simplified so that it is clear both to the instructors and the flight schools what is expected of them. The current rules are so complicated, that the FBOs are not motivated to follow them and young people are afraid to file complaints lest they have no job in aviation at all.*

*FBOs and flight schools should make money, but not at the expense of their flight instructors.*



Jim Hanson

*As for my son, he is now considering a full-time job driving a truck so that he can support himself without parental help. This would be a waste.*

*Pay the instructors enough to live on and maybe some of them will continue to instruct and not just look at flight instruction as a steppingstone to their next job.*

The reader brings up several important points.

Paying flight instructors has always been a problem in aviation. The problem is not limited to the flight instructors—or with the FBOs. It also involves pilots who won’t pay for quality instruction.

It has long been an axiom of the service industry that a business needs to charge three (3) times what they pay their employees to cover expenses and make a profit. People pay \$75 an hour or more for the serviceman who takes care of their car, their computer, or their copy machine. That means that the employee would make about \$25 an hour for each hour of chargeable time—good work—IF you can get it.

If an instructor could bill out 2000 hours of instruction a year, and receive \$25 an hour, that would be \$50,000—not a bad wage for someone just starting out in the industry. The reality is, there’s weather delays, student scheduling issues, and transition time between students, so it is extremely rare for an instructor to bill more than 100 hours a month, or 1200 hours a year. Flight instruction is, unfortunately, a “full-time, part-time job.”

Unfortunately, students won’t pay \$75 an hour for instruction – \$50 an hour seems to be pushing the upper limit. Students seem to figure that since flying is fun, the flight instructor should not have to charge the student. This is, of course, backward thinking. Students should seek out the very best flight instruction—the difference in cost between mediocre and the very best is negligible. This is not the place to scrimp when learning to fly.

Let’s look at the math in the example above. If the FBO is charging \$50 an hour for flight instruction, and the instructor is extremely busy and flies 100 hours a month—that is \$60,000 a year in flight instruction fees. If the FBO pays the instructor 1/3 of that figure, it comes to \$20,000 a year; as the reader mentions, not much to live on.

The FBO doesn’t get rich, either. Because the instructor is an employee, the FBO must pay Social Security/Medicare—or 7.65% of that \$20,000. He must also pay unemployment insurance, workers compensation insurance, and if he has any assets, legal insurance to protect himself. He must also pay overtime if applicable, sick leave, and days off. He will have to comply with the multitude of state and federal bureaucratic rules, and pay the accountants and attorneys to

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assure that compliance. He will have to absorb bad debt. He will certainly have to pay overhead, rent, cleaning, utilities, bank fees, credit card fees, and airport fees. He will soon have to provide health care insurance—a black cloud threatening many low-margin industries.

Recall that this is based on the unlikely production of 100 hours a month of billable time. A more likely scenario is 60 hours. The bottom line is, there is no money in the business for either the FBO or the instructor. Want proof? How many large FBOs have you seen that even offer flight instruction?

Flight instruction is increasingly becoming something accomplished either at high-end schools like universities, or at ad-hoc and informal part-time operations at small airports. It's easy to say that "we should just pay the instructors more," but to do so, the rate would have to rise as well to somewhere around that \$75 an hour figure. That's an increase of \$25 an hour, or about \$500 on a private pilot course. We already have people lamenting the cost of learning to fly. It makes a bad situation worse.

### What To Do About It?

- At my FBO, about 30 years ago, I looked at the situation and concluded that there's no profit in flight instruction for me, at least if I have any conscience about how my flight instructors will live. There just isn't enough money to split between the instructor, the FBO, and our increasingly demanding "silent partner"—the government. I had a number of airplanes for sale, and I wanted to put them to work. My solution: I gathered the flight instructors together and told them, *"I'm going to GIVE you the space for flight instruction at NO CHARGE. I'm not going to even charge you for utilities, or garbage disposal. I'll even provide the airplanes for you to lease. It won't cost you anything to be in business, and I'm going to let you keep everything. ...I won't take a dime! You'll work your own hours—come and go as you please. All I ask is that you run your flight training like a business, and give the customer good value."* That arrangement has worked out well. Flight instructors, when they get to keep the money they make, treat the customers well. They are here on time, and have a vested interest in keeping the customer pleased. When flight instructors do leave, they usually take a **pay cut** to go to work for the airlines. In the meantime, my airplanes turn props. That's good business!

- We need to change the way we give flight instruction. As mentioned throughout the article, the FAA is far behind the industry it is charged with regulating. For over 70 years, the FAA has based flight instruction on "maneuvers," not practicality. Rather than spending a lot of time on airwork, we should be spending more time on the things that continue to cause mishaps. The FAA, pilots, and the industry also need to recognize that for flight instructors to make a living wage, "reform" is needed. It is a sad indictment of our system that we have airplanes that have been paid for, and we still can't make a profit due to FAA regulations.

- The FAA is partially at fault by encouraging flight instructors to take the job because it gives some compensation, while letting the instructor have something else of value—the ability to log time. If FAA were to lower the total time requirements for ratings, for example, and substitute it by requiring more relevant study and experience, there would be fewer flight instructors, and those that continued would be people who want to teach. That could be the basis for a future column: *1) Are we perpetuating poor performance in the aviation industry by paying flight instructors to log time, while making a minimal wage? 2) Would we increase safety and provide a better career path by providing fewer hours, but more relevant experience in our training?*

- Many foreign airlines do not have their new pilots go through the flight instructor route; they provide ab initio training. The pilot is groomed from the start to be an airline pilot.

- Increasingly, we see pilots becoming flight instructors not as young people on the way up to "something better," but as older people that just want to continue to fly and to fill the need for dedicated instructors. At many smaller airports, these are the only instructors available. More pilots should be encouraged to become flight instructors.

- Flight instructors and FBOs need to charge what they need to charge, but if they are going to charge that price, they need to make sure that the customer gets the value they pay for.

- Flight instructors need not be ashamed to charge for their "ground time," but they also need to be able to justify that time to the student. If an instructor is spending time on behalf of the student, the student should be expected to pay for it, including pre and post-flight briefings, logbook entries, and time spent in the aircraft without the engine running. Think about it; like doctors, lawyers, and every other professional, the only thing that instructors have to sell is their time and knowledge.

- Flight instructors and FBOs need to make a concerted effort to show customers that they are **receiving value for their dollar**; the central theme of this entire series.

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It is only when the consumer realizes the value of quality instruction will the compensation increase. After all, it is the marketplace that determines the true worth of goods or services.

### Tips For FBOs

1. If you are going to hire a flight instructor, make sure that the instructor is paid a living wage. Let the instructor know that while you will do whatever you can to attract business, there may be times when there is no business. You can help the flight instructor by providing the opportunity to make some money when there is no flight instruction scheduled.
2. An alternative to making the instructor an employee is to permit the instructor to run the flight school as a separate business—with all that a business entails—tax filings, insurance, taxes, promotion, etc. You need to be supportive of the instruction business. If you own aircraft, you can lease them to the instructor(s), and provide space for their business. What does the fixed base operator get out of it? Airplane lease payments, maintenance revenue, and fuel sales.
3. If you do not employ the instructor, you can involve him/her in planning the flight instruction side of the business. Work with them to develop a business plan; show them what they need to do to achieve their revenue goals. Show them the effect of even an additional 10% of additional business—most of it goes directly to the bottom line because the high fixed cost of doing business is already paid for. You will be doing the instructor a favor.
4. Impress upon your instructors the need to account for all billable time. We all “teach as we have been taught.” It is too easy for an instructor to not bill for the time spent on the ground with a student. That is lost revenue, either for the FBO, the instructor, or both.
5. Impress upon your instructors that along with charging the customer when acting on their behalf, that you actually **deliver the product** that you are charging for. Tell students when they begin the course that they will be charged for some ground time, and that any time they don't feel they have received value for the time, they should take it up with the instructor, or the chief instructor.

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6. Whether as an employee or an independent contractor, impress upon your instructor the need to treat the customer with appreciation. It is the basis of your business, and that of the instructor. You both have a vested interest in customer satisfaction.

7. Never be a price apologist. Charge what you need to charge. If a potential customer states that they “can find the same product for a better price,” it becomes your duty to tell the customer why your product (flight instruction) is better than the competition. Maybe it is the fact that you have *better airplanes, backup airplanes, better instructors, more experienced instructors, better curriculum, or a better safety record*. You've set your price—now defend it. Assure the customer that you will provide value for the money. After all, everybody is looking for value. What do you have to lose by maintaining price integrity? *If a potential customer won't pay the price that you need to stay in business, why would you provide the service at a loss?*

8. Recognize that no matter how much you pay your flight instructors, they will at some point likely leave for better jobs. In the meantime, put your instructors to good use, teach them about the business, help them advance by giving them opportunities to further their aviation education, wish them well when they leave, and be proud of their accomplishments, as they will be proud of you. Do this right, and you will have a friend for life.

### Tips For Flight Instructors

1. Recognize that there isn't enough money in the business for the FBO to make a reasonable profit and to provide a lifetime career as a flight instructor. Unless you are the FBO and the owner of the flight school, you will likely have to move on to attain your goals in aviation.
2. Recognize that the FBO is giving you something other than money in your entry-level job. In order to be considered for most aviation jobs, you need experience, and you are getting that experience and making money right away. You could simply go out and buy that experience—a *minimum* of 500 hours after getting your ratings, at an average cost of approximately \$100 per hour, that's *\$50,000 for the next 500 hours*, or you could make money and spend the next 500 hours getting that experience for FREE. Does that make you feel better about working as a flight instructor for a year?
3. Recognize that the FBO is giving you your start in aviation. Learn from the FBO – help the FBO to succeed. Success for both of you is intertwined.
4. Recognize going into your career that you will likely have to relocate to get the job you want. I've heard from a number of pilots over the years that “I can't find a job,” yet thousands of other pilots do seem to find a job. What the unsuccessful job seekers don't mention is that the job that they want may not be available in the local area. If you want to instruct instrument and multi-engine students, with an eye toward moving up to corporate or airline jobs, your local

FBO may not be able to meet your needs; you may have to relocate. Jobs are available. The good thing about aviation is that it is one of the few industries that allow you to live almost anywhere.

5. Communicate your desires to the FBO. Do you need more ratings? This may be a way for the FBO to reward you on a non-cash basis. Do you need extra money? The FBO may be able to supplement your instruction income by paying you for other skills, like computer skills, bookkeeping, or groundskeeping. Do you need experience in cross-country flying? You may be able to ferry aircraft. Do you need experience on larger aircraft? Though not required, you may be able to fly along on charter or corporate flights, often getting to fly the aircraft on deadhead legs. Do you need an aircraft for personal travel? The FBO may be able to give you one; another non-cash bonus.

6. Be the best employee that you can be for the FBO. Remember that when you do apply for that big job, that you will need a letter of recommendation, and that there will be

a background check. Though I've been blessed with some of the very best flight instructors, not all flight instructors get glowing reviews. I am proud to say, though, that I let prospective employers know when they are getting a really valuable employee; those that perform better than asked.

7. By being the best flight instructor around, you will be exposed to a lot of interesting people—your students, other instructors, pilot examiners, corporate pilots, and others in the aviation industry. You never know who may be in a position to take notice of your expertise and help you to land the job of your dreams. As my father used to say, *"It's not just who you know, it's who knows you."*

8. If employee status isn't making it for you, ask your FBO about letting you run your own flight instruction business with the assistance of the FBO. Business owners like someone with initiative. A good FBO will consider it. If they do not, there are plenty of others that will. Senior or part-time instructors also take note.

9. Recognize that flight instructing may be the start of a career on the

way up to charter, corporate, or airline flying, or it may be something you would like to do part-time *after* another career. It is an important element of the aviation business. You are *needed*.

We need to recognize that unless the FAA changes certification requirements—a process that seems to take 10 years—this is what we are going to have to live with as flight instructors. The good news is that flight instructors have survived—if not thrived—under this same system since before Mr. Taylor and Mr. Piper built the first Cub over 80 years ago. Flight instructors have always been a clever, innovative, and industrious bunch, and it is these same qualities that stand them in good stead when they move on to jobs in the rest of the aviation world.

**EDITOR'S NOTE:** Jim Hanson has long been the FBO at Albert Lea, Minnesota. He has 30,000 hours and 48 years of experience in the business, and is a CFI with Airplane, Instrument, Multi-engine, and Glider instructor ratings. If you would like to weigh in on a topic, send a letter to the editor, or contact the author directly at his airport office: 507-373-0608, or e-mail [jimhanson@deskmedia.com](mailto:jimhanson@deskmedia.com) □

## Minnesota's Aviation Bill An Improvement

by Jim Hanson  
Manager of Albert Lea Airport Inc.  
Albert Lea, Minnesota

It's mostly good news! Eliminating the tax on aviation parts not only helps Minnesota airplane owners, but helps Minnesota FBOs remain competitive with other states and with mail order internet sellers.

The new registration fee schedule is having the registration money dedicated to MN/DOT Aeronautics, rather than the general fund is certainly a plus.

The new registration fee schedule can be a problem in setting fees for kit-built airplanes. MN/DOT does have the costs for popular kits like the Van's RV series, but not for all kits – something that will need to be addressed.

Aircraft formerly classified as "ultralights" (and now reclassified as "light sport") face the \$100 minimum

fee – even for a low-cost aircraft – unless the aircraft or kit costs less than \$10,000 new. In my own case, the kit for my Kolb Firestar (originally an ultralight, but now an Experimental LSA), cost less than \$10,000 without the engine or instruments and there is no registration

due. The owners of those aircraft cite the confusing language of the bill – the provision for recreational aircraft has different meanings for state and federal purposes. Some of the owners of these "former ultralights" have asked for relief, as they rarely use state airport facilities.

**CONTINUED ON PAGE 43**

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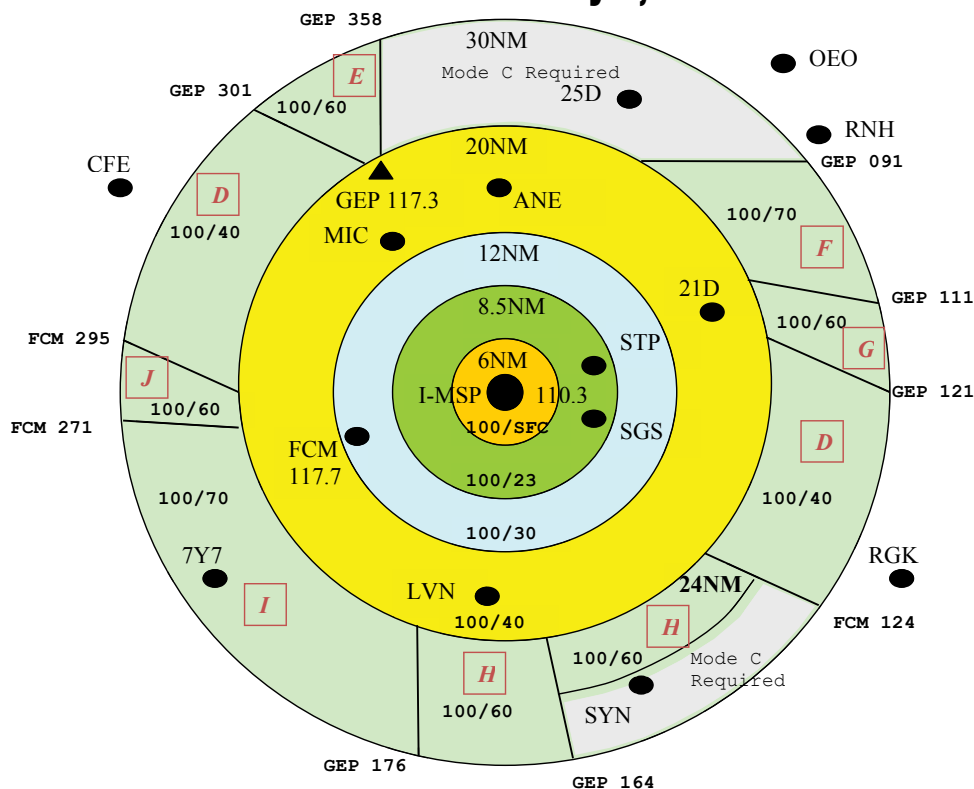
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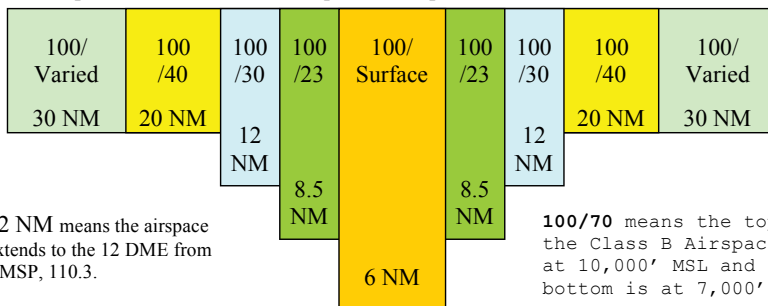
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# Changes To The Minneapolis-St. Paul International Airport (MSP) Class B Airspace Effective January 9, 2014



Transponder with Mode C is required for operation within 30 DME of I-MSP.



12 NM means the airspace extends to the 12 DME from I-MSP, 110.3.

100/70 means the top of the Class B Airspace is at 10,000' MSL and the bottom is at 7,000' MSL.

The Minneapolis – St. Paul Class B Airspace is centered on the Minneapolis DME Antenna (I-MSP) Ch 40, 110.3.

Prepared by the Mn/DOT Office of Aeronautics. Please send comments/corrections to [aeroinfo.dot@state.mn.us](mailto:aeroinfo.dot@state.mn.us).

MINNEAPOLIS-ST. PAUL, MINN. – Effective January 9, 2014, the Minneapolis-St. Paul International Airport Class B airspace has been changed as follows:

- All changes are between the 20nm and 30nm rings (see diagram).
- Lowered the floor from 7,000 ft. to 6,000 ft. in four areas.
- Area E from the GEP 301° to the GEP 358° between 20nm and 30nm.
- Area G from the GEP 111° to the GEP 121° between 20nm and 30nm.
- Area H from the FCM 124° to the GEP 164° between 20nm and 24nm and Area H from the GEP 164° to the GEP 176° between 20nm and 30nm.
- Area J from the FCM 271° to the FCM 295° between 20nm and 30nm.



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- Widened the boundary near the MSP Runway 35 final approach east 1.5 miles.
- Area H from the GEP 176° to the GEP 164° Radial.
- Adjusted the MSP south downwind areas to the south 1.5 miles.
- Area D from the GEP 121° to the FCM 124° between 20nm and 30nm and Area D from the GEP 301° to the FCM 295° between 20nm and 30nm.
- Shortened the area by Stanton, MN (SYN) from 25nm to 24nm.
- Area H between the FCM 124° and the GEP 164°.

\*\*Nautical miles are DME from I-MSP, 110.3.

For more information and diagrams, refer to these website links: <https://www.federalregister.gov/articles/2013/10/25/2013-24983/modification-of-class-b-airspace-minneapolis-mn>, <http://www.aopa.org/News-and-Video/All-News/2013/October/29/msp-class-b.aspx>, and <http://www.dot.state.mn.us/aero/aviationaz.html#C>. □

#### MINNESOTA'S AVIATION BILL FROM PAGE 41

Though some owners may have a minimal increase right now, there is something good in the bill for the future for MANY aircraft owners. The vintage aircraft provision remains. Once an aircraft reaches 50 years of age, there is a ONE-TIME charge of \$25. As one of the people in MN/DOT Aircraft Registration put it, "Give us \$25.00 and you will never hear from us again. Right now, that means that if your aircraft is a 1964 model year or older, you can simply pay the \$25.00, and never worry about registration costs again. Since the great majority of the GA fleet was either built before 1964 or during the '60s and '70s, that means that the majority of the fleet either falls under that provision, or soon

will fall under it.

Raising the tax on jet fuel by 10 cents per gallon may hurt Minnesota FBOs. Jet crews have a lot of leeway on where they take on fuel and if fuel is higher in Minnesota, they will likely tanker fuel from a cheaper state.

It should be remembered that these fees were instituted by the legislature, not MN/DOT Aeronautics. Though they bill out the fees, they have no control with their institution. Any changes will require a change to the legislation.

As the old saying goes, the legislature gives and the legislature takes away. I'm sure that in the future, some fine-tuning will have to be done on the bill, but overall, the bill is an improvement. □

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## Cross-Country From The Midwest To The Southwest & West Coast...

### "If I Can Do It, You Can Too!"

by Mike Johnson

With Editorial Assistance from Burgundy Johnson

**W**ith friends now scattered across the country, and my wife, Burgundy, and I living in the Twin Cities, we decided to make the best use of my dad's 1979 Rockwell Commander 114 and fly from Anoka County-Blaine Airport direct to Texas in February. But weather delayed the trip somewhat. We stopped in Iowa for fuel, then encountered a weather system that we could not go over or through, so we diverted to Grand Island, Nebraska, where we were welcomed by wonderful people at the airport and stayed at a very nice Holiday Inn for cheap!

The following morning, it was clear, and after we scraped a little frost off the wings, we took off for Pueblo, Colorado, got some fuel, stopped in Four Corners,



Rockwell Commander 114

Jeff Handeland Photo

Arizona for more fuel, then headed into Wickenburg, Arizona at dusk where we were met by friends.

We selected the route we did because it was a good, low-altitude instrument route. We flew at 15,000 feet MSL for most of the flight through the mountains, using the aircraft's built-in oxygen system, but the climbs after the fuel stops were long and slow. We were thankful we had terrain avoidance.

Our descent into Wickenburg was blinded by the setting sun and haze. Wickenburg is uncontrolled. We announced our position and four other aircraft were in the pattern as well. One pilot would not announce his position, making the last few miles a little stressful, considering we could not see much with the haze and sun.

After our stay in Wickenburg, we took off for San Diego, California to see more friends. The flight was pretty uneventful, except for a couple of F-18 Hornets we encountered along the way.

We stayed in San Diego for a few days, then headed up to Los Angeles to pick up a friend. Air Traffic Control directed us directly over Los Angeles International Airport (LAX), and we landed at Burbank Bob Hope Airport (BUR) to pick up our friend, and headed to Las Vegas.

The beginning of the trip to Las Vegas was pretty smooth, but once we got closer, a cold front was approaching and the air was choppy. After the weekend was over, we headed back to

Minnesota.

Our 7-hour flight took 10 hours because of a nasty headwind. We were happy to be home, but overall, it was a great trip and we would definitely do it again!

To prepare for the trip, I did lots and lots of flight planning, which included speaking with other pilots that had flown the route.

I recommend that any pilot of a small general aviation aircraft considering a trip out west, to make sure they have "alternate routes" in the event they encounter weather. We had planned to fly south to Texas, but ended up over the mountains of Colorado. Having oxygen to go above 12,500 feet MSL, is also a good idea.

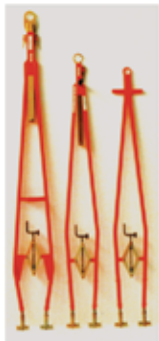
The only thing I would have done differently would be to allow for an extra day on the return flight, as there were bad headwinds and it was a long flight home. It would have been nice to be able to stop overnight and rest someplace.

The fixed base operators on the trip were fantastic! On the way out, we were served by Trego/Dugan in Grand Island, Nebraska; Flower Aviation in Pueblo, Colorado; Bisti Aviation in Farmington, New Mexico; Master Service in San Diego, Calif.; Million Air in Burbank, Calif.; and VGT in Las Vegas, Nev. Returning, we stopped at Four Corners, Arizona, and Pueblo, Colorado, and landed back home at Flying Cloud Airport in Eden Prairie, Minnesota, where the service is always top-notch!

**EDITOR'S NOTE:** At the time of the trip in 2008, Mike Johnson had an airframe and powerplant certificate, and a private pilot certificate, instrument rating, high-performance and complex gear endorsements, and 175 hours total time. Today, he holds commercial and flight instructor certificates, has accumulated 1400 hours, and built an RV8A. He is soon to be checked out in a Cessna Caravan to fly skydivers.

Flight experiences, especially travel articles, are welcomed. For additional information, email [info@MidwestFlyer.com](mailto:info@MidwestFlyer.com) □

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## **If You See Something, Say Something... Airport Security Is Everyone's Responsibility**

**T**errorists constantly think of new ways to defeat security protocols. They try to accomplish this not just at airports, but at courthouses, offices, hospitals, shopping malls, movie theatres and large outdoor events. Events with open gatherings are tempting targets to terrorists.

Think how easy it would be at a large aviation event, for instance, to show up, mingle with the crowd, then when there is a major speaker or band playing, raise havoc with an

explosive device.

From immediate casualties, to increased financial costs, there are many consequences. The event would change in the future and institute increased security, which would raise the cost of hosting the event if it were to be held again.

It is important to consider what possible security measures can be implemented to decrease the consequences of a potential attack at mass gatherings. It is equally important that each person take security seriously. If something doesn't seem right, or seems suspicious, get law enforcement involved immediately. *"If You See Something, Say Something!"* □

## **ON OUR CAMPUSES**

### **K-State Salina Flight Team Lands First-Place At Regionals**

SALINA, KAN. – Kansas State University Salina's 2013-2014 Flight Team has become the first in university history to win the SAFECON VI regional. The 2013 event was held October 28-November 1 in Stillwater, Oklahoma.

Student teams participated in flight and ground events that tested their abilities in all aspects of flight. Overall, K-State Salina's Flight Team members earned 26 top-20 finishes, 13 top-five finishes and two first-place finishes. A team member earned the Top Pilot Award and the team

placed first overall in ground events and second in flight events.

The team captain is Bert Hutchinson, a senior in professional pilot, Wichita. Trevor Henson, a junior in airport management, Dunlap, Ill., is the team coach. Tom Karcz, assistant professor of aviation, is the team's faculty advisor.

The K-State Salina Flight Team now will compete at the national SAFECON competition, May 12-16, 2014, in Columbus, Ohio. □

## **MAINTENANCE SAFETY TIPS**

### **Cool It, Says The FAA**

**A**ircraft engines may require the operator to "cool it" down before shutting it down. Improper cool down could lead to sudden damage or even latent damage resulting in future failure. The Federal Aviation Administration (FAA) advises to always use the engine operating checklist and follow the manufacturer's current operating procedures, and always heed the "Notes, Cautions, and Warnings" for the engine make and model, piston or turbine. □

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## WISCONSIN AVIATION TRADES ASSOCIATION

### The Spin Begins At Aircraft Propeller Service.... Things You Need To Know About Your Propeller

by Dave Weiman

When it comes to aircraft maintenance and the annual inspection, most aircraft owners are keeping their fingers crossed that the compression will be good in all cylinders, and that they still have some time remaining on their ELT battery. Yes, we look at our propellers, and our mechanics file down minor nicks and paint the backside to prevent glare from shiny metal, but most of us seldom give our props a second thought.

While the manufacturers recommend a certain number of hours and years between overhauls, unlike Part 121 (air carrier) and Part 135



Hartzell propeller on a Cirrus SR22-G2.  
Photo Courtesy of Cirrus Design Corporation

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(commuter and on-demand operations), non-commercial operators (Part 91) are not mandated to overhaul their propellers, ever! However, aircraft technicians have a professional obligation to advise their customers when they suspect a problem.

At the recommendation of my aircraft technician about 10 years ago, I had the propeller and governor on my Cessna 182 Skylane overhauled, and it has been functioning well ever since. It was only recently when I began to get some oil sprinkling on my windshield that I realized that something needed attention. It turned out that the aluminum piston in the hub had worn over time (a common occurrence, I was told). So we had the piston replaced and the propeller resealed. All work was completed at **Aircraft Propeller Service LLC** in Wheeling, Illinois – a suburb of Chicago – located across the street



from Chicago Executive Airport at 290 Larkin Drive. However, had there been any indications of corrosion, they would have overhauled the propeller.

Aircraft Propeller Service has someone on staff who picks up and delivers propellers from airports in a five-state region of the Midwest, so shipping is never an issue. However, as soon as we received word that the propeller was done, I immediately drove down to Wheeling to personally pick up the propeller myself. Morey Airplane Company in Middleton, Wisconsin, removed the propeller and reinstalled it.

Sean O'Keefe is the service and sales manager for Aircraft Propeller Service's general aviation division and was on hand to greet me upon my arrival and showed me around. A separate building next door is devoted to air carrier propeller sales, maintenance, and administration. This is where Mark Grant, President and CEO of the company, has his office. Aircraft Propeller Service takes up the better part of a city block, but it hasn't always been that way.

Aircraft Propeller Service was founded in 1940 and originally located at Sky Harbor Airport in Northbrook, Illinois (KOBK). Later the business was moved to Palwaukee Airport (KPWK), now Chicago Executive Airport. John DeJoris and Bill Collazo purchased the business from Ernst Pultz (a submarine crewman during WWII) in 1980, and operated the business from January 1981 through July 2013.

The current facility was built in 1986 and expanded in 1991 to handle the air carrier business. The general aviation division moved to its present location in 2012.

DeJoris and Collazo started with five employees in 1991, and when they sold the business in 2013, the company had 62 employees.

Aircraft Propeller Service sells and services everything from a fixed-



Sean O'Keefe, General Aviation Service and Sales Manager, Aircraft Propeller Service.  
Dave Weiman Photo

pitch propeller for a J-3 Cub to a propeller for an ATR airliner. Aircraft Propeller Service represents Hamilton Sundstrand, McCauley, Hartzell, Aero Technologies, Woodward, and MT Propeller.

O'Keefe says that it is their employees that distinguishes Aircraft Propeller Service from other prop shops. The company is certainly the largest commercial prop shop in the United States, and one of the largest in the world.

"We have been able to grow because of the people we have here," said O'Keefe. "We have a devoted team of craftsmen and support people."

Aircraft Propeller Service technicians follow strict original equipment manufacturer (OEM) guidelines.

"When a propeller leaves our shop, we try to blueprint the prop so it

operates as smooth as possible, and satisfaction is job number one!"

Aircraft Propeller Service has its own "apprentice" program. The company hires people with a mechanical aptitude, and trains them from the ground up.

"Experienced employees become their mentors and take pride in passing on their knowledge," said O'Keefe. "It takes years before a technician becomes a licensed repairman.

An airframe and powerplant certificate is not required. In fact, we prefer to hire skilled machinists and drill press operators than airframe and powerplant mechanics."

O'Keefe said that Aircraft Propeller Service will overhaul and service hundreds of propellers and governors each year. For general aviation alone, the company overhauls as many as six propellers a week, not counting governors, and they seldom get a callback. On the airline side of the business, they can complete up to seven blades per day.

O'Keefe joined the company in January 1987, responding to an advertisement in the local newspaper and worked there for two years before going to A&P school. He obtained his airframe and powerplant certificate at North American Institute of Aviation (NAIA) in Conway, South Carolina. O'Keefe was an aircraft technician in Waukegan, Illinois for four years before

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returning to work for Aircraft Propeller Service as a salesman.

As an apprentice in the shop, O'Keefe started as a parts cleaner and worked his way up. Like the props that leave his shop, O'Keefe is as polished as they come, and knows the business very well.

O'Keefe's interest in aviation started with his father – a career Navy man who served on aircraft carriers during World War II as an aircraft ordnance specialist and gunnery mate, then later trained as a ball turret gunner on a TBM Avenger before being wounded. After the war, his dad joined the Naval Reserves and was stationed at Glenview Naval Air Station in Glenview, Illinois.

### A Growing Business

O'Keefe says that while the general aviation propeller fleet may be decreasing, Aircraft Propeller Service's market is increasing as older shops go by the wayside. Aircraft Propeller Service currently serves a large swath of the Midwest, focusing in the northern half of Indiana, and all of Illinois, Wisconsin, Missouri, Iowa and Michigan.

"Service is a big thing," said O'Keefe. "To be able to pick up and deliver a prop is convenient and important to customers. Shipping companies can destroy a prop, and we would rather not have that happen."

O'Keefe told me that I wasn't alone in wanting to pick up my prop and he actually encourages it.

"We like to show off our shop with the nickel tour," said O'Keefe. "When an aircraft owner shows up, we can tell them face-to-face what we did and why we did it to make their prop like new! And we like to give tours to EAA chapters and others. We have an open-door policy at Aircraft Propeller Service and are proud of it."

In addition, O'Keefe is a regular speaker at IA (Inspection



No propeller is too big or small for Aircraft Propeller Service LLC. Pictured here is Hartzell's six-blade, composite propeller system for the Dornier 328.

Photo Courtesy of Hartzell Propeller.

Authorization) technician renewal clinics around the Midwest.

### Proper Propeller Repair & Certification

Step 1: The first thing Aircraft Propeller Service does when your propeller arrives is to "log" the propeller's identification and serial number and assign it a work number. The work number form is retained on file for future reference and the customer gets a copy for their records. Included in the record is the date and hours on the propeller since new or major overhaul.

Most general aviation propellers can generally be overhauled three times before they need to be replaced. Reversing blades get one or two overhauls and that's it.

Step 2 is the "tear down." All components of the propeller are taken apart and broken down in detail. Damaged or worn parts are discarded and all work performed and parts requiring replacement are noted on the work form.

Step 3 is "cleaning" the propeller. All of the components are cleaned using safety solvents to remove grease and dirt. The blades are stripped of paint down to the bare metal. This is an essential preparation for future inspection and finishing, such as special coatings.

Step 4 is the "preliminary inspection." Non-destructive and dye penetrating methods, such as Magnaflux, Zyglol, and Eddy Currents are used in searching for otherwise undetectable flaws. No pilot ever wants to experience a total propeller failure in flight and this procedure helps to prevent that.

Step 5 is to get "blade measurements." A machine called an "Aero Scan" measures the prop's thickness and width at the same time. A propeller can also be measured the old fashioned way by hand to determine if there is any material available that can be removed. After the blade measures up as serviceable, it is time to "grind" the propeller. This is where skilled craftsmanship comes into play and is essential in achieving the required shape to meet specifications.

Step 6 is "coating" to put the finishing touches on your propeller's personality. The final coatings are especially formulated to be non-glare and nick resistant. All steel parts are cadmium plated to be corrosion resistant.

Step 7 is the "assembly." A library of manuals and specifications, together with a large inventory of parts, ensures proper alignment and assembly. All parts go together with clockwork precision.

Step 8 is "testing." Aircraft Propeller Service tests every



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stage of your propeller's function, short of an engine-mounted run-up. No hydraulic fluids are used. For cleanliness, all operations are performed pneumatically on lathe-type, tabletop, precision equipment.

Step 9 is "balancing." The balance must be perfect and non-compromising for successful and safe propeller function. All propellers serviced at Aircraft Propeller Service are precision balanced to guarantee a smooth performance at any RPM.

Step 10 is the "final inspection." Ultimately, Aircraft Propeller Service inspects the propeller to ensure that all stages of assembly are finished and proper. When the inspector is confident that the work performed meets the manufacturer's and FAA's standards, the propeller is certified airworthy and returned to service.

*NOTE: All steps described above are being provided here courtesy of and with permission of Aircraft Propeller Service LLC.*

### Aluminum Props Versus Composites

You can get two to three overhauls out of an aluminum propeller, and material can be added to composite propellers, but this is labor intensive and twice as expensive than overhauling an aluminum propeller, says O'Keefe. "Repairing a composite propeller is a lot like doing bodywork. There's a lot of filling, sanding, and painting involved."

### Propeller Balancing

While Aircraft Propeller Service does not "dynamically balance" propellers when the propeller is reinstalled on the

aircraft, O'Keefe says that dynamic balancing can help make an engine operate more smoothly.

### An Operating Tip Worth Remembering

There seems to be disagreement among pilots as to how many times a high-performance/variable pitch propeller needs to be cycled prior to takeoff.

O'Keefe says that the whole purpose of cycling a propeller is to bleed all of the air out of the system before takeoff.

Otherwise, there is a chance that the propeller will over-speed with air only inside the cylinder, putting a major strain on the engine, not the propeller.

Cycling the propeller replaces air in the propeller cylinder with engine oil.

To ensure that the oil is well circulated, O'Keefe recommends cycling the propeller three (3) times, and getting between a 100 to 150 RPM drop. He does not recommend pulling the propeller control all the way back, as it is a major strain on the engine, not the propeller.

O'Keefe says that you need to operate your engine at least 1 hour at full engine operating temperature to get contaminants out of the system. Another way to help rid the propeller of contaminants is to cycle the propeller twice before shutdown when the oil is hot and clean. This will prevent sludge from building up in the propeller cylinder.

No matter how you look at it, a propeller is a major aircraft component and well worth the owner's time to maintain.

For additional information about Aircraft Propeller Service sales and service, contact Sean O'Keefe at 1-800-323-4130 ([www.aircraftpropeller.com](http://www.aircraftpropeller.com)). □

## Wisconsin Fly-Ins & Points of Interest

**W**e all know Wisconsin hosts what is billed as "The World's Greatest Aviation Celebration."

Of course, that's the annual EAA AirVenture in Oshkosh. However, did you know several other airports in the state regularly hold fly-ins and air shows?

For more information on the locations, dates, times, and

activities, visit the Wisconsin Bureau of Aeronautics web site at: <http://www.dot.wisconsin.gov/modes/air.htm> and click "Fly-Ins and Air Shows" under pilot information. You will find a list of each month's events. If you don't see your airport's next event listed, and would like it posted, please fill out the form on the web site. Changes and updates are added to the listings throughout the year, so you are encouraged to check back regularly. □



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# Hartzell Propeller Ends Busy 2013



PIQUA, OHIO – Hartzell Propeller ended 2013 as the world's leading aviation propeller manufacturer, delivering more than 3,700 new propellers, and introducing advanced swept-blade aerodynamics and

improved true structural composite technology to aviators.

Hartzell partnered with Raisbeck Engineering to introduce swept-blade aerodynamically-advanced propellers for the Beechcraft King Air series

during 2013. At the same time Hartzell launched swept-blade aerodynamics, coupled with very advanced structural composite manufacturing technology for new Socata TBM five-blade propellers, which increases speed and climb while reducing noise.

During 2013, Hartzell delivered its milestone 20,000th propeller as part of the company's Top Prop™ aftermarket program.

In 2013 alone, Hartzell delivered more than 3,200 aluminum blade propellers and more than 500 structural composite blade propellers. In addition, the Hartzell Service Center overhauled nearly 250 Hartzell props during the year. Hartzell Propeller employment stands at more than 280 people.

Also during 2013, Hartzell Propeller President Joseph W. Brown was elected to serve as vice chair of the General Aviation Manufacturers Association (GAMA). Brown also serves on the board of the Experimental Aircraft Association ([hartzellprop.com](http://hartzellprop.com)). □

## Ask Pete!

by Pete Schoeninger

**Q:** The engine in my Beech A-36 is due for an overhaul. I am wondering about buying a turbine conversion. What do you think?

**A:** What's not to like about an engine that offers better reliability, much better takeoff and climb performance, better cruise speed, and less weight than a piston engine? Doing a turbine conversion is very expensive, and fuel range is usually decreased. Be sure to talk to a few owners of the particular conversion you are considering before proceeding.



Pete Schoeninger

**Q:** My 150 hp C-172 is about due for an engine overhaul. During warm summer months, getting out of my small farm airstrip is a struggle. I am considering a 180 hp upgrade, but that costs lots more money than just overhauling the 150 hp engine I have. Any thoughts?

**A:** Fortunately, yes. Two things you should talk to your mechanic about.

First, before you make a decision on possible engine changes, spend \$300 or so on an experiment. Have the prop you have re-pitched to 4 inches less pitch if that's legal to do. (The prop shop will know.) That may give you about 100 more RPMs for takeoff and climb, but cruise speed will be reduced a little.

Second, converting your 150 hp engine to 160 hp is easy to do and not very expensive. Ask your mechanic about that as well.

**Q:** I am considering purchasing a 1980 Beech A-36 for about \$130K, but I see I could get a B-55 Baron of similar age, equipment, and engine time for the same or a few bucks less. Isn't a twin worth lots more?

**A:** Older small twins, which offer a little more speed, but require more maintenance and fuel, have not held their value as well as older high-performance singles. Now, you can equip your high-performance single with backup vacuum and backup electrical sources, which used to be the reason some buyers went to twins. While costing lots more to operate, twins offer better climb with a load of ice, and at least a shot of getting home should one engine conk out over difficult terrain.

Email your questions to  
[Pete@Flymilwaukee.com](mailto:Pete@Flymilwaukee.com) □



## U.S. Senator Meets With Minnesota Aviation Stakeholders

MINNEAPOLIS, MINN.

– On December 3, 2013, aviation industry stakeholders had an opportunity to meet with U.S. Senator Amy Klobuchar to discuss her advocacy efforts on behalf of the general aviation industry, both within in Minnesota and on a national level. The Minnesota Business Aviation Association (MBAA) arranged the meeting at the Sheraton Minneapolis West, along with participation from the Minnesota Aviation Trades Association (MATA), and Minnesota Council of Airports (MCOA).

At the meeting Senator Klobuchar discussed the recently enacted “Small



Members of the Minnesota Aviation Trades Association (MATA) meet with U.S. Senator Amy Klobuchar. (L/R) Steve Bruss, Al Lange, Greg Reigel, Sen. Klobuchar, Nancy Grazzini-Olson, Alison Wynne, and Doug Evink.

Airplane Revitalization Act,” which is intended to streamline certification processes, increase safety and positively impact general aviation manufacturing.

She also addressed the current and anticipated shortage of qualified individuals for pilot, mechanic and manufacturing positions with aviation employers and other issues affecting the aviation industry in Minnesota.

Stakeholders had the chance to talk with Senator Klobuchar about how important aviation is to the state of Minnesota and the impact that pending and proposed legislation and agency rulemaking will have on aviation. The senator promised that she will continue to advocate for a strong and safe aviation industry in Minnesota. □

## Minnesota's Budget Outlook Improves

*K-12 Shifts To Be Completely Repaid,  
Including \$15 Million Borrowed From Aviation Trust Fund*

ST. PAUL, MINN. – Changes in forecast general fund revenue and expenditures for the current biennium have increased the projected balance for fiscal year 2014-15 to \$1.086

billion. As in recent forecasts, current law requires any forecast balance be used to repay K-12 shifts. The first \$246 million of the balance will be used to complete repayment of the

K-12 school property tax recognition shift. Additionally, \$15 million will be transferred to the *state airports fund*, restoring money originally borrowed in 2008. This forecast completes repayment of accounting shifts from prior budget solutions, reducing the forecast balance to \$825 million. □

## Cirrus Partners With Lake Superior College For Workforce Development Program

DULUTH, MINN. – Cirrus Aircraft has announced a partnership with Lake Superior College to develop and implement an Aircraft Assembly Pre-employment Program. The program is part of a Minnesota Job Skills Program Grant for workforce development and is aimed at recruiting, training and preparing low-income individuals for assembly jobs at Cirrus.

The grant was awarded to Lake Superior College and Cirrus and will fund the program's curriculum development and enrollment for up to 60 participants.

For information about participating in the Aircraft Assembly

Pre-employment Program, contact: SOAR Career Solutions at 218-722-3126, [info@soarcareers.org](mailto:info@soarcareers.org). □



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## Wildlife Strike Reporting

by Hal Davis

WisDOT Bureau of Aeronautics

Controlling wildlife hazards is a constant challenge for most airports around the Midwest. In the last 30 years, populations of many large bird species, common to the Midwest, have increased. Among them, the Canada goose, red tailed hawk, turkey vulture, great blue heron, wild turkey, and sandhill crane.



Hal Davis

The Federal Aviation Administration, states, and airports continue to invest considerable resources toward reducing wildlife hazards. Many Wisconsin airports have installed fences to keep terrestrial animals off the airport and use habitat modification techniques to avoid attracting wildlife. Recently, the FAA proposed a new requirement for all airports that accept federal funding, to conduct wildlife reviews within the next several years to identify specific wildlife hazards.

Despite our best efforts to mitigate the hazard, strikes will continue to occur. Since 1990, the FAA has maintained a wildlife strike database and published a corresponding annual report. Hopefully many of you have been to the web site and have read the reports. Both can be found online at <http://wildlife.faa.gov>.

Although the total number of strikes reported continues to rise, it is safe to say a majority of wildlife strikes remain unreported. One possible explanation is a misunderstanding about what constitutes a strike, who can report a strike, and how to do so. Fortunately, the U.S. Department of Agriculture has a short, 10-minute video available on YouTube entitled "*Bird Strikes: How to Collect, Ship Remains, and Have Bird Remains Identified*." I encourage everyone to watch the video, but I'll give a brief overview as well.

### What Constitutes A Wildlife Strike?

Naturally, a wildlife strike is not limited to birds. All strikes of birds and bats, as well as terrestrial animals greater than 1kg. (2.2 lbs.) are reportable. Next, the FAA considers four different scenarios to constitute a reportable wildlife strike:



A U.S. Navy F/A-18 Hornet following a bird strike.

Photo Courtesy of the Dane County Regional Airport

First, a strike between wildlife and an aircraft is witnessed. This means if you see an animal come in contact with an aircraft, report it. It does not matter whether you were the pilot or a witness on the ground.

Second, if evidence or damage from a strike is identified on an aircraft, it should be reported. In this scenario, a strike might be identified and reported by any number of people including the pilot, aircraft owner, or an aircraft maintenance provider.

Third, a strike should be reported any time wildlife remains are found in the airport environment, such as a runway or taxiway, unless another reason for the animal's death is identified or suspected. This scenario is especially relevant to airport staff. However, if anyone observes animal remains on the airport environment, inform airport management so it can be further evaluated and reported as appropriate.

Finally, if the presence of wildlife on or off the airport had a significant negative effect on a flight, the pilot should report the incident as a wildlife strike. Examples might include an aborted take-off or landing, emergency stop, or leaving the pavement to avoid a collision.

### Who Can Report A Wildlife Strike?

You can. The FAA strongly encourages all pilots, aircraft owners, airport personnel, aircraft mechanics, air

traffic control personnel, engine manufacturers, and anyone else who has knowledge of a strike to report it. Don't assume someone else will report the strike. The FAA evaluates all reports and combines duplicate reports.

### How To Report A Wildlife Strike

We all lead busy lives and understandably, in the moments following a significant wildlife strike, reporting it to FAA need not be the top priority. Nevertheless, reporting a wildlife strike could hardly be easier. Plus, the information you provide may lead to more effective mitigation tactics and could save lives.

There are many ways to submit the data to the FAA. Of course, you may print out and mail FAA Form 5200-7. Still, because many of us have the Internet readily available, the vast majority will probably choose to submit the information online. Just go to: <http://wildlife.faa.gov/> and hit "Report a Strike" and enter as much of the information as you can. For those of you with a smartphone, the FAA also released a mobile app called *FAA Mobile*, which can also be used to report a wildlife strike, among other things.

After the aircraft is safely on the ground and the dust has settled, there are three general steps to reporting a wildlife strike:

First, collect the data. You will want to record the characteristics of the incident such as the aircraft involved, location, time of day, weather, damage, etc. In order to ensure no valuable data goes uncollected, it is a great idea to put together a wildlife strike reporting kit.

Contents should include a hard copy of the FAA Form 5200-7 or some other guide for reporting wildlife strikes, latex gloves, clean and resealable plastic bags of various sizes, permanent markers, prepackaged alcoholic wipes or DNA collecting cards, paper or cloth wipes, and hand sanitizing gel.

Collecting remains in order to identify the species may be unpleasant to some, but even if the species is known, the FAA still recommends submitting the remains for confirmation.



An airport marker makes for a nice perch for hawks and owls.

Pertinent evidence includes whole feathers, feather fragments, and blood and other tissue known as "snarge." Snarge can be collected by wiping the area with an alcoholic wipe or DNA collecting card. The more evidence collected, the better. It is a good idea to collect remains from each part of the aircraft that was struck in order to determine whether multiple animals were involved. If a whole bird is recovered, pluck a variety of different feathers.

Do not cut the feathers, as cutting may leave valuable feather characteristics behind. Also, do not use any sticky substances, water, bleach, or other cleansers to collect remains as they may destroy or degrade valuable evidence. All collected material should be placed in a clean and resealable plastic bag and labeled appropriately.

The second step is to file the report with the FAA by mailing the paper form or utilizing an online version of the form. If the first step was done diligently, step two should be a breeze. The final step is to send the remains to the Feather Identification Lab at the Smithsonian Institution in Washington, D.C. for free identification. This lab specializes in the identification of bird species involved in aircraft bird strikes.

Be sure to include a copy of the wildlife strike report completed under step 2, as well as contact information. You will be notified of the results upon completion of the analysis. The address is:

**Feather Identification Lab  
Smithsonian Institution  
NHB E600, MRC 116  
P.O. Box 37012  
Washington, DC 20013-7012**

Wildlife strike data benefits pilots, airport managers, accident investigators, aerospace engineers, and wildlife biologists to name a few. Please do your part and report wildlife strikes. More data is needed, especially from the general aviation sector. ☐

## Meet Chris Egger

**Environmental Analysis & Review Specialist  
Wisconsin Department of Transportation  
Bureau of Aeronautics**

In October 2013, Chris Egger joined the Wisconsin Department of Transportation's (WisDOT) Bureau of Aeronautics (BOA) as an environmental analysis and review specialist. Chris is responsible for ensuring compliance with



Chris Egger

state and/or federal environmental laws regarding Wisconsin state funded airport projects. In addition, he serves as a resource for airports with wildlife hazards.

Chris' duties include coordination with applicable regulatory agencies on a variety of environmental issues, including the Wisconsin Department of Natural Resources and U.S. Army Corps of Engineers. He is also responsible for completing the associated environmental documentation required for Wisconsin airport projects that utilize state or federal funding.

**CONTINUED ON PAGE 62**





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

**Cassandra Isackson, Director**

**Dan McDowell, Editor**

Minnesota DOT Office of Aeronautics

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651-234-7200 or (toll free) 1-800-657-3922

## Looking At The Year Ahead

*by Cassandra Isackson*

*Director, Minnesota Office of Aeronautics*

I hope everyone had an enjoyable holiday season. Even though we have a number of cold weather weeks ahead, we can now begin to think about the coming spring. With that we should also think about the subjects and issues that are, or will be, very important to aviation this year.

This year we could see lots more activity on Unmanned Aerial Systems and the integration of unmanned aerial vehicles into the general aviation airspace. We may also hear additional and exciting news about Next Gen and the potentials it may offer. The point is that it will be a busy year for Aeronautics and for



Cassandra Isackson

aviation in Minnesota and the country.

We look forward to the continued input from the many “alphabet” aviation groups to help us better serve our aviation public. Our plan is to continue to hold meetings with these stakeholders at least three, or perhaps four times per year to hear your concerns; to have open dialogues; and to build a stronger, more vibrant network of aviation professionals, aviators, and aviation businesses. Together, we can improve and maintain a healthy and active aviation community throughout the state.

I look forward to meeting many more members of our aviation family as this new year progresses. We may face a few hurdles now and then, but with your continued active dialogues and support, we will get through them and have a great aviation year. Remember, my staff of professionals and I are here for you.

Have a great year, and please continue to make safety your priority in aviation and in everything you do. □

## As this new year begins...

December was filled with ice and snow, and we had extremely cold temperatures until mid-January. And now we are well into January and the temperatures seem...well, normal. It truly is all relative. Despite that, it is still a great time to fly, and it is also a great time to begin working improving your flying and ground safety practices.

In about 80% of aircraft accidents, the aircraft itself is working fine until controlled flight into terrain, stalls, spins, runway incursion accidents, or loss of control takes place. Through all of these situations there is one very important and common link. That link is the “pilot.” The pilot is the one in charge of the flight. From the first moment beginning with the walk-around, to taxi, to flight, to landing, to shutdown and securing the aircraft on the ramp, the pilot-in-command IS the responsible party.

Everything related to the safe operation of that aircraft in all phases of flight must be done with forethought, intelligence, sound judgment, and care. It matters little whether you are flying a J-3 or an A-380, the principles and basic rules of flight are the same. You, as the pilot-in-command, are responsible! Thus, you are a primary key to safety in aviation.

As the pilot-in-command you should always use sound

safety practices before, during, and after your flights. Too many people become complacent when doing the walk-around for instance, and fail to use their checklist. That one simple item you missed by failing to use your checklist at the outset could be the first item in a chain-of-causation that can bring your flight to a very unpleasant end.

So make sure to plan well before you fly and stay alert when you are flying. Get a concise weather briefing before you take off. Be sure to use your checklist when doing your walk-around. Remember to close your flight plan, and before you shut down check 121.5/406 MHz to be sure your ELT hasn't accidentally turned on.

Take advantage of this time of the year to review your aircraft pilot operating handbook (POH), the Federal Aviation Regulations-Aeronautical Information Manual (FAR-AIM), your emergency checklist and more. Attend several FAA Team safety seminars. Spend time reviewing the basics. It might surprise you what you have actually forgotten. Also go to your favorite fixed base operation or flight school and sign up for a few hours of simulator time. You won't regret it.

Remember, winter is the perfect time for all pilots, but especially seasonal pilots, to revisit the basics. Now you can reignite that aviator spirit when reviewing and preparing good safety techniques and practices for flight, as the new year begins. □

# The Basics of Spatial Disorientation



Disorientation can occur in instrument meteorological conditions.  
*Randy Arneson Artwork*

**S**pacial disorientation can be defined quite simply as the inability to correctly orient oneself with respect to the earth's surface. It is caused by a variety of sensory illusions. Pilots are especially vulnerable at night and in certain weather conditions. This is because sensory illusions can occur regardless of a pilot's proficiency or experience.

The body's sensory system normally provides enough information to our subconscious to adequately orient us for normal, earthbound activity. In the environment of flight, however, the sensory system is no longer as reliable. This is because of the complex motions and forces experienced in flight and the lack of direct visual cues.

In instrument meteorological conditions (IMC) or at night, pilots maintain their orientation almost solely by the visual cues given by select aircraft instruments. Though a pilot should occasionally look out of the cockpit even during IMC, it is important to remember that what is seen outside under

IMC conditions could lead to sensory and visual conflicts.

It is important to remember that spatial disorientation can occur during all phases of flight and even on a clear day. Many accidents involving disorientation occur during the takeoff and landing phases of flight. Changes in speed, acceleration, rate of climb or descent and rate of turn can provide false or conflicting sensory inputs. At night the lights on the ground could add to a pilot's sensory illusions and confusion. Unexpected changes in IMC, or night flying into unfamiliar airports, can affect a pilot's sensory perception.

Every pilot should be knowledgeable and aware of the effects of spatial disorientation.

There are three types of spatial disorientation:

Type I (Unrecognized): The pilot is oblivious to his or her disorientation, and controls the aircraft completely in accord with and in response to a false orientational perception.

Type II (Recognized): The pilot may experience a conflict between what he feels the aircraft is doing and what the flight instruments show that it is doing.

Type III (Incapacitating): The pilot experiences an overwhelming – i.e. incapacitating – physiologic response to physical or emotional stimuli associated with the disorientation event.

Through the use of flight simulators and training with an instrument flight instructor, information can be gained about how one will react under sensory illusion conditions. Regular time “under the hood” with a qualified flight instructor can also help to develop and maintain proficiency levels that combat spatial disorientation.

In addition, by learning the basics of human physiology and how human sensory systems work, it will be easier to understand what will happen when outside forces, pressures, and variable cues interact with them. When it is recognized early in its development, corrective action can be taken quickly, before aircraft control is jeopardized or lost. □

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## Minnesota Skiplane Pilot Wins Lightspeed's \$500 Burger Getaway

SAGINAW, MINNESOTA – Frank Vittorio of Saginaw, Minnesota, is the latest weekly winner of Lightspeed Aviation's \$500 Burger Getaway sweepstakes. The Getaway consists of a series of weekly drawings for a \$500 package that includes gift cards for avgas, rental car, dining, and lodging. Any eligible customer registering a new Lightspeed Zulu.2 or Sierra headset is automatically entered.

Vittorio has been a private pilot for 37 years. Just after retiring as an IBEW electrician five years ago, he purchased a 1939 Piper J4A and has logged over 700 hours of flying since. He has a special love of “ski flying,” especially landing on Minnesota's frozen lakes. Vittorio was entered into the drawing when he registered his new Lightspeed Zulu.2 headset. He plans to use his winnings to support his, as he puts it, “aviation habit.” □



Frank Vittorio and his 1939 Piper J4A

# Not Snowbound For Long... Preparations Underway For 2014 Canada Fishing Fly-Out & You Are Welcome To Join Us!



by Dave Weiman  
Photos by Mark Peterson

**F**eeling a bit snowbound? Who isn't. It has been a bitterly cold winter and many of us have been getting more hours shoveling out our hangars, than flight time, but not for long! Soon we will be flying to travel destinations as close as the town next door for a fly-in breakfast, and as far away as our (fuel) bladders will permit.

Here at *Midwest Flyer Magazine*, we are gearing up for our largest Canada Fishing Fly-Out to date, and you are invited to join us. This year, we are promoting not one, but two destinations – Miminiska Lodge in northern Ontario, and Elk Island Lodge in northern Manitoba. While we welcome seaplane pilots on the trips,

both lodges have private airstrips to accommodate us wheel-bound pilots, which is unique in Canada.

Miminiska Lodge features a 2400 X 50 ft. grass runway with a clear approach over the lake towards the east (CPS5).

Elk Island Lodge has a 3800 X 100 ft. well compact gravel runway – perfect for those aircraft requiring a longer runway (CKZ3).

There's already an equal number of new guests signed up as we have returning guests, and to ensure a quality experience for all participants, the number of reservations at each lodge is limited.

There is not one, but four (4) trips to choose from depending on your budget and traveling objectives, and attractive group rates are available for each trip.

The 196 nm trip from Thunder Bay, Ontario where we will clear Canada Customs to Miminiska Lodge is well tread by veteran participants. Miminiska is offering your choice of a three-night/two-day trip, August 10-13, 2014; a five-night/four-day trip, August 10-15, 2014; and a one-night/one-half day trip, August 10-11, followed by a five-night/four-day trip to Elk Island Lodge, Manitoba, August 11-16, 2014. You also have the option of going directly to Elk Island Lodge. The distance between Kenora, Ontario where we will clear Canada Customs and Elk Island Lodge is 293 nm.

A convenient fuel stop on the return trip from Miminiska Lodge to Ely, Minnesota to clear U.S. Customs is Pickle Lake, Ontario. For those of us flying from Miminiska Lodge to Elk





Both Miminiska Lodge and Elk Island Lodge have private airstrips.



Phil Peterson of Oregon, Wisconsin with a Northern Pike.

Island Lodge, we will stop at Round Lake for fuel. Fuel is also available at Elk Island Lodge for the return flight home from that destination.

Regardless of whether you are a returning pilot, or first-timer, we encourage all pilots to fly as a group from Thunder Bay to Miminiska Lodge, from Miminiska Lodge to Elk Island Lodge, or from Kenora to Elk Island Lodge. The group will stay in radio contact with one another along the route of flight.

### Miminiska Lodge, Ontario

Miminiska Lodge is Wilderness North's premium American plan lodge and one of Ontario, Canada's most respected full-service destinations. Located on the Albany River in Northwest Ontario and miles away from the nearest road, Miminiska Lodge offers guests the opportunity to experience the raw beauty of pristine boreal wilderness. While fishing on the main chain of lakes is sure to please you, additional fishing experiences are available including floatplane fly-outs and fly fishing for Brook Trout.

Your all-inclusive package at Miminiska Lodge includes your choice of six clean, spacious cabins with room for four to 12 guests; or private accommodations located adjacent to the main lodge, perfect for a couple or a group of two.

Miminiska Lodge has 16 ft. Lund boats with 25 hp Yamaha 4-stroke electric start motors and fish finders. The main lodge has television and free WI-FI internet service. Meals are professionally prepared. Daily shore lunches or box lunches are provided. Evening receptions are complementary.

Refer to the Wilderness North website for additional information on Miminiska Lodge: [www.WildernessNorth.com](http://www.WildernessNorth.com).

### Elk Island Lodge, Manitoba

Trophy fishing for Northern Pike, Walleye, and Lake Trout is unsurpassed at Elk Island Lodge by any other lake in

Manitoba because of its experienced, friendly guides who will take you to the best spots on the lake. They are also experts on the famous God's River where huge Brook Trout are found.

Elk Island Lodge has a bar, hot tub, tackle shop, pool table, dining room and fireside lounge for after-dinner drinks. There are 10 modern cabins, each equipped with an oil heater or electric heat, hot shower, a living space and a deck with a great view of the lake. There are two single beds, a full washroom off the bedroom, and reading lights in each bedroom.

Boats and motors at Elk Island Lodge are well-maintained and in excellent condition, including new 40 hp Yamaha motors every two years.

Meals are professionally prepared and included in the trip price, as are the fishing guides. Guests have a choice of a daily shore lunch or box lunch. There is a cash bar.

The runway at Elk Island Lodge is 3800 X 100 feet and made of well-packed crushed rock from the gold mine site that operated on the island in the early 1900s. The airstrip has been called "the best airstrip in the north" by many pilots who frequent northern Manitoba. Permanent aircraft tie-downs are available and there is ample parking. 100LL avgas is available at cost.

**CONTINUED ON PAGE 62**

<p><b>Eagle River Union Airport</b> Your Full-Service airport in the Northwoods EGV - Eagle River, Wisconsin</p>  <p>Restaurants &amp; hotels nearby Clean courtesy car After-hour service Overnight hangars Preheat &amp; ground power Flight planning room Pilot lounge w/ Direct TV Ice machine 100LL Jet A</p> <p>Airport / tourist info 715-479-7442 or <a href="http://www.erairport.com">www.erairport.com</a> <b>OPEN 7 DAYS/WK &amp; HOLIDAYS</b></p>	<p><b>FUEL CELLS</b> All Makes &amp; Models</p> <p><b>Eagle Fuel Cells</b> Eagle River, Wisconsin</p>  <p>TF 800-437-8732 Tel 715-479-6149 Fax 6344</p> <p><a href="http://www.eaglefuelcells.com">www.eaglefuelcells.com</a></p>
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# CALENDAR

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

First 15 words **FREE!**

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

Complete "Calendar of Events" Form At

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

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

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

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

## FEBRUARY 2014

- 1\* **BRODHEAD (C37), Wis.** - Chili Ski Plane Fly-In 10am-1:30pm. Campfire to watch the ski planes fly.
- 1\* **HURON (88D), OHIO** - Mid-Winter Chili Skiplane Fly-In 1-3:30pm.
- 1\* **Webb Lake, Wis.** - Skis & Wheels Fly-In on Big Bear Lake (North of Voyager Village). Call in advance for landing conditions 952-457-8437.
- 8 **STEVENS POINT, Wis.** - Wisconsin 2014 Mechanics Refresher and Inspection Authorization (IA) Renewal Seminar at the Holiday Inn Hotel & Convention Center. [www.dot.wisconsin.gov/news/events/air/aviation-mechanic-seminar.htm](http://www.dot.wisconsin.gov/news/events/air/aviation-mechanic-seminar.htm).
- 8\* **OSHKOSH (OSH), Wis.** - Skiplane Fly-In 10am-1:30pm. Complimentary chili & cake (Audrey P. birthday). To land at Pioneer Airport contact Olivia Rasmus 920-426-6599 prior or shuttle service from Basler & Orion Flight Services.
- 8\* **CANTON (1D2), Mich.** - Frost Bite Chili Fly-In. Bring a pot or try one of the

chapters. Hot dogs & drinks. 248-890-6767.

- 14-15\* **LANSING, MICH.** - The Great Lakes Aviation Conference & Expo at the Lansing Center.
- 15\* **AITKIN (AIT), MINN.** - Valentines Fly-In serving chili, hot dogs, apple cider & coffee. Check with 218-927-4104 to see if weather permits fly-in.
- 16\* **MONDOVI, Wis.** - Annual Log Cabin Airport Ski Fly-In starting at 10am with Lunch at Noon. 44-34-39.8700N 091-32-39.5600W Elevation 850' Frequency 122.90 715-287-4205 or 715-287-3377.
- 19-20\* **EAST LANSING, MICH.** - Michigan Airport Conference at the Kellogg Hotel and Conference Center.
- 23\* **WARROAD (KRRT), MINN.** - Lions Club Ski Plane Fly-In & Breakfast. Ski Planes land on the Warroad River, wheel planes at the Warroad Airport Shuttle service available. 8am-Noon. 218/386-1818 or 218/386-2098.  
E-mail: [dpaulson@ssbwarroad.com](mailto:dpaulson@ssbwarroad.com)

## MARCH 2014

- 2-4\* **GRAND FORKS, N.D.** - Upper Midwest Aviation Symposium at the Canad Inn (701-772-8404 - mention event 1/31/2014 for reduced rate). Register [www.ndac.aero](http://www.ndac.aero).
- 5\* **ST. PAUL, MINN.** - Minnesota Aviation Day At The Capitol. Anyone actively involved in aviation in Minnesota, and who believes in the importance of their local airport, is encouraged to participate. Continental breakfast at 9:00 a.m. in the Capitol (Room 316). Register On or Before January 16: \$20.00. After January 16: \$25.00. Fee Covers Lunch & Materials. Contact Gordon Hoff, Executive Director, MBAA at [gordon.hoff@comcast.net](mailto:gordon.hoff@comcast.net) or call 651-398-4649. If flying in transportation available from South St. Paul Municipal Airport/Fleming Field (SGS). RSVP with your ETA to Glenn Burke, Airport Manager, at 651-554-3350.
- 21\* **BLOOMINGTON, MINN.** - Minnesota Aviation Trades (MATA) Conference at

Embassy Suites - Bloomington, 2800 American Blvd. West. Guest Speakers Thomas L. Hendricks, NATA; Mark R. Baker; AOPA; Cassandra Isackson, MnDOT Office of Aeronautics; Rep. Michael Beard. [www.mata-online.org/#12014conference/cz5m](http://www.mata-online.org/#12014conference/cz5m). Contact Nancy Grazzini-Olson at 952-851-0631 ext 322 or [ngo@thunderbirdaviation.com](mailto:ngo@thunderbirdaviation.com).

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

## APRIL 2014

- 1-6\* **LAKELAND, FLA.** - Sun 'n Fun.
- 8\* **JEFFERSON CITY (KJEF), Mo.** - Missouri State Aviation Day.
- 9\* **LAKE OF THE OZARKS, Mo.** - Missouri State Aviation Council (MoSAC) Meeting.
- 10-11\* **LAKE OF THE OZARKS, Mo.** - Missouri Airport Managers Ass'n (MAMA) Spring Meeting.
- 12\* **Bloomington, Minn.** - Minnesota Aviation Hall of Fame Induction Banquet at Ramada, Mall of America Hotel starting at 4:45pm. Deadline 3/28/2014. [mnaviationhalloffame.org](http://mnaviationhalloffame.org)
- 16-18 **BEMIDJI, MINN.** - Minnesota Airports Conference at the Sanford Center. [www.mnairports.org](http://www.mnairports.org). Contact Judy Meyers at 651-234-7232, 1-800-657-3922 or [judy.meyers@state.mn.us](mailto:judy.meyers@state.mn.us)
- 21-23\* **COLUMBUS, OHIO** - Ohio Aviation Association at the Sheraton Capitol Square.
- 22-23\* **DES MOINES, IOWA** - Iowa Aviation Conference at the Sheraton West. 515-727-0667. [sheath@iowaairports.org](mailto:sheath@iowaairports.org)
- 22-24\* **TAMPA, FLA.** - NBAA 2014 Maintenance Management Conference. At the Tampa Convention Center. Early Bird Registration by April 15, 2014. [www.nbaa.org/events/mmc/2014/](http://www.nbaa.org/events/mmc/2014/)
- 26\* **SAN MARCOS (HYI), TEXAS** - AOPA Regional Fly-In. [www.aopa.org/](http://www.aopa.org/)
- 27-28\* **MINERAL POINT, Wis.** - Wisconsin Chapter of International Flying Farmers Annual Convention at Quality Inn. For reservations call 608-987-4747. For information call Phil 608-835-3768.

## MAY 2014

- 2-4\* **BRAINERD, MINN.** - Minnesota Seaplane Pilots Association's Annual Safety Seminar. At Madden's on East Gull Lake. Reservations call 218-829-2811. Other questions contact Mary Alverson 612-240-0123 or [m.alverson@hotmail.com](mailto:m.alverson@hotmail.com) or [www.mnseaplanes.com](http://www.mnseaplanes.com).

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- 5-7 WAUSAU, Wis. - Wisconsin Aviation Conference** [www.wiama.org](http://www.wiama.org)
- 13-14 COLLINGSVILLE, ILL. - Illinois Aviation Conference** at the Doubletree Hotel.
- 14 COLLINGSVILLE, ILL. - Illinois Aviation Hall of Fame Banquet** at the Doubletree Hotel.
- 15\* PALMYRA (88C), Wis. - Grass Roots Father's Day Breakfast.** 262-443-6221.
- 17\* EASTPORT (59M), MICH. - Breakfast at TorchPort Airport** 7-11am. Rain date 18th.
- 17\* GRAND RAPIDS (GPZ), MINN. - Pancake Breakfast** 8am-Noon. 217-348-4424.
- 18\* BRODHEAD (C37), Wis. - Pancake Breakfast** 7am-Noon. [www.eaa431.org](http://www.eaa431.org).
- 31-6/1 LA CROSSE (LSE), Wis. - Deke Slayton Airfest** featuring the U.S. Navy Blue Angels.
- 31-6/1\* BLAINE (ANE), MINN. - Pancake Breakfast & Lunch** plus aircraft on display & education & career in aviation booths. Swing Band Dance (6/1). 763-568-6072.

#### JUNE 2014

- 1\* WILD ROSE (W23), Wis. - Pancake breakfast** served from 8-11am. The Pig Roast and more is served from 11:30 until gone. There will be 50/50 raffles, airplane rides (fee is charged), gamma goat rides, and kiddie airplane train rides. This is a rain or shine event. The airport is located at N6041 Cty Rd. K Wild Rose, WI
- 1\* BLAINE (ANE), MINN. - Pancake breakfast & lunch** plus aircraft on display & education & career in aviation booths. Swing Band Dance (6/1). 763-568-6072.
- 1\* AUDUBON, IOWA - Breakfast** 6:30-10:30am. 712-563-3780.
- 14\* KEOSAUQUA (6K9), IOWA - Pancake & sausage breakfast** 7-10am. Family activities. 800-868-7822.
- 20-21\* MANHATTAN, KAN. - Kansas Ass'n of Airports Conference.**

- 28-29\* IOWA CITY, IOWA - Fly Iowa 2014** "Aviation Past, Present, and Future." Drive-in, fly-in breakfast, exhibits, displays, air show and more from 7am-6pm. <http://flyiowa.org>
- 31\* INDIANAPOLIS (MQJ), IND. - AOPA Regional Fly-In.** [www.aopa.org/](http://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.**
- 19\* WASHINGTON ISLAND (2P2), Wis. - Lions Club Fly-In Fish Boil starting at 10am.**
- 12\* PLYMOUTH (PYM), MASS. - AOPA Regional Fly-In.** [www.aopa.org/](http://www.aopa.org/)
- 24-27\* BRODHEAD (C37), Wis. - Hatz Fly-In & Pietenpol Reunion.** [www.eaa431.org](http://www.eaa431.org).
- 25-27\* MITCHELL (MHE), S.D. - AirVenture Cup Race** starting point for the race. Airport open house. 612-963-3760.
- 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/>**
- 16\* SPOKANE (SFF), WASH. - AOPA Regional Fly-In** at Felts Field. [www.aopa.org/](http://www.aopa.org/)

#### SEPTEMBER 2014

- 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.
- 14-16\* KANSAS CITY, Mo. - 4 States Airport Conference** at Marriott Downtown. [www.4statesairportconference.com](http://www.4statesairportconference.com)
- 20\* CHINO (CNO), CALIF. - AOPA Regional Fly-In.** [www.aopa.org/](http://www.aopa.org/)

- 20\* GRAND RAPIDS (GPZ), MINN. - Pancake Breakfast** 8am-Noon. 217-348-4424.
- 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.**

#### OCTOBER 2014

- 4\* FREDERICK (FDK), Md. - AOPA Homecoming Fly-In.** [www.aopa.org/](http://www.aopa.org/)
- 14-17\* FLORENCE, IND. - Aviation Association of Indiana (AAI) Annual Conference** At the Belterra Resort Hotel.
- 21-23\* ORLANDO, FLA. - NBAA 2014 Business Aviation Convention & Exhibition.** [www.nbaa.com](http://www.nbaa.com)

#### 2015

##### FEBRUARY 2015

- 12\* MADISON, Wis. - Wisconsin Bureau of Aeronautics Engineer's Workshop** will be held at the Crowne Plaza Hotel. Registration go to <http://www.dot.wisconsin.gov/news/events/air/engineers-workshop.htm>.

##### APRIL 2015

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

##### NOVEMBER 2015

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

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**ENGINE CYLINDERS FOR SALE** - 6 complete cylinders for Continental GTSIO520H, removed from Cessna 421 at overhaul, cleaned, reassembled in boxes. \$200 each. **715-583-4533**.

**CESSNA 150** - Lakeshore Aviation in Manitowoc, Wisconsin (KMTW) is selling a Cessna 150 aircraft – professionally maintained, current inspections, no damage history. The C150 has a King KLX-135A GPS/Com and current IFR certified. Free insurance checkout with purchase. For more information, see [www.lakeshoreaviation.com](http://www.lakeshoreaviation.com), or call **Curt Drumm** at **920-901-2200**.

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**AIRCRAFT INSURANCE** – We love "Midwest Flyers!" [AircraftInsurance.com](http://AircraftInsurance.com) or **888-854-2387**.

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

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## CANADA FROM PAGE 57

Elk Island Lodge offers the option of commercial air service between Winnipeg and the lodge onboard Calm Air's ATR 42 for anyone who does not fly in themselves for an additional \$200.00 per person round trip. The scheduled flight will depart Winnipeg at 11:00 am on Monday, August 11, and arrive at Elk Island Lodge at 12:30 pm. The return flight departs Elk Island Lodge at 1:30 pm on Friday, August 15, and will arrive back in Winnipeg by 3:30 pm, which cuts down the trip by a half-day of fishing, and one-night.

Refer to the Elk Island Lodge website for additional information: [www.ElkIslandLodge.com](http://www.ElkIslandLodge.com).

For group rates and additional information, email [info@MidwestFlyer.com](mailto:info@MidwestFlyer.com).

Reservations are handled by the lodge(s) of your choice. Contact Krista for Miminiska Lodge at Wilderness North at 1-888-465-3474 or email [fishing@WildernessNorth.com](mailto:fishing@WildernessNorth.com), or Greg at Elk Island Lodge at 1-888-559-6633



Guests enjoying shore lunch prepared by the staff.

or email [bigfish@ElkIslandLodge.com](mailto:bigfish@ElkIslandLodge.com).

Once you sign up for one of the trips, you will be placed on our list to receive additional flight planning information, which will include information on obtaining a U.S. Customs permit, Customs filing procedures and requirements, and rendezvous times at our Canada airports of entry.

## See you in Canada in 2014.

**Waiver of Liability/Responsibility:** The Canada Fishing Fly-Outs described here or elsewhere

in *Midwest Flyer Magazine* are a service of the hosting lodge and their parent companies, if any. Dave Weiman is acting only as a fellow participant on the trips, 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 responsibility for the reliance upon the information provided on accommodations,

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## CHRIS EGGER FROM PAGE 53

Chris serves as an internal resource to BOA staff for other environmental concerns as well. His interests include erosion control and stormwater

management, and he looks forward to helping ensure the quality of stormwater runoff from airport construction projects.

Chris earned a bachelor's degree

in geography in 2010 from the University of Wisconsin – La Crosse. Before joining WisDOT, he was an environmental scientist with Kennedy/Jenks Consultants and primarily worked on environmental compliance and remediation projects in the Duluth, Minnesota area.

Chris is originally from Oregon, Wisconsin. He enjoys spending time outdoors, whether it is hunting/fishing or just camping and sitting by a bonfire. He also enjoys going to the movies, watching football (Go Packers!), and spending time with friends and family.

For any questions concerning environmental issues at the Bureau of Aeronautics, please feel free to contact Chris at [christopher.egger@dot.wi.gov](mailto:christopher.egger@dot.wi.gov) or (608) 266-2934. □

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

**Elk Island Lodge, located 293 nm North of Kenora, Ontario  
on beautiful God's Lake - 5 nights/4 days. August 11-16, 2014.**

**Elk Island Airport (CKZ3): Well-packed crushed rock.  
3800 X 100 feet ([www.ElkIslandLodge.com](http://www.ElkIslandLodge.com)).**

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