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ON THE COVER: Someone just finished towing a floatplane to the dock at the EAA Seaplane Base on Lake Winnebago during EAA AirVenture Oshkosh 2013, Oshkosh, Wisconsin. EAA AirVenture Oshkosh 2014 will be held July 28 thru August 3 (www.AirVenture.org). *MGN Photo by Mike Nightengale*



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Conferences, Floatplanes & Good People!

by Dave Weiman

This issue of *Midwest Flyer Magazine* is dedicated to state aviation conferences in Wisconsin, Minnesota, Illinois and Iowa, and “floatplane flying!” While the conferences by in large are about airport development and businesses on airports, floatplane flying is about flying on lakes and rivers and the businesses that serve them. *We encourage your participation in both events! (See articles beginning on page 22.)*

This issue is also dedicated to two people who had a connection to this magazine and the aviation industry in different ways.

Henry Ogrodzinski, the president and CEO of the National Association of State Aviation Officials (NASAO) passed away January 22, 2014, following a two-year battle with cancer. Because of his work and his many connections, Henry knew all the “Who’s Who In Aviation,” and the



“Who’s Who” knew him. *(See article beginning on page 48).*

Dee Price, vice president of sales administration at Des Moines Flying Service and Hondajet Midwest, passed away unexpectedly, March 3, 2014, at her home in Des Moines, Iowa. If you ever purchased a new Piper aircraft or Hondajet in the Midwest, chances are Dee was helping you behind the scenes preparing the paperwork. She was an asset to both her company and its customers, and will be missed. *(See article on page 48.)*

And last, I wish to congratulate Gordon Hoff, executive director of the Minnesota Business Aviation Association (MBAA), for recognition he received at the “Minnesota Aviation Trades Conference,” March 21 in Bloomington. Gordon worked tirelessly to pass legislation in Minnesota to reduce aircraft registration fees and adjust the aviation tax on jet fuel, so that aircraft owners are taxed according to how much fuel they consume, and not solely on the value of their airplane. Gordon is also responsible for organizing “Minnesota Aviation Day At The Capitol” because he realizes the benefits of an active and engaged aviation community. □

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

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NTSB No Longer “Bound By” FAA’s Choice of Sanction

by Attorney Greg Reigel

As you may be aware, the Pilot’s Bill of Rights mandated changes to the way FAA enforcement cases are handled by the National Transportation Safety Board (NTSB). One of the significant changes to the conduct of hearings relates to the deference the administrative law judge (ALJ) must give to the FAA’s choice of sanction (e.g. suspension versus revocation). Before the Pilot’s Bill of Rights, 49 U.S.C. 44703(d)(2) provided that the NTSB was “bound by all validly adopted interpretations of laws and regulations the [FAA] administrator carries out and of written agency policy guidance available to the public related to sanctions to be imposed under this section unless the Board finds (that) an interpretation is arbitrary, capricious, or otherwise not according to law.”



Greg Reigel

And prior to the Pilot’s Bill of Rights, the NTSB had, in fact, consistently held that it was bound by (1) the FAA’s choice of sanction derived from the Sanction Guidance Table contained in FAA Order 2150.3B and (2) previous cases approving the FAA’s choice of sanction for particular types of violations.

The Pilot’s Bill of Rights expressly eliminated this “bound by” language. The NTSB is no longer required to simply accept the sanction proposed by the FAA in an enforcement case. Rather, the NTSB is permitted to select what it believes to be the appropriate sanction based upon the facts of the cases and any mitigating or aggravating circumstances. However, the Pilot’s Bill of Rights did not address what impact this change in language might have on the Board’s reliance upon prior case law and precedent. Fortunately, a recent Board decision addressed this issue.

In “Administrator v. Jones,” the Board was reviewing an ALJ’s decision in an intentional falsification case in which the ALJ adopted the FAA’s time-tested assertion that revocation of all airman certificates is the appropriate sanction in such cases. Consistent with the Pilot’s Bill of Rights, the Board initially recognized that it was not bound by the FAA’s choice of sanction. It then went on to state that “we are reluctant to engage in sanction comparison to cases decided prior to the enactment of the Pilot’s Bill of Rights.” Thus, rather than rely upon case law and precedent developed while the NTSB was still subject to the “bound by” requirement, the Board will now perform its own analysis to determine whether the sanction sought by the FAA in a particular case is reasonable and appropriate.

However, it is important to understand that this does not change the deference the Board must give an administrative agency’s interpretation of its regulations and proposed sanctions for violation of those regulations.

If the agency’s interpretation and choice of sanction is reasonable and not otherwise arbitrary, capricious, or manifestly contrary to the regulation, the Board must still defer to that position. But, at least the NTSB is no longer required to simply “rubber stamp” the FAA’s choice of sanction without performing some analysis as to whether it is reasonable. And that is good news for airmen.

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

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Procedure Turns & Garmin Box Approaches



Michael J. Kaufman

by Michael J. "Mick" Kaufman

In this issue of *Midwest Flyer Magazine*, I would like to revisit a topic from several issues back, "The Procedure Turn" and also finish our series flying the approach on the Garmin 430/530 boxes. I have received numerous emails and phone calls on **Automatic Dependent Surveillance-Broadcast (ADS-B)** and will revisit this topic as well.

Several issues back, I did a series on the "procedure turn" and the five criteria needed not to be required to fly them. It appears that there is still some confusion on this topic among many professional pilots and air traffic controllers, as well. As a quick review, I have listed the five criteria without greatly elaborating on them:

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

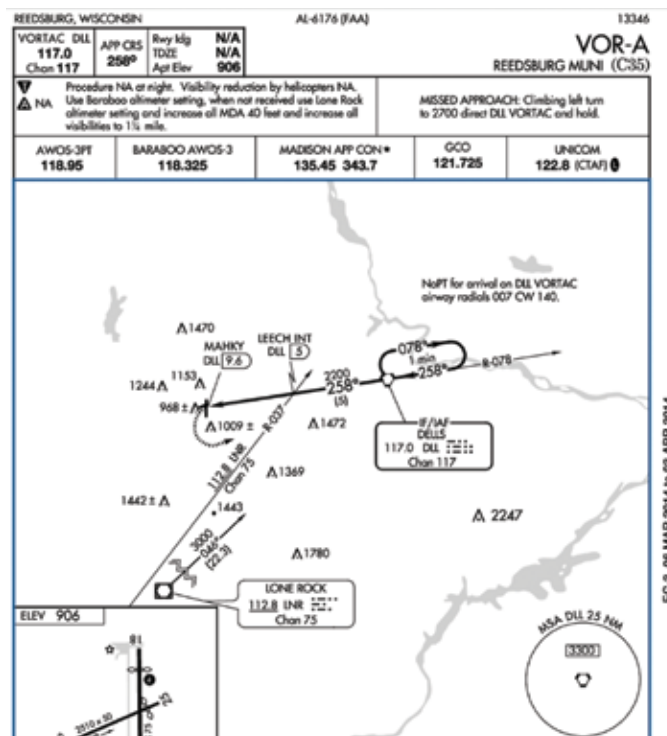


Figure 1

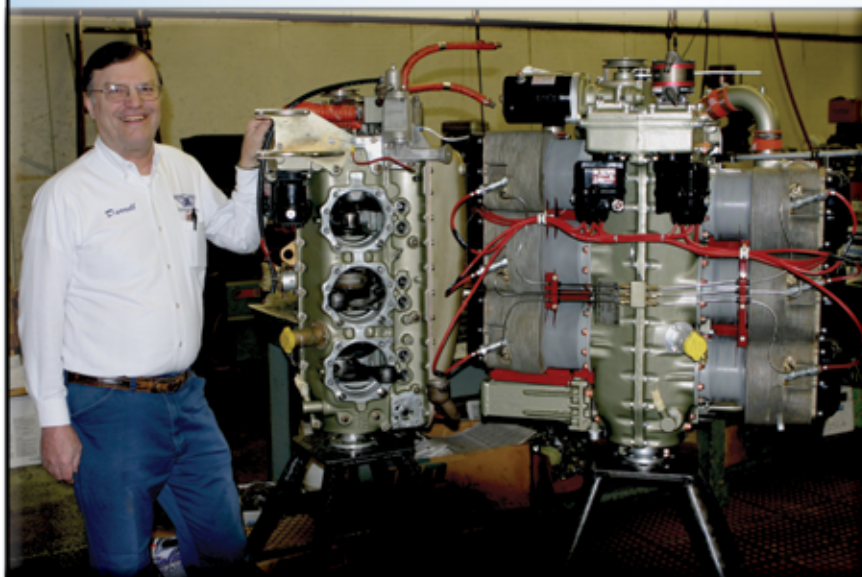
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INSTRUMENT FLIGHT

For more information on these criteria, please consult back issues of *Midwest Flyer Magazine* (August/September 2013 & October/November 2013), which are available at **www.MidwestFlyer.com**, if you do not have them.

There seems to be some confusion on doing a procedure turn (course reversal) when the heading being flown to the fix lines up with the inbound approach course. The “TERPS-ers” (the people who write the TERPS) when laying out the approach will designate that no procedure turn should be made as they have in (FIG 1) of the VOR A approach to Reedsburg, Wisconsin (C35). This is really a NO Procedure Turn Transition (NOPT), and I refer to it as a “blanket transition” (MJK) as it covers a rather broad area. In this case, we would be approaching from the 007-degree radial of the DLL VOR clockwise to the 140-degree radial.

If we take a look at a similar approach (FIG 2), the LOC/DME 10 approach into Middleton Municipal Airport - Morey Field (C29), we do not see a transition of this type shown on the chart. With guidance from the Aeronautical Information Manual (AIM) (section 5-4-7i) and the Air Traffic Control (ATC) Handbook (section 4-8-1), to properly do the approach as designed by the TERPS-ers, it would then be mandatory to do the racetrack procedure turn as shown. The ATC handbook says the following: “If a hold in lieu of a procedure turn is depicted and a straight-in area is not

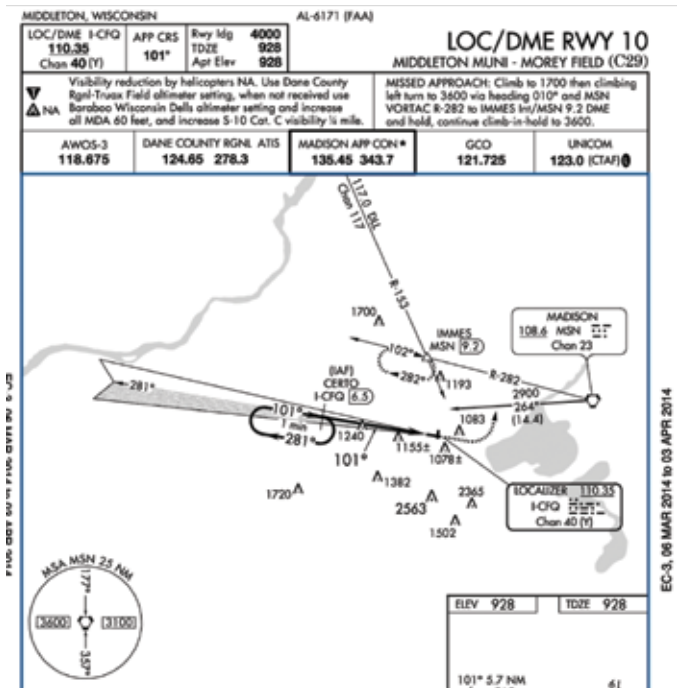


Figure 2

defined (e.g. “No PT” indicated at the fix), the aircraft must be instructed to conduct a straight-in approach if ATC does not want the pilot to execute a procedure turn. If you read the series I wrote on the procedure turn mentioned above, you will see that getting radar vectors for the straight-in approach would give you a legal and preferred avenue to save you time on the approach and go straight in.

So what would it hurt or would there be any danger to the pilot if he did not do the procedure turn on the Middleton-Morey LOC 29 approach? Probably not, but many times I cannot figure out some of the things the TERPS-ers do when designing an approach.

Let's take a similar approach in mountainous terrain, and the approach could be disastrous and fatal as in the case of Cirrus N893MK into Santa Clara, California (KRHV). There were errors made in part by both the pilot and ATC that were all contributors to this accident. Keep in mind that there are three ways to get established: an approach from over an initial approach fix IAF/feeder route, direct to an intermediate fix (IF) in certain cases, or vectors to final.

There is one more item for the pilot to consider when making a request as I had mentioned in a previous column. There is a difference between “direct to” and “radar vectors.” When the pilot makes a “direct to” request from ATC on an IFR flight plan, the pilot is responsible for terrain clearance and ATC is responsible for traffic. On a radar vectors’ clearance, ATC is responsible for both traffic and terrain separation. This accident is pointed out in one of my favorite instrument flying books, “Instrument Flying Update” by John Eckalbar. If you don’t have this book, consider it a must for your library. It will help clarify a lot of confusion for you on approaches.



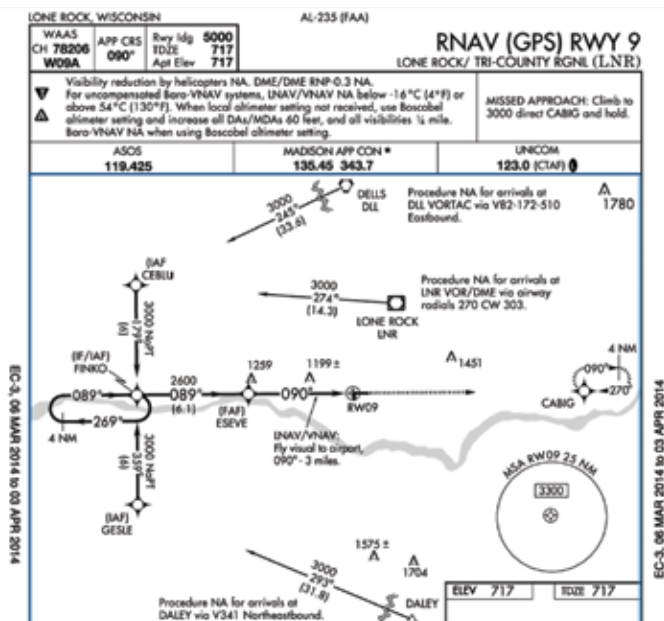


Figure 3

On the continuation from our last issue on flying the GPS approach using the Garmin 430/530, we will continue prior to crossing ESEVE (FAF) (FIG 3). I would like to

mention some aircraft control issues to consider on this or any approach. Airspeed control is one of them, and slowing the airplane down is important. In training a pilot for his airline transport pilot (ATP) certificate some years ago, I remember reaching glide-slope intercept in a Beech Baron at 180 kts. We were above gear and flap speed and no power reduction at that time would allow us to slow down and maintain the glide-slope.

If you are flying a complex aircraft, having an airspeed that would give you the proper descent rate on the glide-slope by just lowering the gear, would be ideal. Some aircraft need approach flaps as well as the gear to maintain this perfect speed and descent rate on the glide-slope.

Once we have gotten this far on the approach, we need to think of two options – landing, or the missed approach. On aircraft not needing the flaps for the approach, I save the flaps for a visual contact with the runway and I am in a position to land and then go for full flaps at that time. The missed approach is always a possibility and I like to be prepared for it.

Prior to reaching the Final Approach Fix (FAF), I memorize several items on the chart for a possible missed approach. They are decision height (DH or DA) and the initial part of the missed approach only. Every missed approach I can remember begins with a climb, which can be

discover betterSM

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INSTRUMENT FLIGHT

be straight ahead or with a left or right turn. If the approach is a non-precision one, the minimum descent altitude and missed approach point need to be memorized. I make it a point to never look at the chart once I cross the FAF unless in an emergency. Your concentration needs to be on flying the airplane!

The emphasis on this approach is the use of the Garmin 430/530. So what do we do with the box? If we are able to land, the button pushing is over as well as the flight. Should the option of the missed approach be necessary, we have some important steps to take with the Garmin box, and I see many errors that occur here.

My procedure is to fly the airplane first; power up, pitch up, positive rate, gear up, and if flaps were used, retract when able. The Garmin box will indicate the missed approach point by the to-from flag going from to-from when passing the missed approach point. I see many pilots go to the GPS and push the Omni Bearing Selector (OBS) button before cleaning up the airplane on the missed approach, which could be a disastrous mistake. It is important to climb to the first altitude

specified on the approach chart before pushing the OBS button on the missed approach. If the holding fix requires a turn and you push the button too soon, you can confuse the sequence or worse. If you are flying with the autopilot and the turn is commenced too early into high terrain, it could be disastrous.

If the events were sequenced properly, your autopilot will take you to the missed approach holding fix and nothing more will need to be done by the pilot except leveling at the holding altitude. If you have GPSS (Roll Steering), the autopilot will do the proper hold entry and remain in the hold until you are ready to leave with no additional pilot input. You will see the GPS go into "suspend mode" on its own during the hold entry process, but this is normal. This is the conclusion on my series of GPS approaches using the Garmin 430/530 with WAAS.

The last topic, Automatic Dependent Surveillance-Broadcast (ADS-B), will be covered in detail as a series in my column beginning in the June/July 2014 issue of *Midwest Flyer Magazine*. I have been receiving numerous emails and phone calls on what should be done in regards

to ADS-B. I have reviewed several ADS-B units in previous issues for consideration. My recommendation that I am giving to pilots has been twofold. There will be a lot of new units coming out between now and the deadline for compliance in 2020. You can wait and see, as I am sure the price on the high priced units will drop, or purchase an inexpensive unit now to enjoy the benefits of the free weather (WX) and traffic now.

I am seeing WX-only boxes in the \$600 price range, and units with WX/Traffic and ADS-B out as low as \$1500. I will be doing an evaluation on several new units starting in the next issue.

May the worst flying winter be in the past when you read this issue. Tailwinds and warmer WX are instore!!!

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

Ask Pete!

by Pete Schoeninger

Email your questions to
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Pete Schoeninger

QUESTION: My aircraft is due for a major overhaul or replacement. If I bite the bullet and rebuild or replace the engine, then sold the plane, will I recoup my investment, or would I be better off selling the plane when it reaches TBO (time between overhaul) and not rebuilding or replacing the engine?

ANSWER: Many people think they should sell their airplane when their engine is due for overhaul or rebuild because they don't think they will "get their money back" if they pay for an overhaul. I disagree because an airplane with a run-out engine will usually not sell to an individual buyer. A prospective new owner does not want the expense, and especially the hassle, of laying up his new plane for an engine overhaul or exchange, so the most likely

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buyer of an airplane with a run-out engine will eventually be a dealer of some sort, who will redo the engine and then try and sell the package for a profit.

The airplane with a “fresh” engine will be attractive to more buyers, but not all. A buyer who is thinking he will put 100 hours per year on an engine would be hard pressed to justify the expense of an airplane with a fresh engine, when he could spend \$15,000 less and buy a similar airplane with a half-time engine.

You can go online and find various quotes for engine overhauls and rebuilds. But don’t forget to add several thousand dollars to that figure for things like engine accessories, motor mounts, various hoses, baffling, maybe 30-40 hours of labor, and sales

tax. Also, if your prop hasn’t been overhauled in awhile, you should consider that too.

QUESTION: Can I change aircraft ownership online?

ANSWER: No, because an original signature in ink is required from the seller. The most common document to do this is a form AC 8050-2 Bill of Sale. That form can be downloaded with instructions from www.faa.gov/documentLibrary/media/form/AC8050-2.pdf. It is VERY IMPORTANT that the seller copy information of ownership exactly as it appears on the current certificate of registration to the new bill of sale, or else the FAA will return the paperwork. Example: an airplane owned by Dave

Smith can only be sold by Dave Smith, not David Smith, or Dave J. Smith. Another VERY IMPORTANT thing for the seller to do is to remove the current certificate of registration and sign and date the back and mail it to the FAA as indicated on the form. This protects the seller should the new owner fail to send in sale/ownership information.

QUESTION: I can’t find an aircraft registration application form (8050-1) online to download?

ANSWER: That is correct...the form is not available online. For that form you need an original, available at some FBOs, and always available at your local FAA Flight Standards District Office. □



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REGIONAL REPORTS

Voice of General Aviation Reaches Great Lakes Capitols

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

The past few months have been quite busy for AOPA's State Advocacy Team as each state legislature in the region, with the exception of



Bryan Budds

North Dakota, has been in session and debating several issues very important to general aviation pilots. While we are active in all state legislatures, I wanted to bring **Wisconsin-area pilots** up-to-date on several important happenings in Madison.

During the month of February, two very important aviation bills were acted upon in Madison, Wisconsin. First, Senate Bill 321 was introduced, which provides liability protection for the owners of private airfields when they are used for noncommercial aviation activity. AOPA, along with the Recreational Aviation Foundation, and many concerned local pilots (in this case, longtime pilot and Wisconsin airfield owner, Don Kiel of Whitelaw, Wis.) have worked together in more than 20 states to strengthen recreational activity at private airfields by limiting the airfield owner's liability should an incident occur. With these protections in place, we hope to see additional aviation activity at Wisconsin's private airfields.

Similarly, Wisconsin Senate Bill 348 cleared several additional hurdles on its way to becoming law. The bill would exempt all aircraft maintenance from

Wisconsin's sales tax, just as **Minnesota, Indiana, and Ohio** have done in recent years. In each of these cases and in Wisconsin, AOPA actively supports this type of legislation not only to help reign in maintenance costs for general aviation aircraft, but also to help bolster the economic competitiveness of Wisconsin's aviation businesses. Since Senate Bill 348 contains a tax exemption, the bill has to go through an even more arduous legislative process to become law. At the time of this article's drafting, Senate Bill 348 has only one more step to overcome and AOPA is optimistic it will become law very shortly.

Also, as we gear up for the summer flying season, I wanted to remind you that AOPA's regional fly-in this year will be held on May 31st at Indianapolis Regional Airport (MQJ) in Indianapolis, Indiana! AOPA is always looking for volunteers for these great events. Please visit www.aopa.org/fly-ins for more information!

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

Protecting & Promoting GA At State Capitols

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

by Yasmina Platt

Manager, AOPA Central Southwest Region

The 2014 legislative sessions in what we call the "Central Region" (**Kansas, Missouri, Nebraska, and Iowa**) are alive and well. All four of the states are in session. I

will mention some of the bills we are working on here to ensure the protection and promotion of general aviation, and that our members' interests are represented.

Kansas' House Bill (HB) 2542, if passed, would add "amateur-built aircraft" to the existing property or ad valorem tax exemption where antique aircraft are already exempt. These aircraft broaden our understanding of flight, encourage innovation and creativity, and advance the science of



Yasmina Platt



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aviation. Kansas HB 2573 would create the Airport Development Revolving Fund and KDOT-Aviation would receive a one-time \$15M installment from the general fund to help with the planning, construction, reconstruction and rehabilitation of public-use general aviation airports. However, Kansas HB 2652 would modify the existing Airport Zoning Act and limit airports' ability to protect their airspace from surrounding incompatible land uses.

Missouri's HB 1743 would amend the existing Missouri Recreational Use Statute (RUS) to include aviation activities, and Senate Bill (SB) 777 would extend the sales tax exemption on aircraft parts (scheduled to end on January 1, 2015) and create a "fly away" exemption (as with SB 958, out-of-state residents would not pay the state's sales tax when purchasing an aircraft in Missouri as long as the aircraft is based in another state within 10 business

days). Eliminating the sunset on the sales tax exemption of aircraft parts allows Missouri to retain and expand long-term benefits and jobs to the people of Missouri while continuing to spur economic development. The exemption increases aviation activity, generates jobs, and raises revenue for businesses. Missouri also held its annual "State Aviation Day At The Capitol" in Jefferson City on April 8th. I was there!

In Nebraska, Legislative Bill (LB) 845 would mark meteorological evaluation towers (MET) in the state as recommended by the FAA and NTSB. MET towers, usually between 50 and 199 feet high, are temporary structures used to measure wind speed and direction to identify locations for future wind turbines.

On January 29, I represented AOPA at Iowa's "Transportation Day At The Capitol," where a group of us promoted general aviation among state

legislators and their staffs. Some of the discussions included ensuring that money raised by aviation is reinvested back into aviation via the state's aviation trust fund, ensuring that Iowa's aircraft maintenance industry is competitive, increasing recreational aviation, and ensuring that airports are funded at appropriate levels.

The first AOPA "Regional Fly-in" is coming up on April 26th in San Marcos, Texas. If I do not see you there (although I really hope you can participate), look for me at other events in your area, like the 2014 Nebraska State Fly-in in York on June 7th, the Fly Iowa 2014 event in Iowa City scheduled for June 28-29, or the Kansas Aviation Expo in Wichita towards the end of September.

As always, you can stay tuned with local, state, and regional issues and initiatives via Twitter: @AOPACentralSW. □



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Saving SMO

by Mark R. Baker

President & CEO, Aircraft Owners & Pilots Association

If you live and fly anywhere near Southern California, then the saga of Santa Monica Municipal Airport (SMO) is probably all too familiar. But no matter where you fly, this is one airport battle that deserves your attention because it has far-reaching implications for some 200 airports nationwide, almost certainly including some near you.

The fight over Santa Monica has been going on for decades between those who value the airport and want to see it thrive, and those who would like to see it closed for good. Over the years, the arguments and tactics have changed, but the underlying facts have not, and AOPA has committed countless man-hours and resources to protecting the field.

The current lawsuit brought by the City of Santa Monica, focuses primarily on real estate issues. But AOPA and NBAA recently teamed up to make sure the court doesn't lose sight



Mark Baker

of the bigger picture. In a friend of the court brief filed in February, the two aviation associations put the significance of what's happening at SMO into context and expressed their support for an FAA motion to dismiss the lawsuit.

The airport and the property it sits on were deeded to the city by the federal government after World War II on the condition that the city would continue to operate the site as an airport. At least 200 other airports have similar agreements with the federal government. If the City of Santa Monica is allowed to close the airport, then others could face an equally grim fate despite their importance to the national transportation system and the communities they serve.

The airports operating under these federal agreements include some of the biggest and busiest in the nation, like Los Angeles International and Chicago O'Hare. It doesn't take much imagination to see that opening the door to prolonged and costly battles over these airports, and the property where they sit, could devastate the national air transportation system.

In the case of Santa Monica Airport, closure could create significant safety and congestion problems for air traffic locally, with ripple effects being felt nationwide. Santa Monica is an important reliever for LAX and hosts more than 102,000 operations each year, an average of 280 per day. Airports in the region are already crowded, so it would be tough for other fields to absorb those operations.

The brief filed by AOPA and NBAA stresses that the airport is also an important economic engine for Santa Monica and the surrounding area, hosting some 175 businesses and creating 1500 jobs with an estimated economic output of \$275 million a year.

Like Santa Monica, many airports are under pressure from cities and towns that have grown up around them. We can't afford to lose this important public asset not only because of the airport's intrinsic value, but because of what its loss could mean to general aviation airports everywhere. □

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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>

Action in the States

You probably recognize AOPA as a national advocacy organization, representing the interests of general aviation pilots and enthusiasts in the halls of Congress and before agencies like FAA and DHS. But you may not think of us as a state advocacy organization, too.

The truth is our state legislative affairs team is a small but well-traveled group that will be hard at work representing pilots before the 46 state legislatures in session in 2014. In a typical year, our experts will review more than 1,000 state bills with the potential to impact general aviation. About 400 of those measures will need to be tracked closely and AOPA will become heavily engaged in supporting, opposing, or trying to change about 100 of those.

We work closely with state and local pilot groups, airport organizations, and aviation businesses where possible. And we get to know the decision makers who will be introducing and voting on critical legislation.

Lawmakers are often willing to listen to AOPA because the association has no financial interest in the issues under debate. And we know that credibility is important, so we bring hard data and reasoned arguments to the table.

We get engaged in all types of issues. We can't afford to look like an easy target so we fight back against legislation that could make flying more expensive or otherwise harm GA. But we also proactively encourage legislation that will help pilots.

And we're alert for unintended consequences in bills that, on the face of it, have little or nothing to do with GA. For example, some states want to mandate ethanol additives in all automobile fuel. While that sounds OK on the surface, it's a huge problem for aircraft that run on auto gas because they can't operate on ethanol-enhanced fuels. And while AOPA can't compel distributors to make ethanol-free gas available, the association can and does work with lawmakers to ensure that ethanol-free gas is legal.

Some of the issues may seem small, but they're all a big deal to the pilots who are affected. So when we dig through the mountains of legislation produced in the states each session, we have one thing in mind: If it matters to our members, it matters to us and we'll be in there fighting.

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

Mark R. Baker
President & CEO, AOPA



Crosswind Operations: The Landing

by Harold Green

In the last issue of *Midwest Flyer Magazine* (Feb/March 2014), we had just turned final on a windy day. Our aircraft is in the landing configuration and the pre-landing check has been completed.



Harold Green

There are two approaches to crosswind landings: crab/kick and slip. I teach the “*slip*” method, so in this article the crab/kick technique will be ignored.

This does not mean I believe the crab/kick approach is invalid. It simply means I believe the student who learns the slip technique becomes a more accomplished pilot.

It is germane to point out that the primary differences in the two techniques are encountered prior to touchdown. At touchdown and after, there is no difference. When checking pilots who use the crab method, I judge them simply on the degree of control they exercise and the quality of landing as evidenced by a respectably low touchdown force and a lack of side force.

For our purposes, the discussion will be divided into Final, Rotation, Hold Off and Touchdown/Taxi. That is, first we fly the Final Approach, and

then we need to Rotate so that we can begin to slow down, followed by a Hold Off so the plane will slow down to the point that it will no longer fly and descend to the runway. Last, we actually Touchdown and then Taxi to the ramp or parking area.

When turning onto final, it is a good idea to check for possible wind disturbances. If upwind to our path, there are obstacles such as hills, buildings, etc., we need to expect turbulence. If there are significant wind gusts, the golden rule is to add one half the gust factor to the approach speed to help avoid stalling. Keep in mind that wind direction and velocity probably varies with altitude, so we will have to make continuous corrections as we approach the runway.

Final will be easier and more precise if we are aligned with the centerline of the runway. This means aligned with, not just pointing at, the centerline. As a slight modification, consider landing just on the upwind side of the centerline, as hard surfaced runways are crowned to provide drainage. This will give you a slight advantage in keeping the upwind wing down. The task now is to maintain that slip orientation until touchdown with appropriate corrections for changing winds.

It may help to imagine an extension of the centerline on the ground. Then the airplane is placed into a slip with the upwind wing down and that extension is

tracked with rudder being used to keep the aircraft’s longitudinal axis pointing along the centerline. The task now is to maintain speed, descent path and track. Focus on those elements is required to do this. The more experience you have, the less difficult it becomes.


Constantly referring to instruments makes the task more difficult. If you can hold speed and attitude mostly by visual reference, you have a leg up on the process.

With any landing, it is necessary to be aware of where you will touch down. Same rules apply as in a non-crosswind landing: The point on the ground that appears not to be moving up or down in the windscreen will be the point at which you would touch down with no flare. The airplane will have its upwind wing down to keep the airplane tracking with the centerline and, of course, opposite rudder will be required to hold the track. During descent on final, wind direction and velocity changes will require a varying amount of slip and hence rudder.

The ailerons may be thought of as sliders and the rudder pedals as pointers. That is, ailerons are used to keep us aligned laterally with the centerline extension, and the rudders used to keep us pointed along that extension. Flaps should be used only as necessary because they will cause difficulty in maintaining track alignment and can cause loss of rudder control in even moderate crosswind speeds.

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A typical question from the beginning student is: "How much control should I use?" Obvious answer: "As much as it takes to keep the airplane in the attitude you need."

The landing becomes much easier if the pilot sets very tight standards on maintaining alignment with the centerline. This alignment should be as perfect as the pilot can make it, and can hold it. If that alignment cannot be held because the controls have reached their stops and the airplane is not in the necessary attitude, go around and re-think the situation. Inability to maintain track and heading because the controls are at their limit indicates that the airplane's capabilities are being exceeded and it is best to find an alternate landing site.

Typical errors during final are: Failing to track the centerline extension and allowing airspeed to fluctuate.

Eventually we begin rotating for the touchdown and several things happen.

First, the airspeed may be high because of the gust factor. This means it takes longer to slow down.

Second, as the plane slows down, the wind becomes a greater percentage of the airspeed and hence has a greater effect on path and altitude. Therefore, the higher the round out is begun, the longer the airplane is exposed to possible disturbance by the wind, and the more attention is required to maintain the desired path.

Third, the lower the altitude, the stronger the ground effect. However, ground effect will cause the lift/drag characteristics of

the plane to change and the pilot must compensate. In general, ground effect will increase lift and hence increase the time to slow down even further. As an additional complication, the wind speed and direction will also change when within a few feet of the surface. Generally, velocity and gusts will decrease the closer to the surface we are.

It is imperative that the pilot maintains aircraft control until the airplane is firmly on the ground.

The pilot naturally wants the airplane on the ground because this slipping stuff is not comfortable, there is a natural concern about causing the wingtip to hit the ground, and the pilot is tense. Don't let this get to you. Just keep flying the airplane and it is going to land just as it does without a crosswind. The pilot's job is to just maintain the proper control inputs to allow the airplane to do just that, but when it is ready.

At this point the airplane should be held off and prevented from landing until it is ready. Flaps can prevent an airplane from properly maintaining heading until touch down due to the rudder's inability to overcome the drag factor created by the flaps. Therefore, flap use should be limited to the extent possible. In addition, in really strong crosswinds, carrying a little power can help because among other things, the increased airflow over the rudder increases its ability to counteract the yawing tendency of the nose in the slip.

There are two very common concerns when learning crosswind landings. First, a very common – indeed almost



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universal – concern on the part of students is a reluctance to maintain one wing low out of fear that the wing will hit the ground. The angle that will do that is very pronounced and you are not likely to get the airplane banked that far. If this is a concern, it is best to find an instructor to demonstrate the degree of bank, which is acceptable.

Typical errors during Hold Off are: Failure to use rudder to maintain heading along direction of travel; failure to correct for side drift with ailerons; and rotating too high, exposing the airplane to extreme wind conditions as it slows.

When approaching touchdown, do not try to force the airplane onto the ground before it is ready. It is best simply to let the airplane decide when it wants to land, just as in a non-crosswind landing. Just maintain the attitude until the airplane naturally wants to touch down. Once the airplane is down, it may be necessary to hold it onto the ground with forward elevator and upwind aileron in a tricycle gear plane. Tailwheel airplanes need to keep the tail up as long as possible in a wheel landing, and once the tail is down, the pilot needs to taxi very slowly with plenty of aileron and, if necessary, brakes.

The airplane should not be allowed to touch down with any side motion in order to protect landing gear, tires and in extreme situations, prevent the airplane from becoming uncontrollable and tipping.

The longitudinal axis should be pointing in the direction of travel. If your airplane has retractable gear, be especially mindful of the side loading on the landing gear. The tricycle gear airplane is nothing but a three legged milk stool, and in some situations, very subject to tipping, particularly if the wind gets under the upwind wing as you turn across the wind. A tail dragger in a three-point landing can easily be ground looped in this situation and, if in a wheel landing, it can still easily enter a ground loop as it slows down. In a good crosswind landing, the upwind main wheel should noticeably touch down first. It's alright to keep it on one wheel for a bit. Once on the ground in a tricycle gear plane, it may be necessary to hold the plane down with forward elevator pressure and upwind aileron. With a tail dragger, the best advice is to fly the plane even on the ground, and when taxiing downwind, keep the tail down with elevator. A crosswind takeoff run is initiated with full upwind aileron, which is removed as speed builds up. In a crosswind landing, we begin with enough aileron to keep the upwind wing down and end up with full upwind aileron as the landing roll ends.

As the airplane changes heading when exiting the runway, revert to the taxi techniques discussed in the preceding article. Remember, it is necessary to fly the airplane until it is firmly attached to the ground or

is totally undercover outside of the wind. Unfortunately, the plane doesn't know whether it is flying or the wind is blowing.

Typical errors at touchdown are 1) Failure to hold the upwind wing down. 2) Failing to hold the airplane on the runway with elevator. 3) Applying brakes too early and too vigorously. 4) Touching down with side motion. 5) Touching down with the airplane not pointing in the direction of travel.

If you feel uncomfortable in crosswinds and want to increase your ability, practice on a day when you know you can handle the situation. Then, as you gain confidence, go out on days when the wind is a little stronger and keep ramping it up to increase your comfort zone. If there are no crosswinds at your airport, you can usually find an airport where the wind and the runway do not line up.

You might also consider conducting all but the touchdown and flying down the runway a few feet off the surface, holding the slip attitude. Then, as your comfort level increases, just land the beastie!

Most air traffic controllers will be glad to assign you a crosswind runway if you ask. Also, remember there is no fault in deciding to go around or even to a different airport if things get too wild for your capabilities.

You can avail yourself of the services of a flight instructor to push the envelope ahead even faster. When all is said and done, there are few things more satisfying than a "squeaker landing" when the wind is 15 or 20 knots, gusting to 30, and lesser beings are sucking down coffee at the airport while watching you put the bird through its paces. And if you just happen to keep the plane up on one wheel to almost the taxiway, that's not bragging.... It is just maintaining competence.

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



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Save Time & Money: Come Prepared!

by Dr. John Beasley, M.D. & AME

Aviation Medical Examiner, Professor Emeritus & Clinical Professor
Department of Family Medicine, University of Wisconsin - Madison

So, this guy comes to me for a renewal of his medical certification and the form (at that time, the old paper form) is only partially filled out and has several errors. And he didn't bring in the records from his personal physician that I needed. And, oh yeah, he didn't think to bring his glasses for the eye exam.



John Beasley

All this made me wonder: "Jeeze, if he can't do a proper pre-exam check, is he qualified to do a reasonable pre-flight check and fly an airplane?" As you know, my personal rule of thumb (not FAA approved!) is that I'll try to certify somebody if I'm willing to sit in the rear seat when they are flying. I didn't think I wanted to fly in the seat behind that guy!

Like the Boy Scouts, "Be Prepared." Bring that confirmation number from MedXpress **and** a copy of the form you just filled out online (You did hit the "save" button, didn't you?), with you for the exam. This will save time and can save you from a "gotcha." As I wrote a few months ago, once I print out the exam, submission has officially started and it will be submitted. When you print it out, it gives you some protection against the chance of losing the possibility of flying under Sport Pilot rules. If I don't print it out, then it just disappears after 30 days. If you have printed it out and I look at your printout, we can just stop the whole exam process if we have to. It's like having a bit of runway left if your engine hiccups.

Be organized. If you have Authorization for Special Issuance (SI), bring the letter. Yeah, I know...it's probably scanned into my electronic health record if I've seen you before, but do you really want to pay for my time to try to sit there pointing and clicking trying to find some scanned document that takes forever to load? And if you applied for the SI yourself, be sure you included everything that the fed's letter asked for, or that I have it if you want me to send it in. We are not into saving trees here. Print all that stuff out and keep it in a folder that you take to your AME for your appointment. If an electrocardiogram (ECG) will be needed, bring in the old ones. Sometimes there are trivial abnormalities that we can show are not significant if they were present in a previous tracing.

It helps to know the rules and what you will need. A few months back I saw an applicant for a Class 1 Certificate and he was in great condition, but (my bad!) I forgot that at his age an ECG was required. I was running a bit behind and gave him the certificate, and a few hours later, went to submit the form and the computer reminded me that I needed to get

an ECG sent by telemetry to Oklahoma City. Oh *\$%^! I called him and finally got it done, albeit out of sequence, and it was a considerable hassle for him for which I apologized. I should have known this ahead of time, but at the same time, if he had checked ahead for what would be required and alerted me, that would have saved some hassle for him, not to mention embarrassment for me. In the air, we call this *crew resource management*; we're all in this together and need to help cover for each other.

By the way, there is another reason to keep a personal file. It is very useful to have your information available to you the next time you fill out MedXpress. MedXpress will not save your information from one certification to the next and you need to fill out everything each time. This will save you time and help avoid hassles since once a condition is checked, it has to be checked all the time.

Your AME needs to keep the records and you should too. Your AME might get run over by a bus or you may move and get a new AME somewhere else. So buy a nice plastic folder and keep all the medical records that are relevant to your certification in it. And bring it with you! Did I need to say that? Pre-flight? Pre-exam? Be Prepared. □

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AOPA Applauds Senate Bill To Expand Third-Class Medical Exemption To More Pilots

FREDERICK, MD. – A new bill introduced in the U.S. Senate would expand the Federal Aviation Administration's (FAA) third-class medical exemption, reserved for sport pilots for the past decade, to a larger pilot population and more types of aircraft.

The Senate measure, introduced by Sens. John Boozman (R-Arkansas), Pat Roberts (R-Kansas), and Jerry Moran (R-Kansas) on March 11, 2014, mirrors the General Aviation Pilot Protection Act, which was introduced in December 2013 in the U.S. House of Representatives.

AOPA and the Experimental Aircraft Association (EAA) petitioned the FAA in 2012 to expand the exemption to cover additional small aircraft, but the FAA has not been on any fast track to do so. Therefore, AOPA has sought the assistance of Congress.

Boozman, Roberts, and Moran all are members of the Senate General Aviation (GA) Caucus. With this bill, they join House colleagues Rep. Todd Rokita (R-Indiana), a member of the House General Aviation Caucus, and GA Caucus Co-Chair Sam Graves (R-Missouri), who introduced the House bill that now has 52 cosponsors.

Currently, most pilots who fly recreationally must undergo an FAA medical exam every two or five years, depending on their age. They also must assess their fitness to fly before each

flight and have their skills evaluated by a certificated flight instructor every two years. With passage of this legislation, pilots will continue to assess their own fitness to fly and undergo regular flight reviews with a flight instructor, just as they do today.

The exemption would be expanded to include noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats. Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet MSL, and at airspeeds no faster than 250 knots.

More than 16,000 overwhelmingly favorable comments were filed on the original petition during the public comment period. □

Wisconsin Amends Recreational Use Statute To Protect Private Airport Owners From Public-Use Liability

MADISON, WIS. (February 18, 2014) – The Wisconsin Assembly has passed Senate Bill 321 to protect private airport owners in the state from liability when the public uses their airports for recreational purposes. The measure is an amendment to the state's existing recreational use statute which protects private landowners from liability for such other public uses as snowmobiling, all terrain vehicle operations, hunting and cross country skiing. The amendment now includes "aviation" as a recognized use. Commercial aviation is not included in the amendment, nor in the statute. The bill now goes on to Governor Scott Walker for his signature. Once the governor signs the amendment, Wisconsin will join dozens of other states which have already amended their state recreational use statutes to include aviation. □

Captain Al Haynes To Be Featured At Iowa Aviation Conference

WEST DES MOINES, IOWA – The Iowa Aviation Conference will be held April 22-23, 2014 at the West Des Moines Sheraton Hotel, and will feature speaker Captain Al Haynes at a free pilot safety seminar on April 22. In 1989, Haynes successfully crash-landed and saved 184 lives when the hydraulic system on his United Airlines DC-10 failed and he was able to manually land the airplane in Sioux City, Iowa. For details, call or email Sue Heath at 515-727-0667 (sheath@iowaairports.org), or refer to <http://www.iowaairports.org/conference>. □

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Central Wisconsin Airport & Central Wisconsin Aviation

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May 5-7, 2014
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Conference Registration Information: Wisconsin Airport Management Association • wiama.org

Bemidji Regional – Host Airport of 2014 Minnesota Airports Conference



Bemidji Regional Airport, Bemidji, Minnesota



Bemidji Regional Airport, located in northwest Minnesota, is the host airport for the Minnesota Airports Conference to be held April 16-18, 2014 at the Sanford Center in Bemidji.

In 1931, the Bemidji Civic and Commerce Association purchased approximately 160 acres of wooded land just northwest of Bemidji for use as an airport. The cost, including back taxes and 36 acres of tree clearing, was \$1,625.

The association presented the property to the City of Bemidji in 1932 and the airport began operations with an all-way field with no defined runways. By 1941, the airport included over 150 acres and an aircraft hangar. The land comprising the airport at that time is located in what is now the southeast corner of the airport. By 1944, the airport had grown significantly to the northwest, increasing its size to nearly 1600 acres. The federal government designated the field as a “secondary defense airport” and embarked on a series of improvements. The all-way field was replaced with two paved and lighted 5700 ft. runways, a 4000 ft. turf runway, and a 2500 ft. turf runway.

Commercial air service began in 1952 with the arrival of flights operated by North Central Airlines. Commercial air

service continues to this day.

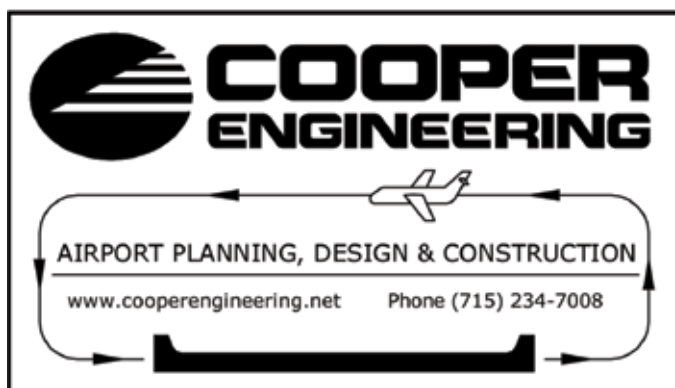
The turf runways were abandoned by the late 1970s and in December of 1981, the official airport name was changed to “*Bemidji /Beltrami County Airport.*” In 2005, the name was changed to “*Bemidji Regional Airport*” to better reflect its role in serving the entire region.

In 2006 and continuing until the fall of 2008, the airport underwent a complete removal and replacement of all the runways and taxiways, upgrading of the weather reporting system, installation of an additional Instrument Landing System (ILS) for Runway 25, along with the planning and acquisition of the Bemidji VOR by the State of Minnesota, after it was decommissioned by the Federal Aviation Administration. Also completed in 2009 was a complete replacement of all airfield electrical systems and the installation of new backup generator systems.

On January 1, 2009, the airport transitioned from being jointly owned and operated by the city of Bemidji and Beltrami County to ownership and operation by an airport authority with its own tax levy and funding responsibilities. This was done to provide additional visibility of the airport’s financial structure and cost to the communities it supports.

In 2013, the airport completed a ramp rehabilitation project as a part of the federal recovery program, and the rehabilitation and expansion of the 20-plus-year-old terminal, the aircraft rescue and firefighting facility (ARFF), and the parking lot, all funded under the Federal Aviation Administration’s Airport Improvement Program. The airport’s next phase of development will be focused on growing corporate and general aviation, accommodating growth by tenants, and constructing a new snow removal equipment storage building.

SkyWest Airlines, through a partnership with Delta Airlines, serves Bemidji Regional Airport with two arrivals and two departures daily using a CRJ 200 regional jet to





(L/R) Karen Weller, Interim Executive Director, Bemidji Regional Airport (KBJL), with Bemidji Airport Authority Chairman Marshall Froyd at "Minnesota Aviation Day At The Capitol," March 5, 2014, St. Paul, Minnesota. Bemidji Regional Airport is the host airport for the "Minnesota Airports Conference," April 16-18, 2014, Bemidji, Minn. *Dave Weiman Photo*

Minneapolis/St. Paul International Airport. On January 23, 2014, SkyWest, which is headquartered in St. George, Utah, was named Air

Transport World's "Regional Airline of the Year."

The Bemidji Regional Airport Authority includes Marshall Froyd – Chairman; Jack Frost – Beltrami County Commissioner; Jim Lucachick – Beltrami County Commissioner; Roger Hellquist – City of Bemidji Councilmember; and Ron Johnson – City of Bemidji Councilmember. Karen Weller is Interim Executive Director.

Airport Businesses

Delta Global Services provides ground handling for the airlines. Bemidji Aviation Services, Inc. is the fixed base operation serving general aviation AirCorps Aviation provides historical aircraft restoration. Roush Industries, Inc. does automobile testing. In addition, the Minnesota Department of Natural Resources operates out of the airport for forest firefighting, and North Memorial Hospital and

Sanford operates air ambulance services. Enterprise, Hertz and National/Alamo provide car rental.

Bemidji Area

Bemidji has a population of 13,723 (2012), and is the first city on the Mississippi River's route heading south in the heart of Minnesota's northwoods (www.visitbemidji.com).

For additional information on Bemidji Regional Airport, refer to its website: www.bemidjiairport.org, or contact Karen Weller in airport administration at 218-444-2438. Harold Van Leeuwen served as airport manager until recently. At press time, his successor had not yet been named.

For additional information on the Minnesota Airports Conference, refer to the Minnesota Council of Airports website: www.mnairports.org, or call Judy Meyers with the Minnesota Office of Aeronautics at 651-234-7232. □

Bemidji Regional Airport & Bemidji Aviation Services, Inc.

Welcomes Participants To The Minnesota Airports Conference

April 16-18, 2014 Sanford Center – Bemidji, Minn.

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Conference Registration: 651-234-7232

Hotel Reservations: DoubleTree by Hilton at 218-441-4400
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The Minnesota Airports Conference Is Sponsored by Minnesota Council of Airports (MCOA) With Support of Minnesota DOT Office of Aeronautics

Central Wisconsin – Host Airport of 2014 Wisconsin Aviation Conference



Central Wisconsin Airport, Mosinee, Wisconsin



The host airport of the 59th Annual Wisconsin Aviation Conference to be held May 5-7 at the Patriot Center in Wausau-Rothschild is Central Wisconsin Airport (CWA), located in Mosinee, Wisconsin.

One of the newest municipally-owned, public-use airports in Wisconsin, Central Wisconsin Airport (CWA), was built in 1969 as a non-hub commercial service primary airport, centrally located in the state between Stevens Point, Wausau and Marshfield, with excellent highways north, south, east and west connecting to other major cities. United Airlines, American Airlines, and Delta Air Lines provide commercial air carrier service.

CWA is jointly owned by Marathon and Portage Counties with liabilities proportionately shared based upon each county's property valuation. A seven-member Central Wisconsin Joint Airport Board governs the airport.

Tony Yaron is airport manager; Julie Ulrick is the administrative specialist; James Olson is director of operations and maintenance; and David Drozd is the accountant. In addition, the airport employs 21 full and part-time operations, maintenance, and custodial personnel capable of providing aircraft rescue and firefighting services, facilities and airfield maintenance, and a full line of air service operations services.

CWA receives roughly one-half million visitors, and has 150,000 boardings, annually.

Since its inception, CWA has continued to expand its facilities and services. The airport has built assets totaling \$45.3 million. Of these assets, the most important of them from a practical standpoint are the runways.

The airport has two runways: Runway 17-35, 6,500 X 150 feet; and Runway 8-26, 7,650 X 150 feet. Both Runway

59th Annual Wisconsin Aviation Conference May 5-7, 2014 – Patriot Center, Wausau-Rothschild, Wis.



Speakers: FAA Regional Administrator Barry Cooper, Wisconsin Transportation Secretary Mark Gottlieb, Wisconsin Aeronautics Director David Greene and other notable industry & government leaders.

Topics: Airline Service Forecast For Wisconsin Airports; Strategic Planning; Wildlife Hazards; Aviation "Apps: New Technology For The Airfield & Cockpit; NEXTGEN: Coming Soon!; GA Hangars: Private Investment, Development & Ownership; NOTAM Technology: Change Is In The Air; Wisconsin Aerospace Consortium; Flying Hamburger Social; Sales Tax Exemption Legislation For FBOs & Other Aeronautical Entities.

Special Events: Welcome Reception, Awards Luncheon, Banquet, Golf & Sporting Clays Shooting Tournaments.

\$85.00 Registration Fee Includes All Meals & Receptions (before April 17) - \$130 (after April 17)

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For registration information, please visit the Wisconsin Airport Management Assn. at wiama.org, or Contact Bob O'Brien • 815-757-2869 • bob@thewisconsinriver.com

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8 and 35 have ILS precision approaches. Each runway has full-length parallel and connecting taxiways.

Other noteworthy capital improvement projects include remodeling of the airport terminal (1987); construction of the air traffic control tower (1990); an addition to a terminal concourse with hold rooms and boarding bridges, making CWA one of the first regional airports in the country to provide boarding bridges for passenger safety and comfort (1998); extension of Runway 17-35 from 5700 to 6500 feet (1998); and the reconstruction of Runway 8-26 and its associated parallel and connecting taxiways (2003).

In 2004, the Central Wisconsin Joint Airport Board moved to expand of the terminal area.

In 2011, the airport began construction to replace the utility infrastructure of the airport.

Construction of the terminal building is taking three (3) years to complete. The first phase west terminal was completed in 2013. The east terminal construction began in October 2013 and is expected to be completed in the fall of 2014. The central remodeling construction, original parking lot reconstruction, landscaping and wayfinding signage are expected to be completed by the summer of 2015. The new terminal design is expected to eliminate the dysfunction of the space brought on by baggage screening operations by the Transportation Security Administration (TSA).

The "Fly Away Café" is located in the terminal concourse area past the security checkpoint from 4:45 a.m. to 7:45 a.m., and 10:00 a.m. to 6:00 p.m.

Car rental and taxi service is available.

CWA is home to several corporate flight departments including Wausau Papers Corporation, L&S Electric, and County Materials. The airport is also home to the aircraft maintenance operations for Endeavor Airlines (formerly Pinnacle Airlines). This facility employs an average of 65 airframe and powerplant mechanics to service Bombardier CRJ 200 jet aircraft for Delta Air Lines.

"Central Wisconsin Aviation," a full-service fixed base operation with charter, flight training, aircraft maintenance, and fuel sales, serves general aviation.

The Wisconsin Bureau of Aeronautics was commissioned to complete an economic impact study in 2012. The report of the study states that the airport is responsible for 457 jobs and a \$14.8 million annual payroll, which has resulted in a local economic impact of \$61.9 million. When combined, the direct impact results in 564 jobs, \$16.4 million in wages, and \$71.5 million in economic output or sales.



Tony Yaron, Manager Central Wisconsin Airport

Tony Yaron started his aviation career in the late '70s when he enrolled in a private pilot ground school. The passion for flying continued through the acquisition of a commercial pilot certificate and instrument and flight instructor ratings.

Yaron continued to give flight instruction when he began his career as manager of Taylor County Airport in Medford, Wisconsin in 1989 – a position he held until 1994.

Yaron left airport management from 1994-2000 to work as a human resources director and quality director, but returned to the career he loved in 2000 to become the director of operations and maintenance at Central Wisconsin Airport in Mosinee, Wisconsin. He was named airport manager in 2006.

Yaron has brought his own management style to the manager's position, and has been working to complete the multi-year reconstruction of the terminal area of the airport, which is expected to be completed in the fall of 2015.

Yaron resides in the Village of Kronenwetter, Wisconsin, with his wife Rachel.

For additional information on Central Wisconsin Airport, refer to its website www.fly-cwa.org, or call 715-693-2147. □



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Wisconsin Aviation Conference – A Gathering of Airport Managers, Fixed Base Operators, Business Aircraft Owners & Government Officials

The 59th Annual Wisconsin Aviation Conference will be held May 5-7 at the Patriot Center in Wausau-Rothschild. The conference is geared towards airport managers, fixed base operators and support professionals in airport development.

Speakers will include FAA Regional Administrator Barry Cooper, Wisconsin Transportation Secretary Mark Gottlieb, Wisconsin Aeronautics Director David Greene and other notable industry and government leaders.

Topics will include strategic planning at airports; wildlife hazards and how wildlife management has become a cost of doing business at Wisconsin airports; aviation “apps: new technology for the airfield and cockpit; the soon-to-come NEXTGEN; the private investment, development and ownership of general aviation hangars; NOTAM technology; Wisconsin Aerospace Consortium; flying hamburger social; general aviation airports, operating on a shoestring – the financial “squeeze” and an uncertain future; the forecast for airline service at Wisconsin airports; and an update on the Sales Tax Exemption Legislation for fixed base operators and other aeronautical entities.

Bryan Budds, Manager of the AOPA Great Lakes Region, and Jeff Baum, President of Wisconsin Aviation, Inc. and a member of the Wisconsin Aviation Trades Association (WATA) and Wisconsin Business Aviation Association

(WBAA), will discuss the sales tax exemption legislation on aircraft parts, maintenance, and labor in which the Wisconsin aviation industry lobbied hard for.

Jim Rankin, President and Chief Executive Officer (CEO) of Air Wisconsin Airlines Corporation, will be the luncheon speaker on Wednesday, May 7, 2014, and will discuss the “pilot shortage.”

Special events will feature a welcome reception, awards luncheon, banquet, and golf and sporting clays shooting tournaments.

For additional information on the Wisconsin Aviation Conference, refer to www.wiama.org, or contact Bob O’Brien with the Wisconsin Airport Management Association (WAMA) at bob@thewisconsinriver.com or call 815-757-2869.

The Wisconsin Aviation Conference is sponsored by the Wisconsin Airport Management Association (WAMA), Wisconsin Aviation Trades Association (WATA), and Wisconsin Business Aviation Association (WBAA). □

New Name For Outagamie County Regional Airport

APPLETON, WIS. – Outagamie County in Appleton, Wisconsin, has decided to rename Outagamie County Regional Airport, “Appleton Airport,” for better name recognition. If possible, the airport will also add the word “international” to its name in hopes of obtaining a U.S. Customs Office at the airport. The initial cost to change the name is estimated at \$200,000 to replace signs, etc., but the county anticipates increased business as a result. □



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St. Louis Regional – Host Airport of 2014 Illinois Aviation Conference



The TWA Lockheed Super G Constellation "Star of America" on the ramp at St. Louis Regional Airport. The aircraft is part of the National Airline History Museum at Missouri Downtown Airport, Kansas City, Missouri (www.airlinehistory.org).

The 2014 *Illinois Aviation Conference*, sponsored by the Illinois Aviation Trades Association, Illinois Public Airports Association and the Illinois Department of Transportation Aeronautics Division, will be held at the DoubleTree Hotel in Collinsville, Illinois, May 13-14. The opening night "hangar party" will be hosted and sponsored by *West Star Aviation* at **St. Louis Regional Airport** (ALN) in East Alton, Illinois. The conference is geared towards fixed base operators and airport officials, and will feature the Illinois Aviation Hall of Fame on May 14.

Featured speakers at the conference will include Peter Bunce, President of the General Aviation Manufacturers Association (GAMA); Barry Cooper, Administrator of the FAA Great Lakes Region; Dr. Susan Shea, Director of the Illinois Department of Transportation Division of Aeronautics; Joel Bacon, Executive Vice President of Government and Public Affairs for the American Association of Airport Executives (AAAE); and Michael France, Director of Regulatory Affairs for the National Air Transportation Association (NATA).

Illinois Aviation Hall of Fame inductees will include *Midwest Flyer Magazine* contributing editor, James Bildilli, who was an airport specialist and publications editor with



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the Illinois Division of Aeronautics until his retirement. Bildilli currently owns and operates a national airport inspection service business, and he and his wife, Donna, head up the Explorers Post encampment during EAA AirVenture Oshkosh. Other inductees will include aviators Frank Beagle, Marvin Campbell, Jeannie Hill, and Carl Wheeler. The Illinois "Spirit of Flight Award" will be presented to the Challenger Learning Center of Woodstock, Illinois, during the hall of fame ceremonies.

For additional information on the Illinois Aviation Conference, refer to the Illinois Aviation Trades Association



St. Louis Regional Airport is the host airport for the 2014 Illinois Aviation Conference, May 13-14 at the DoubleTree Hotel in Collinsville, Illinois.

website: www.IllinoisAviation.org, or call 217-528-5230.

Hall of Fame tickets not purchased with the conference registration must be purchased directly from the Illinois Aviation Hall of Fame. For details, call John Eckley at 309-530-2221 or email jdeckley@hotmail.com.

St. Louis Regional Airport

St. Louis Regional, the host airport for the conference, has an interesting history. In 1928, the year after Charles Lindberg made his historic solo flight over the Atlantic, Everett Wiegand started Wood River Air College on a grassy field just west of what is now St. Louis Regional Airport. In 1946, the Civic Memorial Airport Authority was created and a hard surface runway was added.

The airport was used to train returning servicemen to become pilots under the GI Bill. In 1947, Gene Tumbleson and Mel Walston who operated a flight school opened a Cessna distributorship called Walston Aviation. By 1955, their company was the largest Cessna outlet in the world!

Walston led the industry for years building dealerships in Chicago, Memphis and Minneapolis-St. Paul. In the early 1980s, Premier Air Center purchased Walston Aviation and brought all their aviation services back

to East Alton where Civic Memorial Airport had been renamed St. Louis Regional Airport.

In 2009, Premier Air Center became West Star Aviation and moved its corporate headquarters to St. Louis Regional Airport. The merger united West Star's high-end technology with Walston's 55 years of experience in quality aeronautical services. The company and business opportunities around the airport

began to boom and have remained strong, even in the recent turbulent economy.

West Star Aviation is just finishing a 43,000 square foot maintenance hangar in addition to a 14,000-square-foot wood shop and a 6,000-square-foot accessory repairs shop. This addition brings the company's facilities in East Alton up to 317,300 square feet with approximately 300 employees.

Pilots like the service they receive at West Star Aviation, and the fact that the "*High Flyers Grille*" restaurant is accessible from the tarmac.

St. Louis Regional Airport is planning two airfield construction projects for 2014: tree clearing and pipe installation for the safety area of Runway 35; and the relocation of the electrical vault primary electrical service and installation of a new transfer switch. Consideration is also being given to the reconstruction of the t-hangar taxiway, and changes in the drainage system.

St. Louis Regional Airport is located on 600 acres, adjacent to Illinois Routes 255, 111, and 140, and within one-half hour of downtown St. Louis, Missouri, and within 40 minutes of Lambert-St. Louis International Airport.

Businesses appreciate St. Louis Regional Airport's proximity to a number of major highways and some of the nation's largest warehouse facilities,

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and that the airport is one of three airports in the area's unusually strong intermodal transportation system. The region also offers exceptional barge access and rail transportation from Chicago to Alton to St. Louis.

The airport logs over 70,000 operations annually, including training operations for Scott Air Force Base. Along with 38 tenants in the business park, the Illinois Department of Transportation reports that the airport generates 700 jobs, and more than \$135 million in economic activity, annually.

St. Louis Regional Airport maintains an FAR Part 139 operating certificate like Lambert and O'Hare. Standards



The maintenance hangar at West Star Aviation at St. Louis Regional Airport will be the site of the "hangar party" on opening night, May 13, of the Illinois Aviation Conference.

include full-time airport rescue and firefighting personnel, precision and non-precision instrument approaches, and dual runways.

The airport has the highest field elevation of all airports in the St. Louis region and is above all floodplains. Wide, well-maintained, intersecting runways make it easy to land any size aircraft that has ever been built, in any kind of weather.

The St. Louis Regional Airport

Authority is fiscally sound and growing. The airport not only operates in the black, but over the past 10 years, has reduced its dependency on the local taxing districts by more than 40 percent.

ST. LOUIS REGIONAL AIRPORT WELCOMES 2014 ILLINOIS AVIATION CONFERENCE



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David C. Miller Airport Manager & USAF Veteran

David C. Miller became the airport manager for St. Louis Regional Airport on January 1, 2003. A native of Salina, Kansas, Miller has a Master of



David C. Miller

Arts Degree in Public Administration and completed multiple professional military schools including Squadron Officer School, Air Command and Staff College, and Air War College.

Miller started his military career flying KC-135 transport aircraft out of Ellsworth Air Force Base, South Dakota. In 1972, he cross-trained on the B-52 bomber. While serving at Ellsworth, Miller accrued over 800 days of flight operations in Southeast Asia.



St. Louis Regional Airport is located on the northeast side of the Mississippi River in East Alton, Illinois.

In 1979, Miller was assigned to Minot Air Force Base, North Dakota, where he assumed command of a special task force of B-52 aircraft that was deployed to Andersen Air Force Base, Guam. This task force flew special incursions at the request of the President in support of actions following the Iranian hostage crisis. When he returned to Minot, he rose to the position of chief of the Airfield Management Branch and then chief of the Base Operations Division.

Miller transitioned to the civilian sector in 1988 and became assistant director of Bishop International Airport, Flint, Michigan. Miller was named airport director at Bismarck Municipal Airport, Bismarck, North Dakota in October 1989; airport manager for Juneau International Airport, Juneau, Alaska in March 1995; and director of transportation services for Ketchikan Gateway Borough, Ketchikan, Alaska in June 2000. He became director of aviation for Montrose County, Colorado in April 2001, and manager of St. Louis Regional Airport on January 1, 2003.

Miller is a member of the American Association of Airport Executives, Air Force Association, past president of the Airport Association of North Dakota,

and the immediate past chairman of the Illinois Public Airports Association.

Miller is a licensed amateur "ham" radio operator and emergency coordinator for the Madison County Amateur Radio Emergency Service, a clarinet player, and a sailing enthusiast. He and his wife, Cora, have four children and 11 grandchildren.

Local Attractions

St. Louis Regional Airport is located in an area of rolling hills and bluffs on the northeast side of the Mississippi River known locally as the "River Bend," which refers to the wandering course of the Mississippi through the area.

Visitors can escape in time to learn about Lewis & Clark's journey westward. Shoppers will enjoy Alton's "Antique Row" and the surrounding communities for one-of-a-kind finds. The Mississippi River can lure you into an outdoor adventure of canoeing, kayaking, boating and fishing. Lace up your hiking boots, or mount your bike, to escape down the path less traveled on the numerous trails.

The region is also home to some of St. Louis' best golf courses. And you don't need to escape to the big city for a night out on the town. Live music, performing arts, cultural centers, casino gaming and legendary nightlife are calling you. Visit <http://visitalton.com/> or request a visitor guide from <http://visitalton.com/visitor-guide-request>.

Car Show & Fly-In

St. Louis Regional Airport will host its annual "Car Show & Fly-In," September 27, 2014. In recent years the event has become one of the largest car shows in the St. Louis area hosting as many as 300 hot rods, antique automobiles, custom cars and motorcycles.

For additional information on St. Louis Regional Airport, see: www.StLouisRegional.com, or call 618-259-2531. □

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DuPage Unveils \$4.2 Million Flight Center Renovation



The flight center at DuPage Airport, West Chicago, Illinois.



DuPage is the only general aviation airport in Illinois with four active runways, two ILS approaches, and a one million sq. foot apron. The airport has 80,000 takeoffs annually and has had no closures due to snow in 30 years (www.dupageflightcenter.com). □



WEST CHICAGO, ILL. – DuPage Airport has completed a two-year, \$4.2 million upgrade to its flight center with an updated lobby, renovated restrooms, state-of-the-art crew lounges, new customer entrances, and upgraded facilities for U.S. Customs. The improvements were designed to maintain a competitive position with other Chicagoland FBOs and forecasted growth in operations.

Currently underway is an \$11 million widening of the airport's primary runway to provide increased crosswind capacity for aircraft operations. Construction is also set to begin on a new 30,000-square-foot transient hangar designed for storage of G650/Global aircraft.

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Brad Thornberg Photo

(BOTTOM PHOTO) An overhead view of the "Iceport Fly-In" at Twin Pines Resort, Mille Lacs Lake, Minnesota.

Sarah Caton Photo



GARRISON, MINN. – “Who needs an airport when you have 3000 feet of plowed frozen lake?” This is the motto of organizers of the Second Annual “Iceport” Fly-In, March 8, 2014 on Mille Lacs Lake near Garrison, Minnesota. A record 87 airplanes landed on the lake, according to fly-in organizer, Mark Priglmeier of Sauk Rapids, Minn. Priglmeier started the event to share his love of off-airport flying. The fly-in is held at Twin Pines Resort, which is owned by the Eno family. Sponsors of the event include Twin Pines Resort, Tanis Aircraft, Wipaire Lake & Air, and Flame Engineering (Red Dragon).

“I just want to get people utilizing their airplanes by providing events that are as safe as they can be, considering the environment...ice,” said Priglmeier. For Priglmeier, flying off-airport started when he was just a child and his father

landed his Cherokee 140 where they

lived on the Mississippi River. “My Dad, an airplane, a frozen river...how cool is that?”

“I still remember my first airplane ride – a Cessna XP seaplane. They were giving rides off the Mississippi River from a place called the Pirates Cove. I can still smell that beautiful new airplane to this day.

“I thrive on building wonderful relationships with the resorts and aviators alike. I want to teach everyone all I know about how to be safe, garner the respect of the resorts, and to be a courteous flyer. I don’t want to be in the spotlight...I just want to give people a reason to fly and socialize. It’s not a commercial thing...It is not a revenue venture...It is about my goal for the rest of my life – to be surrounded by honest, good people and to thoroughly enjoy what I do. I am doing just that.”

Priglmeier sets up flying events year-round. It is just that winter and ice is his passion. Since he doesn’t own a snowmobile anymore, he says that his plane is his snowmobile...“and a darn fun one at that!”

The fly-in had to be postponed because of sub-zero temperatures. Saturday, March 8 brought perfect winter temperatures and blue skies!

For additional information on Twin Pines Resort call 320-692-4413 (www.twinpinesmillelacs.com).

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Ben Thuringer of Brainerd, Minnesota, with his son, Beau.
Sarah Caton Photo

(TOP LEFT) Eric Hutchins in his PA-18A-150, homebound after attending the Iceport Fly-In.
Brad Thornberg Photo

(L/R) Doug Evink, President of Tanis Aircraft, congratulates Iceport Fly-In organizer, Mark Priglmeier, on the largest fly-in to date. Tanis Aircraft donated numerous door prizes, including a four-cylinder STC Tanis Preheat System as the grand prize.




Breitling Jet Team To Fly At Oshkosh 2015

WILTON, CT. – The Breitling Jet Team, featuring seven L-39 Albatros jets, will be performing in the U.S. for the first time ever in 2015, including EAA AirVenture Oshkosh, Oshkosh,


Wis.

The team will also perform at the National Championship Air Races in

Reno, Nevada. Other performances in the U.S. will be announced as confirmed. □



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Good Snow For Annual EAA Skiplane Fly-In

PIONEER AIRPORT, OSHKOSH, WIS. – The Experimental Aircraft Association (EAA) Skiplane Fly-In had plenty of snow, February 8, 2014; so much that some participants were challenged in flying home that afternoon.

The event was held at Pioneer Airport, located directly behind the EAA AirVenture Museum, and attracted hundreds of aviation enthusiasts. Complimentary cake and chili were served in honor of Audrey Poberezny's birthday. This was the first EAA Skiplane Fly-In since EAA Founder Paul Poberezny passed away in 2013, but his spirit was there that day. ☐



AirSpace Minnesota Announces Go Boldly Challenge

ST. PAUL, MINN. – AirSpace Minnesota will hold a "Go Boldly Challenge," April 26, 2014 at St. Paul Downtown Airport from 9 a.m. to 5 p.m. for the purpose of recognizing Minnesotans of all ages who have achieved something extraordinary in aviation or aerospace.

The event is free to the public for students, educators and families and will feature Apollo Astronauts Buzz Aldrin, who was the first person to walk on the moon, and Harrison "Jack" Schmitt, who was the last person to land on the moon. Minnesota astronaut Karen Nyberg, who recently returned from the International Space Station, will also be on hand. The Expo includes main stage presentations, book signings, and an interactive career showcase. For additional information, refer to www.airspacemn.org. ☐

Airforms Awarded New FAA PMA Baffle Kit Approvals For Piper Warrior & Dakota

BIG LAKE, ALASKA – Airforms, Inc. has received FAA PMA approvals for engine baffles on the Piper PA-28-161 Warrior and PA-28-236 Dakota, expanding the number of its engine baffles to include over 50 aircraft models.

All Airforms baffles are designed for longer life and increased serviceability, and at a price point near 50 percent that of OEM list, according to Dave Utsch of Airforms. Baffles are available with either a bare or powder coat finish, incorporate design reinforcements with longer lasting materials, and feature reinforced silicone seals fastened to the metal baffles with rivets. All baffles are FAA approved replacements for the original Piper parts, and are individually interchangeable (www.airforms.biz). ☐

Air Line Pilots Association Disagrees On Pilot Shortage

While the airlines feel that a pilot shortage currently exists, the Air Line Pilots Association (ALPA) disagrees, claiming that pilots are either furloughed or flying overseas for better pay. ALPA reports that some 1,154 members are currently furloughed from U.S. airlines. ☐

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Baker, Cooper, Mortvedt & Borling Headline Michigan's Great Lakes International Aviation Conference

by Dave Weiman

LANSING, MICH. – The Great Lakes Aviation Conference at the Lansing Center in Lansing, Michigan, February 14-15, 2014, included seminars for aircraft technicians for inspection authorization (IA) refresher training...seminars for pilots... and an exhibition hall packed with vendors and organizations.

Among the speakers were Mark R. Baker, President and CEO of the Aircraft Owners & Pilots Association (AOPA); Barry D. Cooper, Administrator, FAA Great Lakes Region; Art Mortvedt, pilot/adventurer; and Ret. General John Borling, who was shot down in Vietnam in 1966 and spent the next six years and eight months composing a book of poems, which he has now publish called "Poems From The Hanoi Hilton."



Barry Cooper

Administrator Cooper told the group of pilots that they were a different group than he is used to meeting with. Usually, Cooper is meeting with airport managers and state aviation officials, especially on the topic of federal funding of airports. He told the group that it was nice to finally have a budget to work with, referring to the delay in getting the FAA budget appropriated.

"I don't envy the position Congress is in," said Cooper. "Trying to save money, cut costs and run the country." Cooper said that some areas within the FAA will have to be cut. He also addressed the progress being made with "NextGen," or the Next Generation Air Transportation System, noting that the deadline for aircraft to have Automatic Dependent Surveillance-Broadcast (ADS-B) out equipment is still January 1, 2020.

As for the future of VORs, Cooper said that stations in the eastern two-thirds of the country will be pretty much decommissioned, but there's no specific timeline. Currently, there are 967 VORs in the U.S. This number will eventually be reduced to 500.

AOPA President & CEO Mark Baker spoke of the "sleep apnea" controversy; the proposal to eliminate the "third-class medical;" the heavy-handedness lately of some U.S. Customs & Border Protection officials who have searched aircraft for no apparent reason; reauthorization of the FAA budget and the need for the agency to prioritize services, rather than increase user fees; and what can be done to reduce the cost of flying.

Concerning the proposal by the FAA to require sleep apnea tests, Baker sees this as a waste of time and money when pilots should instead be putting their limited resources



Mark Baker of AOPA meets with members.

towards flight safety. He hopes to require the FAA to put the proposal through the "rule-making" process, which will delay – and hopefully eventually – kill it.

In regards to concerns with U.S. Customs & Border Protection, Baker noted that Homeland Security has a \$65 billion annual budget, and that there are "double standards" when it comes to how the agency deals with aircraft, compared with boats.

Regardless of the issue, Baker said that the 233-member "Aviation Caucus" carries a lot of weight in dealing with the FAA and Homeland Security.

Concerning the decline in the pilot population, Baker wants to "reactivate" those pilots who are no longer current. He sees this as the fastest way to grow the pilot population. Baker also sees "flying clubs" as the most affordable means for pilots to fly, and thereby a longer term solution to increasing the number of pilots.

Whatever the issue general aviation may be facing, Baker stressed the importance and positive impact when Congress hears from their constituents.

"When I think you need to write a letter to your Congressman, please do it," said Baker. "It is still the most effective lobbying tool we have."

For additional information on the Great Lakes International Aviation Conference, refer to www.GreatLakesAviationConference.com. □

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Alaskan Bush Pilot Don Lee To Be Featured Speaker At Minnesota Seaplane Pilots Association Seminar & Fly-In



Ben Thuringer of Brainerd, Minnesota, flying his 1946 Fairchild F24W over Gull Lake, Brainerd, Minnesota, the site of the 2014 Minnesota Seaplane Pilots Association Seminar & Fly-In. Thuringer's Fairchild is equipped with a Continental W670 220 hp engine conversion. The seaplane seminar and fly-in will be held at Madden's Resort on Gull Lake.

Brad Thornberg Photo. Jim Whiting, Chaseplane Pilot.

Alaskan bush pilot, and the founder of "Alaska Floats and Skis," Don Lee, will be the featured speaker at the Minnesota Seaplane Pilots Association Annual Safety Seminar & Fly-In, May 2-4, at Madden's Resort, Brainerd, Minnesota.

Lee lived in the Alaskan bush in the early 1970s and began flying for lodge

support. He then branched into guiding hunters and fishermen. Over the last 30 years, Lee has gained extensive flight experience all over Alaska, from the Aleutian Chain to the Beaufort Sea.

With hundreds of hours flying in the Gates of the Arctic Wildlife Refuge, Shumagin Islands, and Cold Bay, Lee operated an on-demand air service

for seven years. In Bristol Bay, he flew fishermen to remote sites and provided lodge support.

Lee has flown throughout South America including Argentina, Chile, Brazil, Paraguay and Uruguay. More recently, he has flown STOL missions in Afghanistan for the coalition forces during "Operation Enduring Freedom." Lee also has experience flying in the wilds of Australia and has flown over 130,000 gallons of fuel to remote gold mines (200 gallons at a time) without a single incident.

In Talkeetna, Alaska, Lee has provided expedition air support for climbers on Mt. McKinley and has over 5,000 glacier landings. He has over 7,000 hours on floats alone with a total time exceeding 17,000 hours.

His motivation in operating "Alaska Floats & Skis" is to share these experiences and pass on safety tips and tricks of the trade to fellow pilots. Lee never tires of flying with students and friends. He prides himself in

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working with the most novice pilots to experienced aviators, interested in honing their skills.

Lee holds ratings through Airline Transport Pilot, and is a Designated Pilot Examiner for the FAA.

He is supported by two other expert float and skiplane pilots including Valorie Reis and Esther Hershberg.

Valorie Reis is a graduate of Southern Illinois University.

Following graduation, she moved to Hawaii and obtained her commercial, instrument, seaplane, glider and flight instructor ratings. In Hawaii, she instructs, tows gliders and flies skydivers during the winter, and teaches for "Alaska Floats & Skis" in the summer.

Esther Hershberg holds her single and multi-engine, commercial, instrument and instructor ratings, and has a 100% pass rate among her students.

When not instructing, Hershberg flies exterior loads on floats to remote cabins. She is as calm with Moose horns tied to the struts of her plane, as she is instructing students. Hershberg is a graduate of the University of Louisville, and attended Vincennes University in Vincennes, Indiana.

The Alaska Floats & Skis office is located on Christiansen Lake, less than four miles from beautiful downtown Talkeetna. Talkeetna is about two and one-half hours north of Anchorage and five hours south of Fairbanks, off of Parks Highway.

For additional information about "Alaska Floats & Skis," call 907-733-4500 or email don@alaskafloats.com.

For information on the "Minnesota Seaplane Pilots Association Annual



Don Lee of "Alaska Floats and Skis" will share some of his back-country flying experiences at the Minnesota Seaplane Pilots Association Seminar & Fly-In, May 2-4, 2014 at Madden's Resort, Brainerd, Minn.



Don Lee of "Alaska Floats and Skis" lands an airplane on a highway in the Alaskan bush.



"Alaska Floats and Skis" teaches students how to land on a glacier.

Safety Seminar & Fly-In,"

contact Mary Alverson at 612-240-0123 or email m.alverson@hotmail.com (www.MnSeaplanes.com).

For lodging at **Madden's Resort**, call 800-642-5363 (www.maddens.com). Madden's Resort is located on Gull Lake and East Gull Lake Airport (9Y2) is located immediately adjacent to the resort. See article published in *Midwest Flyer Magazine* on the 2011 seminar at <http://www.midwestflyer.com/?p=3316>.

NOTAM: Call Mary Alverson at 612-240-0123 or Ben Thuringer at

Madden's Resort at 800-642-5363 to determine if the ice is off Gull Lake before flying a floatplane to the resort. Also, call the airport manager at East Gull Lake Airport at 218-828-9279 for runway conditions. The grass airstrip is 2618 x 160 feet. Large aircraft can fly to Brainerd Lakes Regional Airport (KBRD). For information call (218) 825-2166. □

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Flying On Floats or Wheels Could Save Your Life!

by Philip Mattison

I am a 5,000-plus hour pilot, with commercial, single and multi-engine, instrument, seaplane, skiplane, and instructor ratings. I have logged 1,200-plus hours in my Super Cub on floats, flying north of the Arctic Circle three times, have been as far northwest as Fairbanks, Alaska, and as far southeast as Key West. In addition, I regularly fly on business trips in a Twin Cessna 340. I am committed to continual training, to improve my ability and enjoy giving seaplane, skiplane and bush flying instruction in the Midwest and in Canada.

In August 2011, Brian Schanche of Adventure Seaplanes at Surf Side Seaplane Base in Lino Lakes, Minnesota, and I flew a group of his customers/pilots on a 10-day trip in a collection of Cessna 185s on straight floats (no wheels...water operations only). We flew north from Minneapolis across the border at Crane Lake, fueled in Red Lake, overnighted at Little Vermillion Lake, and caught fresh walleye for dinner.

Our next fuel stop was Gillam. We then followed the west shore of Hudson Bay looking for polar bears all the way to Churchill. In Churchill, we learned the history of the Voyagers, saw more polar bears, and beluga whales.

Next, we stopped at the Eskimo village of Rankin Inlet for more fuel. After leaving, we ran into ice an hour northwest and could not continue any further north.

We turned due west, flying over the caribou migration to Kasba Lake Lodge. At Kasba we enjoyed first-class accommodations and caught monster lake trout. We headed south a few days later, but were forced down by bad weather, stopping at Gunisao Lake Lodge, Manitoba, known for the largest walleye in Canada.

Finally, we headed home through Red Lake, Crane Lake, and back to Surf Side Seaplane Base in Lino Lakes, Minnesota. We enjoyed 10 days of bush flying adventure, logging over 50 hours flying the Cessna 185s on straight floats. We caught lots of fish, saw over 100 polar bears, several musk ox, and hundreds and hundreds caribou.

I fly as an Adventure Seaplanes instructor pilot on these trips. We teach all the techniques of bush flying, water

landing, docking, etc, and we stress the use of a checklist when flying in the bush. There are no second chances when you are over 500 miles away from the nearest person. We help facilitate a safe and fantastic trip for our customer pilots, their spouses and/or guests. We pump the gas, carry the bags, set up and tear down the camps. We clean and cook the fish, and we even help drink the beer!

September 8, 2011, a few weeks after returning from this great trip, I was back into the hustle and bustle of my regular work routine. I was scheduled to be the keynote speaker for a Barron County, Wisconsin group of community leaders at their annual meeting at a resort on a small lake in northern Wisconsin. My presentation was to be about business planning, using an analogy about what planning a big seaplane adventure trip across the Arctic Circle has in common with planning a new business venture. It is a fun talk to give. Everyone gets a strong, easy to remember, motivational and organizational message, all delivered with fabulous photos and a strong, adventure flying analogy.

I was a little worried about flying in for this presentation, however. The lake was quite small and although I had flown over it, I had never landed or taken off there before.

As the date approached it looked like the weather would be okay. I had a much larger lake about 2 miles away as an alternate, but really wanted to splash in where I was speaking. I felt that flying in and out would really make an impression on my audience.

I only had on 1/2 fuel, had packed light and completed the preflight for my 180 hp Cub Crafters Super Cub on Wipline amphibious floats in the hangar the night before.

While packing the projector and a few other things I needed for my presentation, I was also entertaining a group of our sales people and their customers that night. (My hangar has a very well stocked bar and is often a social gathering place.)

The next morning as I arrived at the hangar, I was in the middle of a heated conversation on the phone. Since I was already preflighted, I felt I didn't need to worry about a thing. I got off the phone and jumped in the Cub, and in no time I was airborne.

It felt good to be back in the Cub after flying over 50 hours in the heavy 185. I know this Cub so well and it is so casual to fly. All I have to do is think about where I want the plane to go and it just goes there. I don't even realize I am

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moving the stick. After 12 years and 1200 hours, this Cub is like an old comfortable pair of tennis shoes. "Ahhh...nothing flies like a Cub!"

On takeoff I felt a little warmer than I expected to. As I climbed out and casually turned north, I took off my seat belt, my inflatable life jacket, and my coat. Feeling more comfortable, I put my seat belt back on and was thinking about the small lake I would be landing on in about 45 minutes.

With my GPS showing I was about 10 minutes ahead of schedule, I decided to make a practice, short lake landing on the next lake. The wind was 5 knots out of the southeast. Long Lake has a long hill that gives way to shallow lily pads on the north end. I thought, "if I can get down and stopped before that first dock on the left, then I should have no problem getting in or out of that little lake surrounded by tall trees where I am going." I carefully looked at the water and measured the lake from the north edge to the first dock from 1,000 feet AGL (above ground level) by comparing it to the nose and tip of my floats. Now I had a reference to measure against at the small lake prior to landing.

As I turned final for my practice landing on Long Lake, I was too high and fast. No problem... I threw the Cub into a familiar slip and dropped down to just above the lily pads. I was still a little fast as I crossed over the last of the lily pads

to the open water, but I thought, "No problem, I will easily be stopped well short of the first dock. Flying the Cub is so different than flying the 185. I will probably need one more practice landing to get slowed down properly."

As my floats touched the water I felt my shoulder harnesses suddenly get strangely tight! I have no recall of the plane violently flipping nose first onto its back, or of the windshield busting across the top of my head and the plane filling rapidly with water!



Having recovered from his mishap, Philip Mattison boats out to his damaged Cub to help tow it to shore.



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FLOATPLANE FLYING

The next thing I remember, everything is calm. I open my eyes and say to myself, "I am wet! I am under water! I have what's left of my breath to get out of here!!!"

My left hand automatically finds the seat belt, then I think DOOR FIRST!! The emergency egress training at the "Minnesota Seaplane Pilots Association Seminar" at Madden's Resort in Brainerd the first Saturday in May each year teaches to always, always, always find the door first, get it open, then remove the seatbelt once you know your way out. My right hand finds the door handle right where it is supposed to be. I feel the door open and grasp the edge. I don't even remember releasing the seat belt.

I come out between the float and the fuselage. The next thing I know, I was on top of the upside down fuselage waving my arms and hollering to a fishing boat for help.

As the boat comes near the plane, I pushed off and swim toward it. Then, I think "No life jacket... What am I doing! Can I swim? Am I hurt? Are my legs working?"

When I get to the boat, the older couple helps me up over the side and I am in. They hand me a fishing rag that I use to wipe the blood away from my head and eyes. Once we determine I am mostly okay, I ask to use their cell phone. The only number I can think of or remember is the one to my office. Everything else is on speed dial in my soaking wet phone. Because of my dependence on speed dial, and the shock state I was in, I can only remember my office 800 number. I get one of my staff on the phone and give her a list of people to call for help. She also had to call the resort where I was to be speaking and tell them I would not be there.

So what did I learn from this experience?

First off, I set myself up for this accident the night before. By preflighting the night before, I was able to get in the plane without thinking about flying the plane, or the systems of the

- **Run Up:**
- Gear lights
- Mixture Rich
- Primer Locked
- 1700 RPM
- Mag check
- Carb Heat
-
- **Take off:**
- Mixture Rich
- Flaps & Flight controls
- Area clear
- Rudder, up
- Trim
- Seat belts, Stick Back
-
- **Cruise:**
- Positive rate
- Gear up
- Flaps up
- Airspeed
- Mixture lean
-
- **Pre Landing:**
- Gas
- Undercarriage
- Mixture
- Prop
- Seatbelt
-
- **Landing pattern**
- 3 X
- Flaps
- Airspeed
- Gear, grass or water
- Seatbelt
-
- **Shut Down:**
- Mixture
- Master
- Mags



Philip Mattison's written checklist mounted in his Cub.

plane. I had simply not put myself in the state of mind to fly that morning.

Second, I had 'get-there-it is.' I was preoccupied worrying about that little lake I intended to land on.

Third, I had not used my written checklist! In fact, I frequently didn't use the written checklist in that little Cub. It was so casual and easy to fly; just check the mags, carb heat and go. I only used the common acronyms, GUMPS (Gas, Undercarriage, Mixture, Prop, Seatbelt) prior to landing, and CARS (Clear Area, Rudder, Stick) prior to a water take off. In this Cub, the gas is always on both, and the prop is fixed pitch. So I had not properly transitioned mentally from the straight float 185 to the amphibious Super Cub.

Fourth, and most importantly, I had not done any after takeoff checks. Then I got preoccupied taking off my jacket and I had simply forgotten to raise the gear. As a seaplane instructor, I have helped three other pilots get re-certified following a gear down lake landing. The situation is ALWAYS the same. Distracted at takeoff, followed by landing on a nearby lake!

Fifth, yes, I have a Wipline gear advisory system. I was too fast on final and only slowed down as I rounded out, just above the water. I heard the little voice begin in the headset just as I touched down, but it didn't register. The voice control is speed activated and I had failed to slow down enough in the pattern to hear it earlier.

Sixth, I now carry a small printed list of phone numbers in my wallet.

Back at the office my coworker made the calls to my friends at Surf Side: Brian Schanche of Adventure Seaplanes, and Bob Timm of Seaplane Services. She only had to call one guy from my home airport at Osceola, Wisconsin, Steve Mueller, who then called Dan Burch, Dan Thiel, Bob Poutre, and Chris McKenzie, all of whom dropped everything they

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were doing, left work and came to my rescue!

Brian and Bob flew in and landed on the lake. The others came with a gas fired air compressor, and six new truck inner tubes, and a boat. Bob from Roof Tech even pulled a boom truck off of a job site and had the operator standing by at the boat landing. Two locals lent the use of their pontoon boats. It took about three hours to get the plane floating upside down to the landing. Then Bob Timm attached the cable from the boom truck to the tail, and it was lifted very slowly and righted.

The wings were off in no time. We pulled the plane out using a borrowed pontoon boat trailer. Because of Bob's unhurried approach, his experience and knowledge of the airframe, the plane suffered no additional damage from the



A crane helps to right-side Philip Mattison's Cub Crafters Super Cub after he flipped over on Long Lake in Barron County, Wisconsin, when he left the wheels in the down position on his amphibious floats.

recovery process. With the help of everyone, by 10:00 o'clock that night, the engine was dried out and we had it running again. The avionics were in a vat of isopropyl alcohol, displacing the water; my headache was subsiding; our wives had shown up with food; and sometimes you learn that the best and worst day of your life can be the same day.

As I have thought about this accident almost daily for the last few years, I have a few thoughts to share:

If you ever find yourself in this situation, call Bob Timm to do the recovery,

even if you have to fly him in from a long ways away.

Most importantly, I have a written checklist attached to the frame of my airplane in plain sight and use it! My "pre-landing" checklist is as follows:

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1. Downwind: Flaps, Airspeed (my target is 70 mph), Gear (Blue for Water, Green for Grass), Seatbelts.

2. Base: Flaps, Airspeed (60 mph), Gear, Seatbelts.

3. Final: Flaps, Airspeed (50 mph), Gear, Seatbelts.

To coincide with my pre-landing checklist, I created an acronym that is built into my written checklist and etched into my brain. I suggest you create an acronym that works for you!

Following the accident, I squared up with the FAA and the insurance company. Then I sold the wreckage and purchased a different Cub. The Cub I bought is an experimental Back Country Cub. It is quite distinctive with its black nose and flame pattern down the side. It did not have a gear advisory system installed, so Seaplane Services installed one for me.



Philip Mattison's "new" Back Country Cub, made of carbon fiber.

The experimental advisory system has one unique feature that my Wipline system was lacking. On departure, if

you don't raise the gear within 60 seconds, you get an urgent sounding voice commanding **RAISE GEAR, RAISE GEAR!!!**

I think all the certified amphibious float systems should have this feature as well.

For some reason this newer, wide body, cool-looking carbon fiber Back Country Super Cub just doesn't feel as casual or as fun to fly as my old Cub.

A year later, despite the Barron County community leaders suggestion that I drive over, my hand seemed to get unusually tight around the stick as I finally

landed on that small lake.

Strangely, the presentation they got had a different flavor from the one I would have given a year earlier! ☐

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The Lakes That Launched Thousands of Seaplanes



A replica of "The Lark of Duluth" was built to commemorate 100 years of the flying boat in Minnesota. *Duluth Aviation Institute Photo*

by Rachel Obermoller
Aviation Representative
MnDOT Office of Aeronautics



It should come as no surprise to pilots that the "Land of 10,000 Lakes" played a pivotal role in the early days of seaplane flying. The diversity of Minnesota's lakes and the pristine beauty that surrounds some, the access to urban centers afforded by others, and the freedom that a runway made entirely of water provides, sets Minnesota apart from many other states. The seaplane community and seaplane bases that exist in Minnesota evolved from years of necessity as seaplanes were used to reach otherwise inaccessible areas, transport people and goods routinely and during emergencies, and provided recreational and business opportunities for pilots and their passengers.

The role that seaplanes played in Minnesota during the early years of aviation surprises many people. With few seaplanes working in the state out of necessity today, many seaplane pilots exercise the privileges of their certificates for recreational purposes. Commercial seaplane flying is more closely identified today with Canadian fishing lodges, Alaskan bush pilots serving remote communities, and sightseeing tour operators. It is easy to picture using a seaplane to drop into a remote lake for a little fishing, pop into a seaplane base for some fuel and hangar flying, or stop in at a restaurant or resort for a bite to eat. Yet in the past 100 years, many seaplanes were

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also working planes and pioneered some of the earliest aerial firefighting techniques, delivered passengers and supplies to remote camps, rescued outdoorsmen from the vast Minnesota wilderness, and helped the early game wardens enforce laws and protect and monitor Minnesota's natural resources. Today, some of these activities are still heavily supported by seaplanes, and others have slowly faded away as other forms of transportation have improved, but the work of these pilots and planes has left a lasting impact.

Duluth, Minnesota Birthplace of Commercial Flying Boat Service

Most pilots in Minnesota and the Upper Midwest know about "Duluth Sky Harbor Airport." Located on a spit of land in the Duluth Harbor, a few miles from Canal Park and adjacent to beautiful sandy beaches, it is unique in terms of its geography, but also its history.

In 1913, an entrepreneur named Julius Barnes purchased a flying boat and brought it to Duluth. Based at the Duluth Boat Club, this aircraft, known as "The Lark of Duluth," was propelled



Duluth Sky Harbor, one of Minnesota's historic seaplane bases. *Duluth Aviation Institute Photo*

by an engine and pusher prop located behind the cockpit and had a top speed of 64 miles per hour. This Benoist flying boat was the center of attention at six weekend festivals throughout the summer of 1913 and provided sightseeing flights to festival attendees.

That winter, the aircraft was transported by rail to St. Petersburg, Florida and on January 1, 1914, commercial service commenced between St. Petersburg and Tampa. The first service of its kind, *The Lark of Duluth* returned to Duluth in the summer of 1914 for another festival. Eventually, a seaplane base and then airport would be established on Park Point, which is now known as Duluth Sky Harbor Airport.

While the aircraft, which typically frequent this airport, have improved in performance and technology since this first flying boat to grace Duluth Harbor, when you visit you can see one of the oldest seaplane bases in Minnesota and a ramp and dock which have served many pilots over the years.

In 2013, the Duluth Aviation Institute hosted the Lark O' the Lake Festival to commemorate the 100th anniversary of the first festivals, with a variety of activities for both youth and adults. The main excitement centered on a replica of *The Lark of Duluth* flying boat. Their website www.duluthaviationinstitute.org has photos, history, and other information about the organization's activities, as well as the history of aviation in the Duluth region.

Pilots Who Left Their Mark

Minnesota was not only home to historic aircraft, but also to seaplane pilots who influenced the course of aviation in the state. Most pilots have heard the adage, "There are old pilots, and there are bold pilots, but there are no old and bold pilots" by the time they finish their primary training, and for the most part this rings true. The hangar flying

stories of many of the pilots who left lasting impacts on the seaplane community, are filled with examples of calculated risk and ingenuity at a time when aircraft performance, especially on floats, left pilots wanting more.

The late Gordy Newstrom, known for his impact in the seaplane community, as well as founding Mesaba Airlines, told an interviewer about some of the flying he did, which resulted in lessons he hoped to never repeat.

"I get to telling the students we have now some of the things that I did, but I kind of emphasize that maybe only by the grace of God, I survived some of those darn fool things I did years ago and maybe I was just lucky, see. I don't have ego enough to think it was my flying ability that saved me on some of the fool things I did...and they weren't anything too bad, as far as that goes, but I know this is true of all the rest of those pilots, too" (Gordy Newstrom, in an Air Museum of Minnesota interview).

He wasn't alone in learning these lessons, and like any good hangar flying story, there's a moral of the story, which everyone should learn from. These early seaplane pilots learned from one another, but also knew the flying they did came with risks. Some pilots instructed, carried passengers and supplies, and served remote communities, settlements, and lodges. Others worked to support the conservation efforts of Minnesota's early game wardens.

In a 1965 interview with the Air



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Museum of Minnesota, Francis Johnson, Chief Game Warden of the Minnesota Department of Conservation, recounted the role these aviators played in helping to protect and preserve Minnesota's natural resources. He describes using seaplanes to catch poachers and illegal hunters, monitor backcountry areas, and make best use of the wardens on the ground by keeping eyes in the air. Minnesota would come to pioneer aerial firefighting techniques on numerous types of aircraft, and to this day, the Minnesota Department of Natural Resources employs many types of equipment, from flying boats and floated aircraft, to helicopters and airborne spotters during the fire season, as well as the remainder of the year doing other tasks.

Numerous other pilots worked throughout the state, and performed tasks as mundane as delivering the mail, but each played a role in the development of aviation in Minnesota. The Minnesota Historical Society has several interviews archived from the Air Museum of Minnesota Oral History Project, and many of these – as well as photographs and maps – can be found searching the digital archives online or by visiting the library. The book *Bush Pilots: Legends of the Old & Bold* by Bob Cary and Jack Hautala (2003, Adventure Publications), also contains stories of some of Minnesota's most legendary, infamous, or recognized pilots.

Where Have All The Seaplane Bases Gone?

Given the abundance of water in Minnesota and the important role seaplanes have played in Minnesota's history, one would expect to find numerous seaplane bases scattered throughout the state. Yet, the 2014 Minnesota Airport Directory and Travel Guide only lists 15 public seaplane bases, which begs the question, where have they all gone?

While many other private seaplane bases exist throughout the state, many public seaplane bases arose from the necessity for services and facilities for these aircraft.

One aspect, which has certainly impacted the need for seaplane bases, is the emergence of amphibious floats and boats. As the ability to reach paved runways improved, the need for water-based facilities decreased. The amount of work done by seaplanes in the state has also decreased due to

improvements in other forms of transportation.

Some historic bases still remain open to the public, such as Duluth Sky Harbor, some have closed, and some have become private bases, but are still in operation. One such base, which is still in existence, but no longer a public base, is Shagawa Lake near Ely. Once the largest seaplane base in the world, it is currently the only U.S. Forest Service Seaplane Base outside of Alaska and is home to several U.S. Forest Service seaplanes, which do all manner of conservation work, including aerial firefighting. You can find out more about the work these pilots and aircraft still do in the YouTube video by Dave Quam called "U.S. Forest Service Seaplane Base in Ely, MN."

Minnesota's Seaplane Legacy Continues

While seaplanes may no longer be necessary means of transportation in Minnesota, the legacy remains and continues to this day.

Minnesota is home to one of the most recognized names in floats and seaplane maintenance in the world, as well as numerous other maintenance providers and facilities. Minnesota has also produced pilots, which have gone on to fly seaplanes everywhere from the Alaskan bush to island vacation destinations, and remains a stone's throw away from Canadian fly-in lodges and camps. Seaplane pilots throughout the United States and the rest of the world envy our access to seaplane bases and the ability to land on many of the lakes throughout our state. Some seaplanes remain working planes in Minnesota, providing vital fire protection to our natural resources, training new pilots to fly, and transporting people, both for sightseeing, and also into the wilderness to experience the region's natural beauty.

Even those who fly recreationally have stories to tell about the places they have been, renowned pilots they have known and learned from, and the amazing things one can do with a seaplane. It's like the old joke goes: "How do you know when you've met a seaplane pilot? They will tell you." But that's not necessarily a bad thing. Ask them – they are sure to have lots of great stories to tell and are part of a long lineage of Minnesota seaplane pilots with a rich history. □



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Des Moines Flying Service's Dee Price

DES MOINES, IOWA – Dolores J. “Dee” Price, 82, of Des Moines Flying Service, passed away unexpectedly at her home on March 3, 2014.

Price was born in Waukegan, Illinois; graduated from Osceola High School, Osceola, Iowa; and attended AIB College. She retired from Des Moines Flying Service, Inc. and Hondajet Midwest as Vice President, Sales Administration, on December 31, 2011, after nearly 50 years of service.

In the summer of 1962, Price had the opportunity to take a demonstration flight in a Piper Cherokee 160 with flight instructor, Willis Faux, at Des Moines Flying Service. “Willis had the ability to make you feel that you were actually flying the airplane during the demo, and I was bitten by the ‘flying bug,’” said Price. Price soon started taking flying lessons, flying mostly in the Piper Colt (PA-22-108) and the Piper Tri-Pacer (PA-22-150), after she got off work at the Iowa Independent Telephone Association.

After about two weeks of flying lessons, a position opened up at Des Moines Flying Service working the front desk, and directly with the owner, Howard Gregory. She applied and did not get the job, at least right away. At the time, Gregory was on one of



Dee Price with her boss and friend, Howard Gregory of Des Moines Flying Service and Hondajet Midwest. *Dave Weiman Photo*

his trans-Atlantic flights to Europe, delivering an Aztec. When he returned from the trip, he found that no one had been hired to fill the position, and Price was called at home one evening and asked to again come in for an interview. “The interview was rather unforgettable,” said Price. Gregory asked Price if she could type, and she could, but he insisted on her taking a typing test. She passed and started working at Des Moines Flying Service the day after Labor Day on

September 4, 1962. At the end of Price’s first day on the job, she went flying in one of the company’s Tri-Pacers, and soloed for the first time.

As time went on, Price became more involved in the company, helping Howard Gregory with the record-keeping on airplanes ordered, writing letters, and making phone calls to their dealers. DMFS was a Piper distributor at that time, and had more than 20 dealers and flight centers.

As the company grew, Price grew with it. In 1974, DMFS became a Piper Cheyenne sales center and Price got very involved in every aspect of aircraft sales. In 1997, DMFS became a Pilatus dealer and Price’s duties were much the same as with the Cheyenne. In 2008, DMFS became a HondaJet dealer and established “HondaJet Midwest,” covering 10 Midwestern states. Price continued in her role in sales administration for the Hondajet as well, and was looking forward to the company’s first delivery scheduled for 2015.

Price is survived by her children, Dr. Steven (Jan) Price, and Sue Price; sisters, Carol Palmer and Deletha Gabrielson; three grandchildren; and six great grandchildren. She was preceded in death by the father of her children, Robert K. Price. □

Industry Mourns Death of Industry Leader

Washington, D.C. – Officials with the National Association of State Aviation

Officials (NASAO) have announced that its president and CEO for the past

18 years, Henry Michael Ogradzinski, 65, passed away, January 22, 2014, following a two-year battle with cancer.

“Over the past 18 years, Henry led our organization with tremendous passion towards aviation and sincere concern for all NASAO members, friends, and aviation industry stakeholders,” said Christopher Willenborg, Chairman of NASAO and Director of Aeronautics for the State of Massachusetts. “His strong leadership qualities, extensive experience in the aviation industry, and ability to effectively communicate on Capitol Hill made him one of the most recognized and respected spokespersons regarding aviation-related matters, nationally.”

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Ogrodzinski assumed the leadership of NASAO in 1996. The organization represents state government aviation agencies, serving the public interest, in all 50 states, Guam and Puerto Rico.

Prior to NASAO, Ogrodzinski held a number of other senior management positions in different sectors of the aviation community.

Ogrodzinski began his career at the Delco Electronics Division of General Motors in Milwaukee, Wis., where he was responsible for all communications and training programs. Delco Electronics manufactured navigation and flight-management systems for commercial, military and space applications.

Ogrodzinski left Delco to become the Director of Policy and Planning for the Experimental Aircraft Association (EAA) in Oshkosh, Wisconsin. In this role, he was often asked to provide expert testimony before Congress on a wide variety of aviation issues. He also served as EAA Director of Corporate Communications. In this role, he managed all public and media relations for the world's largest aviation event and served on the editorial board of EAA's five magazines. Ogrodzinski played an integral part in the growth of EAA, its museum and its annual convention throughout the 1980s, and in doing so, worked side-by-side with EAA Founder & President Paul Poberezny, and his son and successor, Tom Poberezny.

Based upon his aviation and government affairs experience, Ogrodzinski was recruited by the General Aviation Manufacturers Association (GAMA) to lead its communications programs. While with GAMA, he produced several publications and multi-media presentations, demonstrating the importance of General Aviation to elected officials and others. He also managed the activities of the industry-wide GAMA Public Affairs Committee. He became well known as a leading



(L/R) Larry Taborsky, former Director of the North Dakota Aeronautics Commission; Henry Ogrodzinski, President and CEO of the National Association of State Aviation Officials (NASAO); and David Greene, Director of the Wisconsin Bureau of Aeronautics at EAA AirVenture Oshkosh 2011, Oshkosh, Wis.

Dave Weiman Photo

aviation advocate and spokesman for his work in focusing the media spotlight on the product liability crisis, which was devastating the industry at the time.

Recognizing Ogrodzinski's talent in communications, Gulfstream Aerospace Corporation recruited him to consolidate its worldwide public affairs, exhibitions, and advertising efforts. Ogrodzinski bore the ultimate responsibility for planning and executing the highly successful domestic and international introductions of the G-IVSP and G-V business jets. Gulfstream named Ogrodzinski Vice President of Marketing and Communications and made him a corporate officer.

Ogrodzinski left Gulfstream to become the first president and CEO

of the then 20-year-old United States Air & Trade Show in Dayton, Ohio. There, he rescued the troubled and financially beleaguered organization by producing the largest and most successful events in its history. In recognition of his contributions to the show and the air show entertainment industry, Ogrodzinski was featured on the cover of the industry's leading magazine at the time, standing at the entrance gates to the show.

Henry Ogrodzinski was a veteran of the U.S. Army and an honors graduate of the University of Wisconsin at Milwaukee, with a Bachelor

of Arts Degree in Journalism – Mass Communication. He is a member of many aviation organizations and the recipient of numerous military and civilian awards.

Ogrodzinski was often quoted by the news media as a "perceptive observer" of the aviation industry. He also served on a number of government and industry panels and boards, including the U.S. Aviation Security Advisory Committee Working Group On General Aviation (Co-Chairman), Board of Nominations of the National Aviation Hall of Fame, Collier and Brewer Trophy Selection Committees, Alliance For Aviation Across America, Aero Club of Washington, and National Aeronautic Association (NAA).

CONTINUED ON PAGE 55



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Wisconsin Isn't A 'Flyover' State When It Comes To The Aerospace Industry

by Tom Still

At first thought, the move of Kestrel Aircraft Corp. to Superior, Wis., may strike some skeptics as a curious landing strip for a company in the business of making small passenger planes. But Wisconsin has more air and space credibility than meets the eye.

While more than 60 percent of the nation's aerospace jobs are clustered in six states – Washington, California, Texas, Kansas, Connecticut and Arizona – Wisconsin can stake claim to a small but growing aerospace industry.

Those assets range from university-

based space research in Madison, to the world-renowned AirVenture in Oshkosh, to commercial manufacturers such as Gulfstream, a General Dynamics subsidiary with a plant in Appleton.

The newest addition to Wisconsin's aerospace cluster is Kestrel, which



Kestrel Turboprop

moved its headquarters and production

from Brunswick, Maine, to Superior. The company already has engineering and design offices just across the border in Duluth, Minn. Gov. Scott Walker and other state and local officials announced in January 2012 that Kestrel, lured by a mix of tax credits and loans, will create 600 jobs by 2016

through production of single-engine turboprop planes that seat six to eight passengers.

If Kestrel's projections are correct, it will gradually boost Wisconsin aerospace exports that totaled \$245.6 million in 2010, according to the state Department of Revenue. That \$245.6 million represented 13.8 percent of all exports in the transportation equipment

category, which was Wisconsin's third-

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largest export sector in 2010.

While there are no Boeing or Bombardier assembly plants in Wisconsin, there are many Wisconsin-based suppliers of those major aerospace companies and more. In fact, some 140 suppliers in Wisconsin work with Boeing. DeltaHawk Engines has a plant in Racine and Morgan Aircraft has announced plans to build a production facility in Sheboygan.

Wisconsin is also the location for one of the world's largest air shows, EAA AirVenture, which attracts about 500,000 people from 60 nations each summer to Wittman Regional Airport in Oshkosh, home to the Experimental Aircraft Association.

The state's aerospace research base has global credentials. The UW-Madison Cooperative Institute for Meteorological Satellite Studies is the leading source of satellite weather data in the world. The National Oceanic and Atmospheric Administration recently renewed a \$60 million contract with the institute.

UW-Madison is also home to the Ice Cube Project. Completed in late 2010 at the South Pole, Ice Cube is the world's largest neutrino observatory. It was built at a cost of \$271 million over 10 years to find extremely high-energy neutrinos – tiny subatomic particles – originating from supernova explosions, gamma-ray bursts and black holes. Scientists believe it will greatly expand knowledge of astrophysics and “dark matter.”

The UW-Madison College of Engineering has longstanding ties at NASA and in space exploration, including its Wisconsin Center for Space Automation and Robotics and its work around development of Helium-3 energy technologies. The campus also has a Space Science and Engineering Center, as well as a highly-rated astronomy department.

Researchers at UW-Stout have worked on the design and manufacture of functional clothing that has aerospace applications; researchers at UW-Oshkosh have developed a propellant for rocket fuels to increase

the speed and efficiency of the fuel's burn; researchers at UW-Platteville and Oshkosh have developed nano-materials that can help with conductivity and weight issues; and researchers at UW-Milwaukee are engaged in work around composites, sensors, gravitational-wave physics and more.

A successful private contractor with NASA is Orbital Technologies Corp., Madison, which was awarded more than \$150 million in grants and contracts in its first 20 years. It's a prime example of R&D yielding products and jobs.

Kestrel Aircraft Corp. need not feel like Charles Lindbergh on the first successful trans-Atlantic flight in 1927. The company is not flying solo in a state that knows its way around the air and space industry.

EDITOR'S NOTE: Tom Still is president of the Wisconsin Technology Council. He is the former associate editor of the Wisconsin State Journal in Madison, Wisconsin. In addition to the manufacturers mentioned in the article, American Champion Aircraft is located in Rochester, Wis.; and the parts manufacturer and supplier, Rapco, Inc., is located in Hartland, Wis. There are also more than 100 fixed base operators; aircraft maintenance facilities and flight schools throughout the state, and aviation degree programs at Fox Valley Technical College in Appleton, UW-Oshkosh and Milwaukee Area Technical College with campuses in Milwaukee, Mequon, Oak Creek, and West Allis. □

Meet Dan Brugman...

*Airport Development Engineer
WisDOT Bureau of Aeronautics*

Dan Brugman joined the Wisconsin Department of Transportation's Bureau of Aeronautics in March 2013.

As an airport development engineer, Dan is responsible for managing projects at 11 airports around Wisconsin – the largest being Central Wisconsin Airport in Mosinee. His duties include helping airports develop a realistic and achievable capital improvement plan; contracting with consultants for planning, design and construction engineering services; conducting plan reviews; and working as a liaison between local sponsors and state and federal agencies.

Dan is originally from the Upper Peninsula of Michigan and earned a bachelor's degree in civil engineering in 2012 from Michigan Technological University, Houghton, Michigan. In his free time, Dan enjoys biking, traveling and numerous outdoor activities. □



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Air Shows, Fly-Ins & Other Events At Your Local Airport

by Hal Davis

WisDOT Bureau of Aeronautics

Hosting an air show or fly-in can provide a tremendous benefit to the airport and its users.

These types of events give local pilots and aviation enthusiasts the opportunity to socialize and display both their aircraft and, in some cases, their flying skills. Air shows and fly-ins can also be a source of entertainment for the community, generating goodwill and perhaps even compelling some people to pursue aviation as a hobby or career. From a financial standpoint, air shows and fly-ins provide an opportunity for the airport to earn some needed revenue for its operating budget and move one step closer toward financial self-sustainability.

However, be aware that airport events often require coordination with the Wisconsin Bureau of Aeronautics (BOA) and the Federal Aviation Administration (FAA).

For example, events with an aerial demonstration component will likely require a Certificate of Waiver or Authorization (FAA Form 7711-1) issued by the appropriate FAA Flight Standards District Office (FSDO). Specifically, a waiver is required whenever proposed activities will violate any Federal Aviation Regulation (FAR). Common examples include:

- FAR § 91.117 Aircraft Speed
- FAR § 91.119 Minimum Safe Altitude
- FAR § 91.126-131 Airports/Airspace Operations
- FAR § 91.155 VFR Weather Minimums
- FAR § 91.303 Aerobatic Flight

FAR Part 77, which addresses airspace safety, requires a separate FAA Form (7460-1) to be filed for any on-airport alterations. This requirement includes the temporary



Hal Davis



U.S. Navy Blue Angels

placement of supporting event facilities and equipment such as bleachers, portable toilets and trailers.

It's also highly recommended that any airport hosting air shows or fly-ins should develop a ground operations plan which describes safety and security measures, parking, traffic management, trash collection, etc. Airport events should be coordinated with local law enforcement, fire department, and emergency medical services. Similarly, it's always a good idea to communicate with airport users and airport neighbors so neither group is surprised by an event.

Airports may also be approached by groups interested in hosting a non-aeronautical event at the airport. Examples of non-aeronautical events might include car shows and races, trade shows, concerts, and community picnics. These types of events require approval from BOA whenever airport property is to be used for a non-aeronautical purpose. This requirement applies to all types of non-aeronautical activities, regardless of the duration or location on the airport. Even if the event will not result in the full or partial closure of the airport, BOA approval is still required.

If you are thinking of hosting an airport event, contact me at (608) 267-2142 or howard.davis@dot.wi.gov. I'd be happy to answer your questions and make sure the appropriate notifications and approvals are received. □

IFR-VFR Safety Seminar At Volk Field

CAMP DOUGLAS, WIS. – The next WisDOT IFR-VFR Safety Seminar is scheduled for May 17th at Volk Field ANGB in Camp Douglas, Wis., and will be held in

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conjunction with the base open house. If you have not attended this seminar, you'll find it an interesting mix of safety presentations.

There are two tracks where a variety of speakers will be presenting safety information on VFR flying in one room and

in another room, there will be sessions on IFR flying. FAA Wings credit will be available.

Pilots will be able to fly in to Volk Field (VOK) with prior permission, but will be required to pre-register to obtain an arrival slot at <http://www.mysignup.com/volkfield>.

Pilots will notice an improvement in the availability of time slots and spacing between arrivals from the 2012 open house.

Arrival slots are available between 8:30 a.m. and 12:00 noon.

There will be a pancake breakfast in hangar 504 until 10 a.m. The seminars begin at 10 a.m. and will continue into the afternoon. There will be no static displays or aerial demonstrations as in past years.

For additional information call Volk Field at 800-972-8673.



2014 Aviation Art Contest Results

Getting young people interested in pursuing careers in aeronautics, science and engineering, while spreading the message about the importance of aviation, helps ensure the vitality of the industry for decades to come. As part of this effort, the Wisconsin Bureau of Aeronautics sponsored its annual statewide poster design competition as part of the International Aviation Art Contest for youth of all ages.



Placing first in the Junior Category was a painting of a medical helicopter by Seth Carlson of Oshkosh, Wis.

This year's theme was "flying saves lives." Nine young people from around the state won top honors in this year's contest. The top three entries, in three different age groups, now advance to the National Aviation Art Contest for judging in Washington, D.C.



Placing first in the Intermediate Category was a painting of a fire bomber by Emma Andersen of Sheboygan, Wis.

The 2014 winners were:

Junior Category (ages 6 to 9)

- First place: Seth Carlson, Oshkosh
- Second place: Lydia Moffitt, Winneconne
- Third place: Harry Schneider, Plymouth

Intermediate Category (ages 10 to 13)

- First place: Emma Andersen, Sheboygan
- Second place: Edie Redwine, Milwaukee
- Third place: Erika Pulukchu, DePere

Senior Category (ages 14 to 17)

- First place: Tracy Van Meter, Nekoosa
- Second place: Maddy Van DeHey, DePere
- Third place: Lauryn Wiorek, Hales Corners

First place winners had the option of selecting a \$100 art supply gift certificate or an airplane ride for two as their prize. Second and third place winners receive a \$75 and \$50 art supply gift certificate, respectively.

The Wisconsin winning works of art will be judged with entries from

across the country in the three age groups. The first, second and third place national winners in each age group will receive a certificate, ribbon and framed reproduction of their artwork. In addition, they will advance to the international competition for worldwide judging in Switzerland.

To see all the winning posters visit WisDOT's website www.dot.wisconsin.gov/travel/air/art14.htm.



Placing first in the Senior Category was a painting of a medical helicopter in combat by Tracy Van Meter of Nekoosa, Wis.



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

Mail Stop 410 • 222 East Plato Boulevard • St. Paul, MN 55107-1618

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

Travel Safety Is No Accident!

by Cassandra Isackson

Spring is within sight and I am confident most of us can hardly wait for its arrival.

The best part about spring is the renewal of so many great things. One of those things is the opportunity for pilots who don't fly during the winter, to get back in the air.

Spring is also the beginning of construction season on the roads, as well as at the airports. I urge everyone to drive with caution and remember to slow down when passing through construction zones along our many miles of highways. Along with that I urge pilots to also be very cautious at airports you visit. They too may have construction or repair projects in



Cassandra Isackson

progress.

Also be mindful of your use of power when maneuvering your aircraft through or near working sites. Too much power can cause rocks and other potentially harmful debris to be blown about and cause injury to personnel and property.

This is also the season when volatile weather conditions can pop up quickly. Be sure to get a good weather briefing before you take off and if you stop somewhere in state, check the current weather on one of our more than 100 dedicated weather computer systems located at airports around the state.

There are some important aviation events coming up soon, such as the MCOA Airports Conference, April 16-18, 2014, and Minnesota Seaplane Pilots Safety Seminar, May 2-4, 2014. For additional information go to: <http://www.dot.state.mn.us/aero/events.html>, and click on the event links of your choice.

When you are preparing to drive

to the airport (...or anywhere), take advantage of MnDOT's real-time road travel information. Go to: <http://www.511mn.org/>. You can get continual updates about weather-related road conditions, road work, commercial vehicle restrictions, road closures and other travel information via the phone or Internet. It is a statewide service that provides information on the interstates, U.S. routes and state highways, but *does not* include county roads or city streets. 511 is a public service of the Minnesota Department of Transportation.



Please always make safety your number one priority on the ground, as well as in the air. □

Become An ACE...

Every summer for the past 22 years, students from around the state of Minnesota have had an opportunity to attend a fabulous summer program called ACE (Aviation Career Education) Camp. This unique camp held each June and July, opens doors to students that many people – even people in the industry – have not walked through. It is nearly seven (7) very full days of total immersion in all-things aviation!

54 APRIL/MAY 2014 MIDWEST FLYER MAGAZINE

The ACE camps for 2014 will be held June 22-28 and July 20-26. Each camp will accommodate a maximum of 30 students. Students must be entering 10-12th grade in the 2014-2015 school year. While students from outside Minnesota may be accepted on a space available condition, Minnesota students have a priority in registering.

The cost for the camp is \$575.00 per student. Students from outside Minnesota pay tuition of \$675.00. There is a \$50.00 application fee for all students that is subtracted from

the total amount due from accepted students. There are also a limited number of partial and full scholarships available to students demonstrating financial need.

ACE camp attendees will get to experience first-hand a number of aviation career fields ranging from pilot to mechanic, to airport manager, and many more. All students will participate in orientation flights in single-engine General Aviation aircraft, gliders, and helicopters, under the supervision of certificated flight instructors. Students

will also receive a tour especially designed for ACE by aviation industry companies, aviation government agencies like the FAA, TSA and more. They will also receive hands-on experience learning the basics of flight and building hot-air balloons.

Students will also tour aviation museums around Minnesota. There, they will have opportunities to learn about the unique history of aviation, the aircraft, and the many men and women whose work and sacrifices have made aviation the best and safest way to travel across the country, or around the world.

The breadth and depth of the aviation experience through ACE Camp is tremendous and is an opportunity that can only happen through programs like this. The partnerships between the ACE team members, which is made up of Federal Aviation Administration and Minnesota Department of Transportation Office of Aeronautics personnel, continues to grow and steadfastly supports this amazing program for students. Together with aviation professionals, they open doors to the students to show the many facets and unique careers in aviation.

When the students arrive, they arrive as individuals. When the students



A group of students enjoying the Aviation Career Education (ACE) Camp with the B-25 Mitchell Bomber "Miss Mitchell," which is based at South St. Paul Municipal Airport - Fleming Field, South St. Paul, Minnesota.

graduate a mere seven days later, they graduate as focused, motivated young adults, who are now team players and who have made lifelong friends and contacts through ACE Camp. Their investment in this one very special week gives them the opportunity to choose a career path that touches their passion, enhances their skills, and sets their course for a bright and productive future.

For additional ACE information, go to www.mnacecamp.org

"The fascination of flight can't be expressed with words. But it really lies beyond the capabilities of human endeavor. Once you've experienced it, you'll never be able to forget it."

— Friedrich Oblessor

HENRY OGRODZINSKI FROM PAGE 48

In 2012, Ogrodzinski received NAA's "Distinguished Statesman of Aviation Award," and the "Career Contribution In Aviation Award" by the Texas Department of Transportation. In 2013, he received the "Lifetime Achievement Award" from the New York Aviation Management Association.

"Henry had talent – a gift, really – that spun friendships throughout aviation in Washington, Oshkosh and around the nation," said Drew Steketee, a close friend who held top communications positions at other manufacturers, trade groups and at the Aircraft Owners & Pilots Association (AOPA) during Ogrodzinski's career.

Shortly after learning of

Ogrodzinski's terminal cancer diagnosis in 2012, Steketee celebrated Ogrodzinski in a widely circulated op-ed about their friendship, reminiscing about their shared experiences in the industry and the people they had worked with and for. Steketee's GENERAL AVIATION NEWS column, "My Dinner with Henry," lauded Ogrodzinski's rise beyond PR and media relations to the thick-and-thin of Washington: the lobbying, testifying on The Hill and marching onto many a banquet dais with other association presidents.

"Henry was GREAT with people and soldiered on as president of NASAO despite his illness, keeping those 50 state officials happy and involved," said Steketee. "Henry

especially treasured EAA and family-close connections with Paul Poberezny and his wife, Audrey, who had recently confirmed to him, 'Henry, you're one of us.'"

Ogrodzinski is survived by his wife of 21 years, Ellen Barrett; his brother, Zenith of Apollo Beach, Florida; his sister, Gloria Jenders of Oak Creek, Wisconsin; six nieces; three nephews, and thousands of friends and admirers.

A memorial service was held January 28, 2014 in Washington, DC, and a special tribute luncheon will be held on May 14, 2014 at the Crystal Gateway Marriott, Crystal City, Virginia. For details, contact Bridgette Bailey at the National Association of State Aviation Officials (NASAO): **703-417-1883** (www.nasao.org).

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
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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.

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
- 12* RUSHFORD (55Y), MINN. - Many different kinds of chili to choose from 10am-2pm.
- 16-18 BEMIDJI, MINN. - Minnesota Airports Conference at the Sanford Center. www.mnairports.org. Contact Judy Meyers at 651-234-7232, 1-800-657-3922 or judy.meyers@state.mn.us
- 19* CROOKSTON (CKN), MINN. - Breakfast 9am-Noon & Young Eagles Rally 11am-3pm. 320-760-7175.
- 19* LEE'S SUMMIT (LXT), Mo. - Breakfast & Young Eagles 8:30-Noon.

- 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
- 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/
- 26 SAN MARCOS (HYI), TEXAS - AOPA Regional Fly-In. 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

- 1-30* WAUSAU (AUW), Wis. - Landings For Lunch. Held Daily Monday-Friday 5:30-6:30pm. Saturday & Sunday 10:30-11:30am During the Month of MAY 2014. Winner of the Week & Winner of the Month Prizes. For additional information call or email John Chmiel 715-845-3400 / taldraggerflyer@yahoo.com. www.flywausau.com
- 2* COLUMBUS (OSU), OHIO - A class to help master essential weight & balance and performance equations. FAA Wings credit. www.osuairport.org
- 2-4 BRAINERD, MINN. - Minnesota Seaplane Pilots Association's Annual Safety Seminar. At Madden's on Gull Lake. Reservations call 218-829-2811. Other questions contact Mary Alverson 612-240-0123 or m.alverson@hotmail.com or www.mnseaplanes.com.
- 3* BROOKINGS (BKX), S.D. - Pancake & sausage breakfast 8am-Noon.
- 3* ABILENE (K78), KAN. - Breakfast & sausage. 7am-1pm. 785-263-3970
- 4* ROCKFORD (1C8), ILL. - Pancake, egg & sausage breakfast 7am-Noon.
- 5-7 WAUSAU-ROTHSCHILD, Wis. - Wisconsin Aviation Conference at Patriot Center. www.wiama.org
- 10* HARTFORD (HXF), Wis. - Brat Fry-In and

Spot Landing Contest 11am-4pm. www.cubair.net

- 11* POPLAR (C77), ILL. - Pancake, egg & sausage breakfast 7am-Noon.
- 13-14 COLLINSVILLE, ILL. - Illinois Aviation Conference at the Doubletree Hotel.
- 14 COLLINSVILLE, 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 Airpark 7-11am. Rain date 18th.
- 17 GRAND RAPIDS (GPZ), MINN. - Pancake Breakfast 8am-Noon. 217-348-4424.
- 17* TEA (Y14), S.D. - Wings & Wheels plus pancake, eggs & sausage breakfast. 8-10:30am.
- 17* LEE'S SUMMIT (LXT), Mo. - Pancake Breakfast 8:30am-Noon.
- 18 BRODHEAD (C37), Wis. - Pancake Breakfast 7am-Noon. www.eaa431.org.
- 24* HARTFORD (HXF), Wis. - Brat Fry-In & Golf Ball Drop 11am-5pm. www.cubair.net
- 25* LAKE CITY (Y91), MICH. - Dawn Patrol at NW corner of airport in big hangar. Pancakes, ham, eggs, coffee, juice and 1 homemade donut. 248-496-7132.
- 25* NEW PHILADELPHIA (PHD), OHIO - Pancake, eggs & sausage breakfast 7:30am-2pm at Harry Clever Field.
- 31* SCOTTSBLUFF (BFF), NEB. - Sun, Food & Airplanes Annual Fly-In!
- 31* ASHLAND, NEB. - Helicopter Day - Strategic Air & Space Museum. www.sasmuseum.com
- 31-6/1* LA CROSSE (LSE), Wis. - Deke Slayton Airfest featuring the U.S. Navy Blue Angels.
- 31-6/1* BLAINE (ANE), MINN. - Discover Aviation Days Drive-In / Fly-In. Pancake breakfast & lunch plus aircraft on display & education & career in aviation booths. Swing Band Dance (6/1). 763-568-6072.

JUNE 2014

- 1 WILD ROSE (W23), Wis. - Pancake breakfast served from 8-11am. The Pig Roast and more is served from 11:30 until gone. There will be 50/50 raffles, airplane rides (fee is charged), gamma goat rides, and kiddie airplane train rides. This is a rain or shine event. The airport is located at N6041 Cty Rd. K Wild Rose, Wis.
- 1* BLAINE (ANE), MINN. - Discover Aviation Days Drive-In / Fly-In. Pancake breakfast & lunch plus aircraft on display & education & career in aviation booths. Swing Band Dance (6/1). 763-568-6072.
- 1* JUNEAU (UNU), Wis. - Wings and Wheels pancake breakfast at the Dodge County Airport 8am-Noon. Airplanes, custom

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cars, trucks, antique tractors and other vehicles to be displayed. Airplane rides available from Wisconsin Aviation. Contact Mary Gasper, airport manager 920-386-2402.

- 1 AUDUBON, IOWA - Breakfast 6:30-10:30am. 712-563-3780.
 1* DEKALB (DKB), ILLINOIS - Pancake breakfast 8-11:30am.
 1* LA CROSSE (LSE), Wis. - Deke Slayton Airfest featuring the U.S. Navy Blue Angels.
 5-8* JUNCTION CITY (3JC), KAN. - At Freeman Field. For complete details visit www.nationalbiplane-flyin.com.
 7* JENISON (08C), MICH. - Tritip (beef steak), eggs, sausage, fire roasted salsa, cheese and tortillas 8am-Noon. www.westmidflightacademy.org.
 7* BUFFALO (CFE), MINN. - Buffalo Fly-In Breakfast. 7:30am-Noon. Air Show at Noon! www.westmetroaviation.com or 763-682-1516.
 7* HAYS (HYS), KAN. - Great Planes on the Great Plains. Breakfast and more 7am-Noon. www.flyhays.com
 7-8* CAHOKIA / ST LOUIS (CPS), ILL. - Midwest Airport Fun Days. <http://aeroexperience.blogspot.com/>
 8* MONTEVIDEO (MVE), MINN. - Pancake breakfast & classic car show at the Montevideo-Chippewa County Airport 8am-1pm.
 8* POPLAR GROVE (C77), ILL. - Pancake, egg & sausage breakfast 7am-Noon.
 8* BUFFALO (CFE), MINN. - Buffalo Fly-In Breakfast 7:30am-Noon. Air Show at Noon! www.westmetroaviation.com or 763-682-1516.
 14 KEOSAUQUA (6K9), IOWA - Pancake & sausage breakfast 7-10am. Family activities. 800-868-7822.
 14* ROCHESTER (RCR), IND. - Pancake & sausage breakfast at the Fulton County Airport in conjunction with the Round Festival 7-11am.
 14* PEKIN (C15), ILL. - Pancake breakfast, pork chop lunch, displays, exhibitors, & vendors: 309-348-3692.
 14* EAU CLAIRE (EAU), Wis. - Pancake breakfast 7am-?. Guest speaker: Jeff Skiles "Miracle on the Hudson" 8:30am & Doug Ward - WWII Gunner & Turret Tales author. Other activities.
 14* NOBLESVILLE (I80), IND. - Pancake breakfast 8-11am.
 15* ELKHART (3C1), IND. - Pancake & sausage breakfast 7-11am.
 15* PALMYRA (88C), Wis. - Breakfast 7am-Noon.
 15* SCHAUBURG (06C), ILL. - Gourmet pancakes, real scrambled eggs & sausage patties 8am-Noon.
 20-21 MANHATTAN, KAN. - Kansas Ass'n of Airports Conference.
 21* LEE'S SUMMIT (LXT), Mo. - Pancake breakfast 8:30-Noon.
 21* WEST BRANCH (Y31), MICH. - Breakfast & lunch & activities for kids and various static displays 8am-Noon.
 21-22* MENOMONIE (LUM), Wis. - Menomonie Airfest & Autorama 7am-7pm. www.menomonieairfest.com
 22* REDWOOD FALLS (RWF), MINN. - Pancake Breakfast 8am-Noon
 22* NILES (3TR), MICH. - Pancakes & sausage, or biscuits & gravy breakfast at the Jerry Tyler Memorial Airport 7am-Noon.
 28* STURGIS (IRS), MICH. - Sturgis Dawn Patrol Breakfast 7-10am.
 28-29 IOWA CITY, IOWA - Fly Iowa 2014 "Aviation Past, Present, and Future." Drive-in, fly-in breakfast, exhibits, displays, air show and more from 7am-6pm. <http://flyiowa.org>
 28-29* GREENWOOD (10C), ILL. - Pancake breakfast, barbecue lunch, vintage aircraft & model T and A cars at the Galt Airport 9am-3pm. Camp by your plane.
 29* LAKE IN THE HILLS (3CK), ILL. - Breakfast 8am-Noon. 847-960-7500.
 31 INDIANAPOLIS (MQJ), IND. - AOPA Regional Fly-In. www.aopa.org/
 JULY 2014
 4-5 PHILLIPS, Wis. - Price County Airport & Harbor View Fly-In or Float-In & Lake Rattle & Roll. Aerobatic Show 4th at 7pm & 5th at 11am. 5th Breakfast at Harbor View 8:30-11:30am & Live Band 8pm-Midnite.
 6* AUSTIN (AUM), MINN. - Pancake, SPAM, Sausage, Milk, Coffee, Juice Breakfast from 7am-1pm. \$6.00 per person age six and over, Pilots In Charge - Free. Contact, Steve Jensen 507-433-7115.
 6* KENOSHA (ENW), Wis. - Wings & Wheels. Breakfast & lunch served

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- 8am-4pm. Warbird & homebuilt displays
- 19** **WASHINGTON ISLAND (2P2), Wis.** - Lions Club Fly-In Fish Boil starting at 10am.
- 19*** **LEE'S SUMMIT (LXT), Mo.** - Pancake breakfast 8:30am-Noon.
- 12** **PLYMOUTH (PYM), MASS.** - AOPA Regional Fly-In. www.aopa.org/
- 13*** **MIDDLETON (C29), Wis.** - Pancake, eggs cooked to order & sausage breakfast 7:30am-Noon.
- 13*** **POPLAR (C77), ILL.** - Pancakes, eggs, sausage breakfast 7am-Noon.
- 24-27** **BRODHEAD (C37), Wis.** - Hatz Fly-In & Pieterpol Reunion. www.eaa431.org.
- 25-27** **MITCHELL (MHE), S.D.** - AirVenture Cup Race starting point for the race. Airport open house. 612-963-3760.
- 25-27*** **MADISON (MSN)** - Heavy Bombers Weekend WWII. Experience the thrill of a lifetime. 913-850-1522 or avitengineer@yahoo.com.
- 28-8/3** **OSHKOSH (OSH), Wis.** - <http://www.airventure.org/>
- 30/8/1** **CLINTON (CWI), Iowa** - Cessna 150-152 Fly-In. Seminars & flying events. Camp under the wing or at nearby hotels. Free transportation to town. 301-275-2476.

AUGUST 2014

- 1-3** **OSHKOSH (OSH), Wis.** - <http://www.airventure.org/>
- 3*** **RED WING (RGK), MINN.** - Pancake & Little Smokies sausage breakfast 8am-Noon in conjunction with River City Days Celebration.
- 10*** **HURON/WAKEMAN (I64), OHIO** - Pancake, scrambled eggs & sausage breakfast 8am-Noon at Ornter Airport.
- 16** **SPOKANE (SFF), WASH.** - AOPA Regional Fly-In at Felts Field. www.aopa.org/
- 16*** **INDIANAPOLIS (7L8), IND.** - Taildragger Rendezvous featuring homebuilt, classic, & WWII warbird aircraft, classic cars & fine food 10am-2pm at Post Air Airport.

- 16*** **FOREST LAKE (25D), MINN.** - Open House & Fly-In, 7 am to 4 pm: 651-373-3779. www.forestlakeairport.org/.
- 17*** **MANKATO (MKT), MINN.** - Pancakes, eggs & sausage breakfast 7:30am-12:30pm.
- 23*** **GLENCOE (GYL), MINN.** - Sweet Corn & Bratwurst Feed Fly-In 10am-2pm. 320-238-2376 / 320-583-8367.
- 23*** **NOBLESVILLE (I80), IND.** - Pancake breakfast 8-11am.
- 23-24*** **WASHINGTON C H (I23), OHIO** - Fly-In/ Camp-Out with food & activities all day 8am-6pm at Fayette County Airport.
- 24*** **JUNEAU (UNU), Wis.** - Pancake breakfast 8am-Noon at Dodge County Airport.
- 30-9/1*** **CLEVELAND (BKL), OHIO** - Cleveland National Air Show at Burke Lakefront 9am-5pm. www.clevelandairshow.com.

SEPTEMBER 2014

- 1*** **CLEVELAND (BKL), OHIO** - Cleveland National Air Show at Burke Lakefront 9am-5pm. www.clevelandairshow.com.
- 8-12** **MACKINAC ISLAND, MICH.** - Michigan Ass'n of Airport Executives Conference at Mission Point Resort.
- 13** **OCONTO (OCQ), Wis.** - Fly-In & Car Show 9am-5pm. RC Show 2pm.
- 14*** **POPLAR (C77), ILL.** - Pancakes, eggs & sausage breakfast 7am-Noon.
- 14-16** **KANSAS CITY, Mo.** - 4 States Airport Conference at Marriott Downtown. www.4statesairportconference.com
- 20** **CHINO (CNO), CALIF.** - AOPA Regional Fly-In. www.aopa.org/
- 20** **GRAND RAPIDS (GPZ), MINN.** - Pancake Breakfast 8am-Noon. 217-348-4424.
- 20*** **LEE'S SUMMIT (LXT), Mo.** - Pancake breakfast 8:30-Noon.

- 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.
- 27*** **East Alton, Ill.,** - St Louis Regional Airport, Car Show & Fly-In. 618-259-2531.

OCTOBER 2014

- 4** **FREDERICK (FDK), Md.** - AOPA Homecoming Fly-In. www.aopa.org/
- 5*** **NOBLESVILLE (I80), IND.** - BBQ lunch Noon-6pm.
- 12*** **POPLAR (C77), ILL.** - Pancakes, eggs & sausage breakfast 7am-Noon.
- 14-17** **FLORENCE, IND.** - Aviation Association of Indiana (AAI) Annual Conference At the Belterra Resort Hotel.
- 21-23** **ORLANDO, FLA.** - NBAA 2014 Business Aviation Convention & Exhibition. www.nbaa.com

2015

FEBRUARY 2015

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

APRIL 2015

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

NOVEMBER 2015

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

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Article Written By EAA Founder Inspired Lifetime Member To Build Airplanes

Like many early members of the Experimental Aircraft Association (EAA), Louis C. Seno, Sr. of Downers Grove, Illinois, was inspired by an article by EAA Founder & President Paul H. Poberezny that appeared in the May 1955 issue of *Mechanic's Illustrated* magazine. The article featured the Corben Baby Ace, a high-wing parasol design that has been credited as one of the aircraft that truly helped jump start the organization.

Seno began construction of a "D" model Baby Ace in the fall of 1956 with his brother and son, in the basement of their Chicago suburban home. He successfully test flew the Baby Ace in July 1961 at the DuPage County Airport in West Chicago.

A few years later, plans for a two-place, side-by-side model of the Ace, called the "Junior Ace," became available. Once Seno heard about the Junior Ace, he scrambled to gather all of the necessary parts and supplies to start assembling the new aircraft in order to finish it in time to fly it to Rockford, Illinois for the next EAA Fly-in Convention in July 1966. Seno completed the aircraft in time and flew it continually until the fall of 2007 when he retired from flying at age 83.

In addition to the Baby Ace and the Junior Ace, Seno and his family also built a Wag-Aero Sport Trainer (J-3 Cub clone) that won a bronze "Lindy" award for outstanding workmanship at the 1988 EAA Convention. Seno owned and restored several award-winning classic aircraft as well, including a Cessna 170B, Meyers 200D and an Interstate Cadet. Before hanging up his tools, Seno also built a two-place composite aircraft called the KIS TR-1.

During the summer of 1976, Seno



(L/R) Louis C. Seno, Jr.; Louis C. Seno, Sr.; and Sal Seno, brother of Louis C. Seno, Jr.

circumnavigated the perimeter of the United States to help commemorate the country's bicentennial celebration. This achievement took him almost 40 days

to complete.

As a successful businessman, Seno was president and CEO of a retail men's formalwear company, which boasted 31 separate locations throughout the Midwest.

Seno's passion for aviation touched and inspired many people over the years, including his son, Louis C. Seno, Jr., who is an active pilot, an aircraft owner and a business aviation advocate and leader in the industry.

Louis C. Seno, Sr. died peacefully in his home in Downers Grove, Illinois on November 19, 2013 at the age of 89. He was a lifetime member of EAA – membership number 1472. □



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Minnesota Aviation Stakeholders Meet On Capitol Hill

by Dave Weiman

ST. PAUL, MINN. – Anyone actively involved in aviation in Minnesota, and who believes in the importance of their local airport, showed up at the Minnesota State Capitol, March 5, 2014, to meet with their legislators. Professional and recreational pilots, aircraft owners, aviation businessmen, and airport managers were in attendance.

“Minnesota Aviation Day At The Capitol,” like similar events organized at other state capitols throughout the country, is the one-day of the year that you can promote aviation in your state and protect your local airport, and legislators do listen!

Minnesota Aviation Day At The Capitol started in 2012 and is sponsored by the Minnesota Business Aviation Association (MBAA), Minnesota Aviation Trades Association (MATA), and the Minnesota Council of Airports (MCOA).

Featured speakers included Minnesota Department of Transportation Commissioner Charlie Zelle; Minnesota Office of Aeronautics Director Cassandra Isackson; Minnesota



Minnesota Department of Transportation Commissioner Charlie Zelle
Dave Weiman Photo



Minnesota State Representative Michael Beard
Dave Weiman Photo



(L/R) Cassandra Isackson, Director of the Minnesota Office of Aeronautics, and Gordon Hoff, Executive Director of the Minnesota Business Aviation Association (MBAA).
Dave Weiman Photo



(L/R) Greg Reigel of Reigel Law Firm, Ltd., and president of the Minnesota Aviation Trades Association (MATA); Senate Republican Leader David Hann; and Bill Towle, manager of St. Cloud Regional Airport.
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(L/R) Michael Lawrence of Key Air Twin Cities, and president of the Minnesota Business Aviation Association (MBAA); and Jon Krall, aviation director at SuperValu; met with Minnesota State Representative Paul Thissen.
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State Representative and pilot, Michael Beard, and fellow representatives; and the Executive Director of the Minnesota Business Aviation Association (MBAA), Gordon Hoff.

Hoff organized the event, and looks forward to reaching out to more members of the Aircraft Owners & Pilots Association (AOPA) and Experimental Aircraft Association (EAA) to participate in Aviation Day At The Capitol 2015. Watch for announcements in future issues of *Midwest Flyer Magazine* and *MidwestFlyer.com*.

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