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WATCHING OUT FOR AIRPORT ACCESS

For over a year now, AOPA has been hard at work to improve access and transparency for general aviation at certain FBOs across the country. While most FBOs are doing a great job of providing aeronautical services for GA pilots and aircraft owners, there are some locations that appear to be imposing unreasonable costs and forcing users to pay for services they don't want or need.

Photography courtesy of Chris Rose

At this year's Sun 'n Fun, we announced our 'Airport Access Watch List,' facilities home to 10 FBOs that we believe are doing just that. These locations may also potentially be in violation of FAA grant assurances – certain standards they agreed to uphold – having previously accepted federal funds from the FAA.

The list is based on more than a year's worth of data and analysis, combined with more than 1,000-member complaints. Our top priorities with the watch list locations are to improve transparency and access as well as promote competition where practicable.

Many other airports have taken steps to become friendlier to pilots – locations we're calling 'self-help' airports — including Orange County and Santa Barbara, California; Waukegan, Illinois; Syracuse, New York; Heber City, Utah; and Cedar Rapids, Iowa.

The airports on the Watch List have the potential to follow in the footsteps of other self-help airports to improve access and transparency for GA, and we look forward to helping them make those changes.

For more information about our work on FBO pricing or to submit a complaint please visit **aopa.org/FBOpricing.**

Mark R. Baker
President & CEO, AOPA

*For more information on the Aircraft Owners and Pilots Association and the issues that affect your flying go to **www.aopa.org** today.

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Feedback – Why It Is So Important!

by Dave Weiman

Whether you are a professional pilot, aircraft technician, airport manager, flight instructor, fixed base operator, aircraft manufacturer or supplier, support service professional, business owner or manager, air traffic controller, state or federal aviation official, doctor, lawyer, or high school teacher or university professor, you need feedback from time to time to make sure you are doing a good job and know where you can improve to meet your professional objectives. Those of us in aviation as a hobby, also need feedback to improve our skills, and will usually get this feedback during flight training or our biennial flight review.

Fortunately, the contributing editors of *Midwest Flyer Magazine* have received mostly positive feedback from readers, and some great suggestions for future articles. All of the input has been valuable and positive to help make the general aviation community stronger, but we encourage even more dialogue between you and our contributing editors.

After you read a column or article, if you like it or wish to make a comment or suggestion, please send an email to the contributing editor directly, or send me an email at dave@midwestflyer.com and I will forward your comment to them. You can usually find the email address of each contributing editor in the EDITOR'S NOTE at the end of each column.

This issue of *Midwest Flyer Magazine* features travel destinations and flight experiences, tributes to special aviators, state airport conference news and information, and our regular columns on aviation law, instrument flight, pilot proficiency, aircraft ownership, state aeronautics, and state, regional and national issues.

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The Importance of An Aircraft Pre-Purchase Inspection

by Greg Reigel, AAL

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Greg Reigel

In most aircraft transactions, the buyer should have a pre-purchase inspection performed on the aircraft. Why? To make sure the buyer knows what the buyer is getting before the buyer closes on the purchase. The pre-purchase inspection allows the buyer to confirm that:

- The aircraft is in an airworthy condition;
- The aircraft has a current, valid, and effective standard category airworthiness certificate issued by the FAA (FAA Aeronautical Center Form 8100-2) without restriction or limitation;
- The aircraft is in compliance with its type certificate;
- All of the aircraft's airframe, engine and/or propeller logbooks, as well as the maintenance records, are original and complete;
- The aircraft's engine(s) and all other systems and installed equipment are operating in a manner that is consistent with the standard specifications, limitations and requirements of the applicable maintenance and/or operations manual;
- All of the aircraft's calendar, cycle and hourly inspections per the manufacturer's recommended maintenance program are completed and current with no extensions or deferrals, and with no non-standard or recurring inspections required outside of the standard manufacturer's recommended maintenance program;
- All mandatory service bulletins (or equivalents) and airworthiness directives applicable to the aircraft have been completed and/or are in compliance and current, without recurring incident if such terminating action is available;
- The aircraft doesn't have any undisclosed history of material damage;
- The aircraft doesn't have any corrosion outside of manufacturers' in-service limits;
- All aircraft and engine maintenance and/or warranty programs are current and fully paid.

The purchase agreement (which should be used in all aircraft transactions) can specify who will perform the inspection, what qualifications that individual must possess and where the inspection will take place. Although the buyer is usually responsible for the expenses associated with a pre-purchase inspection, the agreement should address which party is responsible for what expenses related to the inspection.

Also, the buyer should make the agreement contingent upon the buyer's satisfaction with results of the inspection. If the pre-purchase inspection discloses that the aircraft isn't as represented by the seller or as expected by the buyer, then the buyer should have options to either get out of the transaction or to require that the seller correct any discrepancies. It is much better to discover discrepancies before the buyer pays for the aircraft than it is to find out at a later time when the buyer's recourse may be limited.

So, if you are an aircraft buyer and you want to make sure you are getting everything for which you are paying, make sure you have a pre-purchase inspection performed by a mechanic or repair station you trust. It is worth the expense.

EDITOR'S NOTE: Greg Reigel is an attorney with Shackelford, Melton, McKinley & Norton, LLP, and represents clients throughout the country in aviation and business law matters. For assistance, call 214-780-1482, email greigel@shackelfordlaw.net, or Twitter @ReigelLaw. ❑

Sporty's Opens Doors Wider For 50,000 Young People

OSHKOSH, WIS. – A milestone was reached by the Experimental Aircraft Association (EAA) on March 8, 2018, as 50,000 Young Eagles have now taken the next step in their aviation journeys by enrolling in Sporty's Learn to Fly Course after their EAA Young Eagles flights. The concept for free online courses was developed with input from EAA Young Eagles pilots. Sporty's filled that role by offering its popular online flying course at no charge! ❑

Single Pilot Resource Management

by Michael J. "Mick" Kaufman

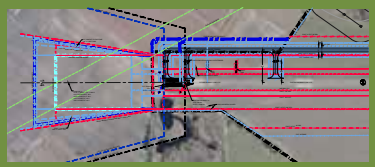
Michael Kaufman

As pilots, we have all heard or seen references to the FAA terms crew resource management (CRM), single pilot resource management (SRM) and aeronautical decision-making (ADM). These are terms that we do not use every day, but they are important, especially in "instrument" flying and when we go for a check-ride.

When I fly with an instrument-rated pilot, I observe the way they use all of their resources and how they prioritize tasks. In some cases, the training flight ends as part of the post flight discussion, or if needed, I interject some comments during the flight. Many of us have heard the expression "Aviate-Navigate-Communicate" and the five (5) T's, both of which I will explain later in this article.

By definition, crew resource management or cockpit resource management (CRM) is a set of training procedures for use in environments where human error can have devastating effects. Used primarily for improving air safety, CRM focuses on interpersonal communication, leadership and decision making in the cockpit. We, as GA pilots, have to work harder to fly our aircraft because in most cases we are single pilots and the workload is the same or higher in some cases, and our cockpits are not as sophisticated as larger aircraft flown with two-pilot crews. On the other hand, some of our GA aircraft have cockpits that would put most airline cockpits to shame, but GA pilots seldom learn to use this modern equipment properly. So, enter single-pilot resource management (SRM), which is an adaptation of crew resource management (CRM) training for single-pilot operations. We, GA pilots, need to develop flow patterns and use acronyms to get things done in a logical and systematic order.

In the beginning of this article, I mentioned "Aviate - Navigate - Communicate." Recently, during some flight training, I watched the pilot whom I was training get off course and deviate from his altitude while he fine-tuned the fuel flows on his engine analyzer. This was truly a case of not prioritizing tasks, and this is a very common mistake that has developed with the adaption of sophisticated engine analyzers. As we move into the future, we will see more aircraft equipped with full authority digital engine controls (FADEC) that set maximum engine performance. In the meantime, we need to set our priority on flying the airplane first.



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After takeoff, I do a very rough job of leaning the mixture, and when the workload has reduced to almost zero, I fine tune my fuel flows using my engine analyzer.

It is important to have a well-organized cockpit, which is one of the strong points of a new aircraft, and which has been designed to help the pilot with fuel flows.

FIG-1

In the 1950s and up to the middle 1960s, aircraft manufacturers placed instruments wherever they fit. Then came what was known as the "T" style panel, which developed an improved instrument scan.

My 1966 Piper Cherokee was a good example of a pre-T style panel that made the instrument scan difficult. The pilot does eventually adapt, but transitioning to a different aircraft then becomes more difficult.

We often question why the airlines do not update their equipment, and the answer is that they want to keep all the airplanes the same so a pilot can fly any Boeing 737-300, for instance, as they are all the same. All switches are in the same place and all of the avionics are identical. Not so in our GA aircraft, except for the newer aircraft coming off the line. I never fly an aircraft in hard IFR until I become familiar with that specific aircraft. A Garmin 430 could have a different firmware update or a different interface to the CDI or autopilot than the last airplane I flew with the same equipment. Another case that may cause some confusion could be that the pilot who flew the aircraft previously changed some of the pilot option settings.

Besides knowing our aircraft and avionics well, there are other items we can do to enhance SRM.

We need to enhance our personal organization of the cockpit by the way it is designed and place items there. With the advent of the iPad and the fantastic software known as "ForeFlight," we need to have the information in the pilot's scan.

When I see the iPad sitting on the pilot's knee, I know this flight may prove to be interesting during a hand-flown approach. Before the iPad, I purchased a chart holder that was in my scan (FIG-1), as I knew getting pertinent information and looking down at my knee would set me up for an unusual attitude if I had to hand fly the aircraft.

In a previous issue of *Midwest Flyer Magazine,* I wrote about acquiring and memorizing pertinent information from the approach chart and never looking at the chart once inside the final approach fix (FAF).

In the April/May 2018 issue, I wrote about copying and reading back clearances and how the brain is a computer with only a limited amount of processing power. I find that when there is too much information to process, the pilot gets overwhelmed and in trouble.

Several years ago, I was doing an instrument proficiency check (IPC) with a pilot who had too much information. There was the usual Garmin 530 navigator and a multi-function display (MFD), displaying a course overlay; a Garmin 796 with approach plate display; an iPad with ForeFlight and, of course, ForeFlight on the iPhone. It was a disaster to watch the pilot push buttons on all of these devices, and when two of the devices showed the aircraft in different locations, it would have been all over had we been in hard instrument meteorological conditions (IMC). We ended up turning off everything but the Garmin navigator which displayed the approach chart on the MFD and de-cluttered the primary flight display (PFD) to become an attitude indicator and HSI. The pilot learned a lesson and hand flew a perfect precision approach.

Yes, you can have too many resources in SRM and not manage them well. You can also have too many resources available on a single box or navigator. A pilot needs to find what resources are important to him and not just randomly push buttons and turn knobs.

It is interesting as an instructor to watch pilots as they push buttons and twist knobs, and when I ask what information they are looking for, they do not have an answer.

The answer is to pick one or two screens that represent the most useful information and then custom design the pilot changeable fields to provide the information that is important.

A Garmin 530 has five (5) user programmable fields on the right side of the display on the Nav 2 page. I use waypoint, desired track, track, distance and groundspeed. You may prefer different fields to display or may prefer the Nav 1 page as your primary display, which has six (6) fields.

When it comes to checklists, I only use a written one on the ground and then only when not moving. This does

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not mean that I do not use in-flight checklists, but not written ones as a single pilot. I use acronyms and flow patterns as I feel it is too risky to bury my head to read a checklist when it is necessary to have my eyes outside looking for traffic. We must accept the fact that there are no electronic boxes that will alert you of a possible collision 100% of the time.

To get the greatest benefit from SRM, you also need a practical framework for application in day-to-day flying. One such approach involves regular evaluation of: Plan, Plane, Pilot, Passengers, and Programming. In this article, we have only scratched the surface on a few of these items, which I have found while instructing. You can use these items to evaluate your own shortcomings while flying.

Since I started writing this article, I had the opportunity to fly with several pilots and saw one of them duplicate the button-pushing scenario I described earlier. It seems as if there is a button to push or a knob to twist, we need to do it – a case of too much information available to us, and we have no idea what we are looking to find.

Today, we have so many more resources available to us while flying that would have only been a dream 25 years ago. We should use those resources to make better decisions before we fly and during the flight. This brings up another item to consider, and that is labeled "aeronautical decision-making" (ADM).

There is no one right answer in aeronautical decision-making. Each pilot is expected to analyze each situation in light of experience level, personal minimums, and current physical and mental readiness level, and make his own decision. As a flight instructor, I find that we cannot teach good decision-making in my opinion, which may be argued by some. I do say however, instructors can influence good decision-making to the pilots they fly with.

Till the next issue of *Midwest Flyer Magazine,* fly safe, fly often and stay out of those spring and summer thunderstorms!

EDITOR'S NOTE: Michael J. "Mick" Kaufman is a Certified Instrument Flight Instructor (CFII) and the program manager of flight operations with the "Bonanza/Baron Pilot Training" organization. Kaufman conducts pilot clinics and specialized instruction throughout the U.S. in a variety of aircraft, which are equipped with a variety of avionics, although he is based in Lone Rock (KLNR) and Eagle River (KEGV), 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.

DISCLAIMER: The information contained in this column is the expressed opinion of the author only, and readers are advised to seek the advice of their personal flight instructor and others, and refer to the Federal Aviation Regulations, FAA Aeronautical Information Manual and instructional materials before attempting any procedures discussed herein. ❑

Pattern Operations Revisited

by Harold Green

Harold Green

It seems that traffic patterns at pilot-controlled airports remain a source of concern for general aviation, as the majority of accidents happen in the pattern. It would be oversimplification to say that this is due to the fact that this is where airplanes congregate, so what do you expect? In fact, the accidents tend to be clustered around a couple of simple acts: overshooting the turn to final, and failure to observe traffic pattern protocol.

First, think about the turn to final. All too often the pilot loses track of the location of the runway and when turning to final, finds that the runway has been overshot. This is particularly a problem when there is a tailwind on base causing the final course to be overshot. In an attempt to correct, a steep turn is entered, and in frustration, rudder is used incorrectly. The combination of increased angle of attack associated with a steep turn results in a stall, and the non-coordinated use of rudder results in a snap roll or spin, neither of which can be recovered from low altitude. Most of these accidents happen at pilot-controlled airports. Therefore, the following comments are directed principally to non-towered operations whether on or off airport.

Currently, there are discussions focusing on a revised pattern to correct the problem. This revised pattern is an adaptation of the military overhead approach in that a continuous turn from downwind to final is advocated. In my opinion, this is a very bad idea for several reasons. First, while in that turn, the pilot cannot see the runway because the wing blocks the view in a high-wing airplane and the view is blocked by the window top in a low-wing airplane. Both block the view toward anyone entering the pattern on final or base. Further, part of the problem is that pilots generally try to look at the runway while in the turn from base to final and therefore, violate the old adage: Aviate, Navigate, Communicate.

Entering the pattern on base or final is not recommended, but reality is that it happens on a daily basis. Usually a call is made to the pattern to announce this, but not always. Therefore, the continuous turn increases the risk of collision. On the other hand, flying the standard pattern, when done properly, results in a 90-degree ground reference turn from downwind to base with wings level on base. This permits much better visibility of any traffic entering on final and also allows the pilot to judge the aircraft height and position without the perspective distortion caused by sighting down a wing pointing at an angle toward the runway.

One argument used in favor of the circling approach is that the military uses it successfully and safely. The issue with this statement, in my opinion, is based on several facts. First, military pilots have been trained extensively and intensively in this approach from their earliest training days. Second, military aircraft usually have much better visibility from the cockpit than do general aviation aircraft. Third, military pilots are required to maintain currency at a much higher level than general aviation pilots. Fourth, military pilots are much more adept at upset recovery than the average general aviation pilot. Fifth, almost all military fixed-wing operations are conducted under a controlled environment.

Frankly, I feel a much better approach is proper training. Perhaps this should be included in a biennial flight review (BFR) as well.

A significant factor in a successful pattern and landing operation is to be consistent in track and airspeed. Once this has been accomplished, the only variable becomes the wind. This is a much better situation than having to compensate with varying airspeed and track in addition to the wind. First off, since most pilots tend to look for the runway all the way through the turn from downwind to base and from base to final, this adds to the difficulty. This does a couple of things that are, in my opinion, counter-productive.

Turns tend to be arcs because the pilot is not paying attention to the track, but rather the runway. This usually means a different distance to the touchdown point and hence time, and therefore, a different altitude at the threshold from one landing to another. A runway has yet to be moved on me once I'm in the pattern, so I don't need to watch it while turning. It's not going anywhere. Far better to pay attention to a turn to 90 degrees to the runway, plus or minus any crab required to keep the track at 90 degrees to the runway centerline, and then level the wings.

This allows the pilot to more accurately judge the height and distance to the runway because the visual distortion caused by looking along a wing is not there and allows a more effective view of potential traffic conflicts approaching from outside the pattern because both high and low wings tend to block traffic view while in a turn. Also, this gives a more effective means of judging when to turn to final because one can see how fast that imaginary extended centerline is approaching and simultaneously providing an opportunity to judge wind effects.

In addition to these considerations, it would seem logical to emphasize during training, including the BFR, that coordination and pitch control are key elements to any maneuver, but absolutely essential in the landing pattern. The stabilized approach is still one of the best techniques. Lastly, we should all recognize that there will be times when we overshoot that turn onto final by too much to safely recover and the ONLY appropriate action then is a go-around. But whatever happens, remain coordinated and watch the pitch and hence airspeed.

One hears the comment, "That is all well and good, but what about when you're in a towered environment and you can't willy-nilly choose when you turn base or final?" The answer is also simple. If this technique is practiced, the pilot will soon learn to judge that point at which a stabilized final approach can be completed regardless of where and how the pattern is flown.

The other major issue is "collision avoidance" in the pattern. Much has been said on this issue in previous columns, but repetition seems to be in order.

There seems to be a continuing problem with the definition of what and where the pattern is. Just the other day I heard someone say, "Airplane on a 10-mile final for ten." Really? Just where is the pattern? And when did we stop using individual numbers when referring to the runway?

Another issue with patterns is the tendency of some folks to think that as long as they enter on the sacred 45 degrees to the downwind, they don't have to worry about other aircraft already in the pattern. It is not unheard of to be cut off on downwind because someone just enters without thought to anyone else on downwind. Sometimes this happens because the plane entering the pattern is much slower than the one already in the pattern. At other times it happens because the offender is simply not used to flying in a pilot-controlled environment.

The first lesson to remember is that the pilot in the pattern assumes the right of way over anyone entering the pattern. Further, the pilot closest to the runway in the pattern, has priority. This is not regulatory… It is just general practice. Hence, when someone declares they are on final 10 miles out, they are, by implication, attempting to establish priority over someone already in the pattern. I know a few (very few) pilots who would do this deliberately, but I believe most of pilots who do this are unaware of the implications. It is far preferable for the aircraft 10 miles out simply to state position and intentions, but not to try and butt in line to land.

At this point, no matter what statement is used, more than a few pilots will say: "Any traffic in the area, please advise." The FAA has declared in the Aeronautical Information Manual (AIM), 4.1.9.g.1 that this phraseology should not be used under any circumstances.

There is one area in the referenced section of the AIM that I feel should be expanded upon. That is in the discussion of announcements to be made when executing practice instrument approaches. The AIM calls for announcement at specific points in the approach: departing the final fix on a non-precision approach, marker or marker beacon, or on final on a precision approach. To a non-instrument rated pilot,

or one unfamiliar with the specific procedure, this means very little. Stating position relative to the airport, the runway involved and lastly the fix would be far more informative. Including the fact that the approach is being executed is important because then everyone should be aware that maybe the pilot isn't looking outside as much as desired and extra vigilance may be required.

While not in the AIM, I believe it is wise to state intentions upon completion of the approach. If it is going to be a low approach, you should state that and the direction in which you are going to exit the pattern. If you are going to circle to land, you should say so and define the runway to which you are circling. If flying a practice approach, and there is conflicting VFR traffic, consider terminating the approach at or above pattern altitude, and be sure and tell the other folks when you do it.

Many non-towered airports are served by approach control from a nearby towered airport. Assuming there are two radios in the airplane, it is wise to have one tuned to approach and one to the Common Traffic Advisory Frequency (CTAF). That way if there is someone executing an approach, those aircraft in the pattern can be aware of that fact and act accordingly. Typically, the non-towered airport is in Class G airspace until 700 feet AGL. Therefore, while not particularly wise, legal pattern activities only require one-mile visibility and clear of clouds while remaining in Class G airspace. Under these circumstances, it is also possible that an airplane on a legal IFR approach can collide with an airplane in the pattern flying legal VFR. The result is that both pilots will be legally dead. The best approach is to be aware of the activity and simply get out of the way and let the aircraft on an instrument approach land.

In short, precision in flying the pattern, coupled with proper communications, can go a long way toward bringing the accident rate down.

EDITOR'S NOTE: Harold Green is an Instrument and Multi-Engine Instrument Instructor (CFII, MEII) at Morey Airplane Company in Middleton, Wisconsin (C29). A flight instructor since 1976, Green was named "Flight Instructor of the Year" by the Federal Aviation Administration in 2011, and is a recipient of the "Wright Brothers Master Pilot Award." Questions, comments and suggestions for future topics are welcomed via email at harlgren@aol.com, or by telephone at 608-836-1711(www.MoreyAirport.com).

DISCLAIMER: The information contained in this column is the expressed opinion of the author only, and readers are advised to seek the advice of their personal flight instructor and others, and refer to the Federal Aviation Regulations, FAA Aeronautical Information Manual and instructional materials before attempting any procedures discussed herein. ❑

Flight Training

AOPA Releases Flight Training Experience Survey

The Aircraft Owners and Pilots Association's (AOPA) "You Can Fly" initiative announced that the 2018 Flight Training Experience Survey is available to take online and will remain open until August 13.

Each year, AOPA requests feedback from recent student pilots and pilots who have received instruction within the last year about their experiences and the quality of instruction from flight schools and CFIs nationwide.

AOPA will use the survey results to recognize outstanding individual aviation educators and flight-training businesses that deliver top-notch service. AOPA also uses the data from the survey to provide "report cards" to flight schools and CFIs. Based on AOPA's extensive research, the Flight Training Experience Survey considers four key factors of an optimum flight-training experience: educational quality; focus on the customer; community; and information sharing.

The 2018 Flight Training Experience Awards will be presented at AOPA's new You Can Fly Academy at Frederick Municipal Airport in Maryland during Redbird Migration 2018, Oct. 9-11.

In 2017, survey participants reviewed 1,048 flight schools and 2,012 certificated flight instructors.

The AOPA You Can Fly program is entirely funded by charitable donations to the AOPA Foundation, a 501(c)(3) organization. Visit the website to learn more about supporting You Can Fly (https://foundation.aopa.org). ❑

From The Right Seat – Part 2

by Woody Minar

Woody Minar

The student's job is to learn and have a safe flight. The instructor's job is to help make that possible.

A student of mine was on an accelerated course to get her private pilot certificate (it took 18 days) and she was doing quite well except for this one day. We were doing takeoffs and landings and she was all over the place on final. She kept saying, "Dude." (She liked calling me Dude.) "You gotta help me."

My cool, calm reply was, "What should you do?"

"Dude! Dude!" (I'm sure she was fearing for her life trying to prevent premature contact with the terrain.) "You gotta help me!"

Again, I calmly said, "What should you do?"

"Go around?" she exclaimed.

"That'd be a really good idea," I responded, as she was weaving back and forth towards the PAPI.

She later asked me, "How can you remain so calm?"

I jokingly said, "I had my eyes closed."

Being based at a non-towered airport, I like my instrument students to get the experience of getting their clearances from Clearance Delivery at a towered airport. For practice, one of my students would watch videos of pilots getting a myriad of instructions delivered at a rapid pace and he would try to keep up. When the time came to get his clearance, he was ready to copy it with CRAFT written on his note paper:

- ***Clearance*** limit, the end point of the clearance (usually, but not always, the destination airport).
- ***Route***
- ***Altitude,*** the initial altitude to be maintained by the flight, plus, in many cases, a time at which cruise altitude clearance may be expected.
- ***Frequency***
- ***Transponder*** (code) & Time (void time).

Knowing how bad he was going to be at this (his words), he asked Clearance Delivery to speak slowly. The controller said, "I can speak very slowly," as if speaking in sloooow moooootion. He then delivered the clearance "Cleared... Direct to… Osceola… as filed." My student read it back perfectly and politely thanked the controller.

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Returning home from Florida, after Chicago Center gave me a lengthy re-route, Center kept calling another aircraft. After a half dozen attempts with no answer, we heard "Bonanza 12345, if you don't answer up, you owe me a buck." I wonder if she collected.

On a local IFR training flight, I heard Minneapolis Approach ask a King Air how the ride was at their altitude. "There's not enough o's in smooooooooth," was the response.

My student pilot was doing his three takeoff and landing requirements at a local towered airport. As is the custom, I'm in the tower watching. On my student's second landing, the controller asked me if he could mess with my student. I said, "Sure." After the student landed, the controller said, "You've landed. You can open your eyes now." Without skipping a beat, the student pilot replied, "Thank you!"

Another instructor and I were up with our student pilots giving lessons when I got a call from the other instructor. "Woody. Are you out there?"

"Yah. What's up?"

"I've got engine problems and can't make it back to the airport and I'm going to have to put it down in a field." After some coordination on the radio – he from the ground and me in the air – I found his location, and followed the roads back to the airport, where I got in our car to pick him up, along with his student. Riding back, the instructor asked, "So, what did you two do today? Stalls? Steep Turns? Ahhhh, Search and Rescue?"

I was giving high-performance training in our Cherokee Six-300 to one of our Wild River Flying Club members at Osceola, Wisconsin (KOEO). We landed at St. Paul (KSTP) and after taxiing off the runway and holding on the taxiway to clean up the plane, my student turned to me and said, "They make it look so easy on TV," as he had accidentally broadcast it with a keyed mic on tower frequency. "Yes, they do," someone said.

I'm checking out another pilot in the same plane. It was a very turbulent day and he was learning to use the autopilot. It kept alerting him to trim up, then down, and then up. He said, "This autopilot keeps telling me what to do. I could just as well have stayed home with my wife." His name is safe with me!

Flying a construction owner to the oil fields near Tioga, North Dakota, we would always be wheels up before 5:00 am. One time he brought donuts. I really wasn't ready to eat at that time of day, so I waited a couple of hours into the four-hour trip. I grabbed a donut and WHAM! Right into the mic. The owner nearly busted a gut laughing. About a half hour later with donut in hand, you guessed it, WHAM! He did the same thing. "Well, Gene, there's a saying, 'he who laughs last. . .'" He just smiled and chuckled as he cleaned the powdered sugar off the mic of MY spare headset.

When talking about aircraft performance during a practical test, I'm looking for comprehension of air density and its effect on aircraft performance. I used to ask, in the context of takeoff and landing distances, "What's the difference between a 90-degree day and a 20-degree day?" The answer I got was "70 degrees." Later as I watched the applicant check the oil on the preflight, I asked, "When do you need to add oil?" Here it comes… "When it needs it." Oh my.

And during an IFR oral exam with an applicant, I asked, "You're at a Class D airport. When would you need to file an IFR flight plan?" I was expecting to hear something about visibility and ceiling requirements. Instead I got, "When it's IFR." At times, I can only shake my head.

EDITOR'S NOTE: Woody Minar is a DPE, Master CFI, CFII, MEI, CFI-G, ASEL/ASES/AMEL/AMES based at Osceola Municipal Airport (KOEO) in Osceola, Wisconsin. He was the 2012 Flight Instructor of the Year for the Great Lakes Region, and the FAA Safety Team Representative of the Year for the Great Lakes Region in 2013.

DISCLAIMER: The information contained in this column is the expressed opinion of the author only, and readers are advised to seek the advice of their personal flight instructor and others, and refer to the Federal Aviation Regulations, FAA Aeronautical Information Manual and instructional materials before attempting any procedures discussed herein. ❑

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Ask Pete!

by Pete Schoeninger

Pete Schoeninger

Q: Recently, you said you think "book" retail figures on airplane prices are not always real accurate. Why is that?

A: I have seen many owners look at "Aircraft Value Reference" (VREF) figures on the AOPA website and use that as a basis for valuation of their airplane. Frankly, since our fleet now averages over 40 years of age, probably no two 40-year-old airplanes of any make/model have the same value. So many factors affect airplane values that I could write a book about it. Just glancing online to find true value of your airplane might give you a ball park estimate if your newer airplane is all-around average, but it is probably NOT going to give you an accurate value of your older airplane.

Here's one example: Most two-year-old Skyhawks are still pretty nice looking, have relatively few hours on them, and have similar equipment, and are worth similar dollars. Bluebook figures for those airplanes will be quite accurate. But 40-year-old Skyhawk values can range from $20K to $60K based on equipment, history, corrosion, maintenance records, optional equipment, paint, interior condition, etc.

Q: My friend has a Cessna 140, and recently took me for a ride. Before takeoff, I asked him if he had done a weight and balance calculation because I weigh 200 lbs. and he weighs the same. He said it would not be necessary to do a center of gravity (C.G.) calculation, but he quickly added up my weight and his, the weight of the fuel on board (15 gallons), plus the empty weight of the airplane, and said we were good to go (400 lbs. pilot and passenger; 90 lbs. fuel; 950 lbs. empty weight = 1440 lbs.). 1440 lbs. is 10 lbs. under the aircraft's gross weight of 1450 lbs. So, we were just okay weight wise, but shouldn't he have calculated C.G. as well?

A: No, believe it or not, if his empty C.G. was in a certain range. Several older (circa 1930s and 1940s) two-seat, side-by-side airplanes have information in their type certificate data sheet about this. The reasoning is if your empty airplane is within a narrow C.G. range, and everything you can put in it (people, gas, bags) are all located close to the C.G., your end C.G. will be okay. Do an Internet search for "Cessna 140 Type Certificate Data Sheet" and type certificate A-768 should be available in a PDF file. Open that and you will see that if the empty weight of the airplane falls between 12.3 - 14.7 inches from datum point (wing leading edge), it is not necessary to compute C.G. The type certificate states that the loaded C.G. must range between 13.5 – 17.7 inches aft of the datum point. This situation is because both seats, and fuel, are located at just about the center of gravity. A maximum of 80

lbs. of baggage is allowed if gross weight is not exceeded. So, loading the airplane with people and gas will barely move the C.G., so it will be within acceptable range if you start with an empty C.G. as specified in the type certificate.

Q: I've recently moved to a new area of the country and asked the local shop to do an annual inspection on my 1975 C-182 Skylane. When I picked the plane up a few days later, it still had some squawks! Local airplane owners generally give the shop pretty good marks, but I am not happy. What's your take?

A: Remember the classic line from the movie Cool Hand Luke: "What we have here is a failure to communicate." I sense that in your situation. When you dropped off your airplane, did you give the mechanic a list of squawks? When mechanics do an annual inspection, it is pretty hard to know that (for instance) the nosewheel shimmies about once every 30 landings, or that occasionally the alternator drops off line, or that once in a while the left fuel gauge stays stuck on full, etc. Mechanics can fix airplanes, but not read minds.

And when you picked up the airplane, you should have spoken with the shop personnel to get input on the condition of your plane. For instance, your brakes are okay now, but do not have a lot of life left in them; or there is an Airworthiness Directive inspection on the muffler due in 20 hours, etc. If you never saw or spoke with them, when the airplane was pushed outside and signed off, it was legal to fly, but some communication (and a smile) from both sides would get you more out of your inspection. For instance, that muffler inspection COULD have been done while the airplane was apart during the annual inspection for far less cost than bringing it back in 20 hours and taking the engine cowl off, etc.

Q: My airplane was badly damaged when I had a forced landing last fall, ending upside down in a cornfield. I called my insurance carrier, and an adjuster soon came out, and made arrangements to have the airplane moved to a nearby airport, and then he removed all of the radios. He gave me a receipt for the radios, but I wonder why he took them? He did call me a few days later and we negotiated a reasonable settlement on "totaling" the plane. But why did he initially take the radios out?

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A: One thing that can happen fairly quickly to a damaged airplane is that the radios get stolen. With that airplane sitting outside in an obviously damaged state, it would be easy pickings for a thief. Many radios can be removed in a few minutes with an Allen wrench or skinny slotted screwdriver. Sometimes an adjuster will hire round the clock security for a damaged airplane until it can be moved to a secure storage area. If you don't have full coverage hull insurance and find yourself in this predicament, you should consider hiring a local deputy or police officer or private security service to guard your plane for a few hours or overnight until you can get it moved. It is money well spent. I know of one airplane that spent one night in a hayfield next to a road. The next day the prop was gone. New props cost about $3,000 to $4,000, and a couple hundred bucks to the local Gestapo could have prevented this.

Q: I recently got my tailwheel endorsement in a J-3 Cub. It seemed to be more difficult to keep it running straight during landing rollout than on take-off. Have you noticed this?

A: When you go to full power to take off, your rudder gets a pretty good blast of air going past it, making the rudder very effective for steering. But on landing, the airflow over the tail is much less, thus the rudder is less effective, requiring more rudder input to make a steering correction than on takeoff. What might help is as soon as you are certain the tailwheel is on the ground, hold full aft (up) elevator. This will put more weight on the tailwheel, which is steerable to some degree.

Q: You said there were some "salesmen secrets" you might share with me someday. How about now?

A: OK, here are a few I learned from the school of hard knocks about selling airplanes: 1) A caller who wants to come out to the airport and see an airplane on Sunday afternoon is often a looker, not a buyer. In my experience, serious (and financially qualified) buyers are usually not Sunday afternoon lookers. 2) A suspect who called about an airplane and whose first question is "What's your bottom dollar?" is probably not a serious buyer, as he has not seen the airplane, has not seen the maintenance records, has not had his mechanic look at it, etc. 3) If someone calls and wants to schedule a "demo ride" in the airplane for sale, he usually wants just that – a ride. In most routine airplane sales, a demo ride, if any, is usually one of the last things done.

get a fairly good opinion of the condition and bid accordingly.

EDITOR'S NOTE: Pete Schoeninger appraises airplanes for estates, divorces, partnership buyouts, etc. He is a 40-year general aviation veteran, having been a co-owner of a fixed base operation for 5 years, manager of a fixed base operation for 15 years, an airport manager for 9 years, a snow removal supervisor for 12 years, line boy for 4 years, and a hangar sweeper for 40 years! Contact Pete at PeterSchoeningerLLC@gmail.com or call 262-533-3056 to have him appraise your aircraft. ❑

It's up to us

by Mark Baker
AOPA President & CEO

Mark Baker

In my 30-plus years as a pilot, I've met a lot of people who say they always wanted to learn to fly, but never did. When I ask them why, they often tell me they never really believed it was possible.

AOPA's You Can Fly program is helping to change that story.

We're showing young people that there's a place for them in aviation, and giving them the tools to get there. We're showing pilots and aviation enthusiasts that flying can be more affordable and accessible than they thought. And we're even showing lapsed pilots that it's never too late to get back in the air.

To help students discover the possibilities available in the world of aviation, the You Can Fly program is delivering a rigorous high school aviation science, technology, engineering, and math (STEM) curriculum with a range of options for aspiring aviators. Through the curriculum, students are exposed to piloting, aerospace engineering, and drones. We've already field-tested the ninth-grade program with more than 700 students, and those courses will be available to all high schools during the 2018-2019 school year. Additional courses for grades 10 through 12 will become available in each of the next three years – all at no cost to the schools.

When it's time to start flight training, we're helping students of all ages find great schools and instructors. Through the Flight Training Experience Survey and Awards, we're identifying and recognizing training providers that are doing it right. If you've taken lessons within the past year – whether as a primary student or for an advanced rating – we want your feedback (www.aopa.org/ftsurvey).

Once you've earned your certificate, we're finding ways to make it more affordable to keep flying. Through our Flying Club Finder (www.aopa.org/flyingclubfinder), we're helping pilots connect to hundreds of existing flying clubs across the country.

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When most pilots start flying, they never plan to stop. But sometimes life gets in the way. For pilots who have been out of the cockpit for a while, we're making it easier to come back. The three-hour Rusty Pilots seminar offers a refresher to help lapsed pilots complete a flight review. More than 5,000 pilots are back to active status after completing our program. Sound like you? Sign up for a seminar this summer and we'll have you back in the left seat in no time (www.aoap.org/rustypilots).

Through our You Can Fly initiatives and charitable programs, we're helping redefine what's possible. It's up to us to provide encouragement, support, and tools to help every enthusiast pursue their aviation dreams. These days, when someone tells me they wish they could learn to fly, my response is simple: You Can Fly! ❑

AOPA GREAT LAKES REGIONAL REPORT

Concerns Addressed Over Massive Powder River Training Complex Special Use Airspace

by Kyle Lewis

Regional Manager / Government Affairs & Airport Advocacy / Great Lakes Aircraft Owners & Pilots Association

Kyle Lewis

On April 5th, 2018, I along with staff from Ellsworth Air Force Base, hosted the second edition of the "Powder River Council." The meeting brought in stakeholders from a four-state area to include South Dakota, North Dakota, Wyoming and Montana. FAA representation included staff from the Salt Lake ARTCC, Minneapolis Airports District Office, and the Rapid City Flight Standards District Office (FSDO). Local operators and airport representatives were also in attendance to voice their concerns on usage and operation of the massive Powder River Training Complex (PRTC) Special Use Airspace (SUA).

This was a unique opportunity for AOPA and NBAA to present the results of a survey conducted earlier in 2018. The survey quantified the economic impact and touched on perceived safety concerns while operating within the PRTC. Here are some highlights of that survey:

- Pilots and operators who use the airspace less frequently encounter fewer specific issues while operating within the SUA.
- 3 out of 4 pilots and operators, who use the airspace more frequently, do have specific issues, like inefficient ATC routings, lack of information about activation status of the SUA which are detrimental to flight planning efforts, and being vectored into or near adverse weather when operating on the narrow flight corridors within the SUA.
- One frequent operator claimed that his operating costs increased by nearly $20,000 due to longer flight routes around the SUA.
- One respondent reported that he will fly through the SUA regardless of activation status and make the military watch out for him, as he does not have the time or money to waste on an inefficient route. (AOPA does not recommend or condone this type of attitude. There is information available that will aid in flight planning and enroute operations. This is a safety concern and exactly what we are trying to resolve and avoid.)

The survey revealed opportunities for the military, ATC, and GA pilots to make improvements that will help resolve the specific reported issues mentioned above. One main talking point that speaks to the resolution of such issues would be the investment in ATC radar and communication infrastructure upgrades across the PRTC. Access to low-level communications is key to resolving some of the issues with low-level operators in the SUA. Another idea that everyone in the room coalesced behind was an "instant notification" alert that could be delivered via an app or text alert on your smartphone. This is a popular idea among law enforcement or public safety departments that could be implemented into a wide variety of aviation alerts. There are some concerns to be addressed, where the information is coming from and who it would be going to, for example. Obviously, some approved method from the FAA would need to be implemented.

AOPA and NBAA are committed to exploring the options put on the table. Jon Becker, South Dakota Department of Aviation Director, took it upon himself to work in step with the four other states affected by the PRTC to look at avenues for resolving the issues. Kyle Wanner of the North Dakota Aviation Department and Tim Conway of the Montana Aviation Division were also present and agreed that the four states can sit down and look at the issues together. It was also made very clear that GA stands behind the military and supports their training exercises within the PRTC.

While in South Dakota, I had the opportunity to visit several airports and the AOPA Airport Support Network volunteers based at Rapid City (Jerry Densmore), Spearfish/Black Hills Airport (Ray Jilek), and Wilder (Dwayne LaFave). I also met and spoke with several airport managers and members of the South Dakota Pilots Association while attending the State Airports Conference in Deadwood. The conference was well attended and was composed of pertinent topics. The discussions and presentations were a reminder that GA is alive and well in South Dakota.

I want to take this opportunity to thank the conference organizers for inviting me to speak on AOPA's behalf providing insight on our 2018 initiatives and legislative work.

Just a quick note… If you have ever wanted to visit the area, I highly recommend it. As this was my first trip to South Dakota, I was impressed by the hospitality and gorgeous landscape of the Black Hills.

On the legislative front, there has been some movement on bills that I will recap briefly here:

- Minnesota HF 1933 (Airport Zoning) has been heard in the full House three times and could be taken up for a vote or processed along in the larger omnibus bill. A favorable outlook is expected, and I am currently exploring what can be done to ensure passage in the Senate. At this time, there are only around 30 legislative days left.
- In Ohio, the Speaker of the House, Cliff Rosenberger, is expected to resign over ethics violations. This has ignited a contentious battle for the next speaker, resulting in a slowdown of legislative actions. One piece of legislation I have been monitoring is Ohio House Bill 256, which would create two new airport hubs in Ohio and eventually close the five other commercial service airports in the state. AOPA opposed this legislation for numerous legitimate reasons, not to mention the cost of planning and construction of two unnecessary airports. The bill is being held in committee with no vote expected.

As always, please fly safe and do not hesitate to contact me with any questions or concerns. I am here to serve you! Email kyle.lewis@aopa.org. ❑

Why You Should Be An AOPA Foundation Donor

by Bill Blake

Bill Blake

If you are not an AOPA Foundation donor, you should be. The foundation's two main programs are the "You Can Fly" program and the "Air Safety Institute." Over the years I have attended some of the institute's safety seminars and have found them to be very well done. A few years ago, I was solicited and joined the "Hat in the Ring Society." To be a member of that group, you merely need to pledge and donate $1,000 or more a year to the foundation.

As a donor, you receive periodic updates on the foundation's activities at aviation venues such as Sun 'n Fun, EAA AirVenture Oshkosh, and the AOPA regional fly-ins.

When I considered all the money I spend on aviation each year and the joy it gives me, becoming a donor seemed like a natural thing to do. In fact, I felt somewhat guilty I had not done it sooner. There are other foundation giving programs available, but I feel this is the best one for me.

I attended the AOPA Foundation Donor's breakfast on April 12, 2018 at Sun 'n Fun in Lakeland, Fla. AOPA President Mark Baker and staff made presentations about past and planned future efforts of the "You Can Fly" program. The mission of the program is to get people flying and keep them flying. There is no one solution to increasing the active pilot population. There are four initiatives to accomplish that mission:

• A four-year high school STEM based curriculum has been developed and is available to high schools free of charge! It is designed to introduce students to careers in aviation and aerospace. The 9th grade curriculum was field tested last year with more than 700 students in high schools across the country, including five Midwestern states. The 10th grade curriculum is now ready for field testing. Schools can implement the full program or select individual courses to use. AOPA plans to award at least $100,000 in high school scholarships and double the 9th grade student enrollment in 2018. In 2018, AOPA will be working on a computer program app that will build and track individual pilot training. Once the app is completed, any instructor can review a student's individual performance to date and know what tasks need work. If an instructor change is needed, the new instructor can pick up where the last instructor left off without doing time-consuming redundant and expensive reviews.

• The Flight Training initiative helps flight schools and instructors improve the training experience so more people will complete their training. In the past, a large percentage of students dropped out of training before obtaining their pilot certificate. AOPA has recognized 89 flight schools and 72 certified flight instructors for providing excellent services. Flight schools have shared information on what works and what doesn't work.

• The Flying Club initiative is designed to reduce the cost of flying. AOPA provides information on how to start a flying club, suggests documents to form a club, guidance in buying planes, and suggestions on how to arrive at a membership-to-plane ratio. Thirty (30) new flying clubs with 450 members were started with the help of AOPA.

• The Rusty Pilots initiative helps lapsed pilots become active again. Rusty Pilot seminars have been hosted around the country. BasicMed brought thousands of pilots back to flying. AOPA offered 70% more seminars in 2017 than the previous year. Thirty-eight (38) percent of the lapsed pilots who attended Rusty Pilot seminars completed a biennial flight review and returned to active flying status.

All four initiatives have goals set for 2018, which will help make sure the program stays on track and adjustments are made as needed to achieve the desired results.

The You Can Fly Academy has opened a 19,000 square foot facility next to AOPA headquarters in Frederick, Maryland, which contains a 73-seat auditorium, three large classrooms, and a full-motion flight simulator. The facility will be used to hold pilot safety seminars, teacher training workshops, flight instructor refresher courses, practical training in merchandising and customer service, and other large events.

So why should you be a donor to the AOPA Foundation? Well, if you have enjoyed general aviation as much as I have, maybe it is time to give back by providing financial help to make sure every effort is made to keep general aviation viable. Selfishly, increasing the number of active pilots should spread

the fixed costs of airports, FBOs, aircraft manufacturers, and aviation vendors over more pilots, thereby reducing, or at least stopping, the rising costs to each pilot and aircraft owner.

As an additional incentive, the AOPA Foundation has been promised a matching grant. If AOPA can raise $1.4 million in donations for the You Can Fly program by July 25, 2018, the Ray Foundation will donate another $1.4 million. So, your gift will have double the impact.

I hope you will seriously consider making a gift by the July 25, 2018 deadline by going to https://foundation.aopa.org/ways-to-give.

More information about AOPA Foundation programs can be found https://foundation.aopa.org

Please note that none of the revenue from AOPA membership dues is used to support these programs.

Thank you! ❑

High Schools Urged To Apply For Free Aviation Curriculum

The Aircraft Owners & Pilots Association (AOPA) is inviting high schools to apply for AOPA's free, innovative, aviation-based, ninth-grade science, technology, engineering, and math (STEM) curriculum. The ninth-grade courses are the first of a four-year program that includes three career and technical education pathways – pilot, aerospace engineering, and drones.

Each fall, a new level of courses will become available to schools for implementation until all four high school grade levels of curriculum are presented. Schools that decide to apply will have the option to select individual courses to use as stand-alone electives or to implement one or more complete aviation pathways.

Over the past 12 months, AOPA tested the ninth-grade curriculum in nearly 30 schools with more than 700 students, before unveiling the program. The courses are aligned with Next Generation Science Standards and Common Core State Standards for Mathematics and includes everything a teacher will need. Lesson plans, presentations, assessments, and other learning opportunities will be presented as engaging, enlightening, and fun student activities.

Donations to the AOPA Foundation allow the program to be offered free of charge to any public or private high school and would likely engage some students who may never have considered aviation before.

For additional information, visit www.aopa.org. ❑

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Midwest Seaplane Pilot

by Steve Smith

At the intersection of the 45 North latitude line and the 85 West longitude line is an area that is perfectly suited for seaplane flying. The area is surrounded by the pristine clear waters of the Great Lakes and several other inland lakes carved into the earth and filled with fresh water during the last ice age.

These lakes offer runways and locations that are only accessible by seaplane. Flying from lake to lake is an experience that is far different than the traditional airport experience. Missing are the designated taxiways, specified runway headings, control towers, and the usual other airplane traffic. Although traffic is far from absent, it is just in the form of boat traffic often maneuvering to be closer to a majestic seaplane.

45 North Aviation is an air charter and air tour company based at Cherry Capital Airport (KTVC) in Traverse City, Michigan. In addition to the seaplanes used for tours and charter, 45 North Aviation has a Citation Encore, King Air 200, TBM 850, Robinson R44, Astar 350, de Havilland Beaver, Cessna 185, and an L39 Albatross.

The pilots at 45 North Aviation have to have a diverse flight bag. They are a group that uses the seaplane as their primary form of transportation, as much as possible during the summer months.

The lakes in the area provide some major advantages to road travel. A place that you can see across the water can be an hour or longer car drive away. An amphibious seaplane can

cut travel times to mere minutes. I often travel from home to the airport in my seaplane in order to fly a charter, cutting the commute from 30 minutes to 10 minutes.

Some of our favorite seaplane destinations in Michigan include Torch Lake; Power Island – West Bay, Traverse City; Little Bay De Noc; Long Lake; Mackinac Island; Lake Charlevoix; and Les Cheneaux Islands.

EDITOR'S NOTE: Steven Smith lives in Traverse City, Michigan, where he is a charter pilot for 45 North Aviation. He holds a Commercial Seaplane Pilot Certificate and owns an amphibious M-7-260C on Wipline 3000A floats. 45 North Aviation provides airplane and helicopter charter; air tours; aircraft maintenance, storage and sales service; flight training including seaplane instruction; aircraft management; import and export services; banner towing; and utility patrols. ❑

Minnesota Pilots Association Holds Aviation Gathering

Young people checking out the avionics in a new Cirrus SR-22.

BLAINE, MINN. – The 2018 Great Minnesota Aviation Gathering was held April 27-28 at Anoka County-Blaine Airport in Blaine, Minnesota. Speakers included Randy Corfman, President of the Minnesota Pilots Association; AOPA President & CEO Mark Baker; event host, Greg Herrick of Golden Wings Flying Museum; Tom and Joshua Hass of Park Rapids Avionics; Tim Hieb and Kevin Dunrud of Horizon Aircraft Engine Services; Charlie Becker of the Experimental Aircraft Association; Kyle Lewis, AOPA Great Lakes Regional Manager; Andy Miller, AOPA Great Lakes Ambassador; Kevin Morris of the Minneapolis Flight Standards District Office; Mike Vivion, formerly with University of Minnesota-Crookston and a founding member of the Minnesota Pilots Association; Paul Jackson of Flightline Aviation TV; aviation historian, Tom Lymburn; flight instructor, Fred Nauer; air traffic controller, Mark Schreier; Steve Thibault of Sim Flite Minnesota; Grant Wallace of Aerotechnique; Dan MacDonald, formerly of Alpha Aviation; and Nicholas Wilson of the John D. Odegard School of Aerospace Sciences at the University of North Dakota. ❑

The Beauty & Uniqueness of Stearman Field

Vic Riffel – a resident at the air park at Lloyd Stearman Field (1K1) in Benton, Kansas – flying his 1941 Boeing A75N1 PT-17 Stearman.
Nick Moore Photo (www.gravityimagesonline.com)

by Grant Boyd

Whether you rate an airport by the quality of the food at its restaurant, the variety of aircraft that fly in and out, or the people "bumming" around, Lloyd Stearman Field, also known as Benton Airpark in Benton, Kansas, caters to even the most discerning aviators and non-aviators, alike.

Conveniently located within miles of the air capital of the world, Wichita, Kansas, Stearman Field (1K1) has a storied history, years before it was purchased and turned into one of the most sought-after airparks in the region.

Originally opened in 1947 as Benton Airpark, the municipal airport was quiet, even with a steady flow of traffic, originating from the variety of aircraft manufacturers in Wichita, Kan.

Lloyd Stearman Field (1K1), also known as Benton Airpark in Benton, Kansas. *Grant Boyd Photo*

Even in the early and "slow" days, the airport had its fair share of media attention, as the 1969 American drama, "The Gypsy Moths," was filmed there. The film starred three Academy Award-nominated actors – Burt Lancaster, Deborah Kerr, and Gene Hackman – and covered the story of three barnstorming skydivers and their effect on a Midwestern American town.

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Certainly, the airport has affected Benton and Wichita in many ways in the years following the movie. Since then, the airport has adjusted and undergone changes with the most evident occurring after Dwayne Clemens and his wife Julie (along with two partners, who the couple later bought out) purchased the airport. It has subsequently undergone a drastic transformation, becoming "Stearman Field," a shining example of airpark living and good quality airport fun for the whole family.

The airport offers a variety of services that cover a wide breath of interests, including biplane rides, aircraft management, Beechjet fractional ownership opportunities, King Air charter flights, an on-field award-winning restaurant, and hangar homes. Everything listed here, and many more, collectively add to the uniqueness of the location and contribute to the popularity of the airport among local and national aviators and aviation lovers.

Immediately prior to the penning of this article, it was a warm Saturday morning in early March, where the rising mid-morning Kansan sun heated the cold-winter earth. The sights and sounds of a vibrant airport that all have come to know and love, were just beginning, as the morning's first airplane's tires kissed earth with a smooth and concise "erggh." Not long after, dozens of other pilots followed suit, with a good assortment of aircraft playing in the pattern or landing during the next two hours. All said and done, there were six RVs, five Cessnas, four Pipers, three Stinsons, two Beechjets, and one King Air. (You read that in tune with *12 Days of Christmas,* didn't you?)

While the preferred form of transportation by most is by air, flying is not the only transportation method used by visitors who flock to the airport. On the morning in question, there was a gaggle of bikers, almost 30 in total, who came to the airport to get some pictures of their iron hogs next to iron birds and to enjoy the restaurant.

Let's Fly & Dine!

Patrons line up to dine at "Stearman Field Bar & Grill."
Grant Boyd Photo

The eating establishment, *"Stearman Field Bar & Grill,"* serves a variety of American fare and other select items for breakfast, lunch and dinner. It also has a full bar for those pilots not flying. Menu items can be found on the restaurant's website www.stearmanbarandgrill.com with fan favorites, including the Stearman Burger, Pilot's Fried Pickles, Hot Link Pizza, and Brownie a La Mode. The drink menu is as equally diverse and includes aviation-inspired cocktails that range from the "Deadhead" to the "Aviator" to the "Mile High Margarita."

No fine airport dining establishment is without a view and *Stearman Field Bar & Grill* is no exception. Located near Runway 17/35 (5,100 x 75 feet, with an adjacent 2,500 ft. grass runway), there is both indoor seating with large picture windows to take in the view and outdoor seating that includes covered and uncovered options. Aircraft parking is situated between the runway and the restaurant and can accommodate dozens of planes and helicopters.

Among Fellow Flying Friends

Whether it is at the 24-hour self-service fuel pumps, right next to the ramp, or at any one of the hangars that stretch for

CONTINUED ON PAGE 62

The Voice of The Red Baron Stearman Squadron Goes Silent

by Dave Weiman

"The year is 1925. Back from World War I, many young former fight pilots were trying to make a living in aviation. You are standing on a grass field holding your grandfather's hand, looking up and watching many mysterious and wonderful aerobatic things in the sky. This, ladies and gentlemen, is the scene we wish to recreate for you today!

"From your right, high in the sky, four World War II biplanes are ready to entertain you. Get your cameras ready… Red Baron Frozen Pizza proudly presents the Red Baron Flying Circus – four daring young men in their flying machines, known as the Red Baron Stearman Squadron.

"Let's jump into another time… Let's have the fun your grandfather had…or his grandfather had before him."

Those were the words of Jerry Van Kempen, 93, narrator of the Red Baron Stearman Squadron from 1990 to 2004. Jerry passed away April 12, 2018 in his hometown of Alexandria, Minnesota. He is survived by his wife of 69 years, Margaret; three daughters; and many grandchildren and great grandchildren.

After a career in business, announcing auto races, hosting radio and television programs, and filling in as a traveling preacher, Jerry found his niche late in life, announcing airshows and providing a sound system. Spectators and performers both enjoyed Jerry's stories and rapid-fire play-by-play announcing, but most of all they enjoyed his personality, which came through loud and clear. Respected by fans and peers alike, Jerry Van Kempen quickly rose to airshow stardom. He was one of the best, if not the best announcer in the airshow entertainment industry.

Jerry's love for aviation has been true since World War II when he watched with envy the "Flying Sergeants" in his artillery battalion. *"They flew out each morning to spot the enemy, flying L-4s and 5s,"* was one of many stories Jerry would tell airshow crowds. Jerry left the service in 1946 and returned to Minneapolis where his parents were living at the time.

Upon leaving the service Jerry recalled paying $1,175.00 for a 1940 Dodge. In 1958, he said the Army was selling P-51 Mustangs for $1,500.00. *"I was the brilliant one and bought the Dodge."*

Jerry took flying lessons at Lakeland Skyways at Wold Chamberlain Field (now Minneapolis-St Paul International Airport) in October 1947 on the GI Bill. He soloed on Halloween Day in an Aeronca Champ.

Upper Photo: The Red Baron Stearman Squadron
Photo Courtesy of Red Baron Pizza / Schwan's Company

Jerry Van Kempen narrates for the Red Baron Stearman Squadron at the Chicago Air & Water Show in 1996. *Dave Weiman Photo*

"I remember sitting there at the end of the runway, waggling my ailerons to tell the tower I was ready for takeoff." Apparently, in those days there was only one-way radio communication between the tower and small general aviation aircraft.

Jerry was building flight hours and working for Mill City Aviation at the time – an Ercoupe and Globe Swift dealer at Wold Chamberlain – when a fellow flight student introduced him to his future wife and lifelong companion, Margaret. They got married in 1949.

While Margaret was busy raising their family consisting of three daughters – Mary, Ellen and Jeri – and working an 8-to-5 job as a secretary with the Alxandria School District, Jerry tried his hand at the concrete burial vault business, as a car salesman, as a sales representative for the local newspaper which won him national honors for his ideas, and as a dealer for Honda. But all along, Jerry held a burning and pent up desire to talk and entertain, whether as a lay reader for the Episcopal Church, or announcing stock car races on weekends.

Throughout the years, Jerry said that his announcing style didn't change.

"I could play you a recording I made in 1956 at a race and you would know exactly who was announcing." Jerry said that he announced the races in the exact same style that he later did at airshows, by announcing in an upbeat style of presentation. "I'm the only person in this business all these years who hasn't improved!"

Jerry went on to co-emcee an annual charitable fundraiser during the holidays for the Jaycees called "Jingle Bells," which was televised; a weekly radio program called the "Harland & Jerry Mess;" a weekly television program called "Just For Laughs;" the annual Governor's Fishing Opener; an appearance by then Vice President Hubert Humphrey; an annual national press party; and even a "This Is Your Life" – type program.

Jerry Van Kempen's introduction to the airshow entertainment industry came in 1979 when Bellanca Aircraft sponsored its first airshow in conjunction with a convention of Bellanca owners in Alexandria, Minnesota. At that show, Duane Cole was the headline act, and fearing the rookie announcer, Cole brought his own professional narrator to the show, and Jerry announced the rest of the show.

"I didn't blame Cole at the time. After all, I had never narrated an act in my life before then. Cole did what he should have done. Having a narrator you can trust is very important to a performer's presentation."

From there, Jerry narrated for performers who were also just starting out, like Minnesota's John Mohr who flew a stock Stearman act that even the great Bob Hoover admired, and the world's only biplane-to-helicopter transfer.

Red Baron Pizza hired Jerry towards the end of the 1988 season to narrate the Red Baron Stearman Squadron, and he narrated for the team's remaining three shows that year in Denver, Colorado; Sierra Vista, Arizona; and Temple, Texas. Jerry continued to announce only part time for the team in

Jerry and Margaret Van Kempen

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1989 because of prior commitments to announce a string of other shows. But beginning in 1990, he began narrating the team's entire 18-show schedule, which grew to become 25 shows per season.

Audiences could not help but to come away from Jerry's performances with a smile and having learned something about aviation history they hadn't known before. *"If I don't bring our fans back in time to the barnstorming era, and let them fantasize, I feel I've let them down because that is the essence, the flavor of each and every Red Baron performance."*

I remember sitting in the VIP section at the Chicago Air & Water Show some time after the motion picture "Apollo 13" came out in 1995. Astronaut and Chicago resident, James Lovell, who was portrayed in the film, was there and was thoroughly entertained by Jerry's narration. Jerry described Lovell over the public-address system as a great American who learned to fly in the Stearman biplane to go on to fly to the moon and back! I also remember seeing Margaret at that show and other shows arranging Jerry's notes and handing out autograph photos of the team to children.

"Margaret was a real trooper! She's the best P.R. person Red Baron could have," said Jerry. *"This grandma puts Red Baron stickers on kids, meets with customers, and helps the pilots work the crowd."*

Margaret would always tell Jerry about his ventures, *"If this doesn't work, we will try something else that will."* But finally, they had reached the pinnacle of their careers and Margaret commented: *"Life is the best it's ever been. This is a great time in our lives. I like being outdoors and traveling with Van."*

The Van Kempens' most memorable show was El Toro, California on May 1, 1993, when a crowd of 500,000 spectators joined in to sing happy birthday to Margaret. Their most unpleasant show was when they witnessed their first accident, then again in 1998 when two members of the Red Baron Stearman Squadron collided in midair at an airshow in Kissimmee, Florida. The two pilots were Randall L. Drake, 39, of Delafield, Wisconsin, and James (Sonny) Edward Lovelace, 46, of Seward, Nebraska. I was with Jerry and Margaret later that day at MacDill Air Force Base near Tampa, Florida, where the team was also scheduled to perform. This was a difficult time for the team and their corporate sponsor, Schwan Food Co. in Marshall, Minnesota, but they kept going until January 2008 when – after 28 years and 2,000 performances – the decision was made to discontinue the team. The Van Kempens retired in 2004 at age 79.

Among the many awards the Van Kempens shared as members of the Red Baron Stearman Squadron was the "Bill Barber Award For Showmanship," and the "Art Scholl Showmanship Award." The greatest award bestowed Jerry Van Kempen as an individual performer was the "ICAS Sword of Excellence" in 2002 by the International Council of Air Shows.

A celebration of life for Jerry Van Kempen will be held Sunday, July 8, 2018 in the main hangar at Chandler Field-Alexandria Municipal Airport in Alexandria, Minnesota. A service will be held at 2:00 p.m. with a 1-hour visitation prior to the service, as well as after the service. For additional information, contact the airport manager, Kreg Anderson at 320-762-2111 (kreg94@rea-alp.com), or Jeri (Van Kempen) Jost at 218-841-7117 (cjjost@arvig.net).

For a current obituary, check with the Anderson Funeral Home website in Alexandria, Minnesota: www.andersonfuneral.net ❑

Pan Am Clipper Pilot Celebrated Life & Appreciated Friends
Paul A. Johns

(In Memoriam: October 11, 1913 - March 28, 2018)

IOLA, WIS. – The Central County Flyers celebrated the 104th birthday of one of their members – Paul Johns of Iola, Wisconsin – on October 13, 2017 at the airport named in his honor – Central County Airport- Paul Johns Field (68C). Johns, who was born on October 11, 1913, flew a Boeing 314A Clipper for Pan Am during World War II. Some 57 airplanes and 200 people came out to celebrate his birthday at which time Johns expressed his gratitude to everyone. Paul Johns passed away on March 28, 2018. For a complete story on Paul Johns, go to https://midwestflyer.com/?p=11293.

(L/R) Pilots Paul Johns of Iola, Wisconsin, and Dave Weiman of *Midwest Flyer Magazine*, at a party on October 13, 2017 at Central County Airport - Paul Johns Field (68C), Iola, Wis., to celebrate Paul Johns' 104th birthday. ❑

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Former Top Gun From Minnesota Perishes In Glider Accident

A glider accident on April 14, 2018, resulted in the death of former U.S. Navy Top Gun instructor, Tom Irlbeck, 74, of Bayport, Minnesota and Cape Coral, Florida. The cause of the accident is not known.

Irlbeck is survived by his wife of 48 years, Katy, and their two sons, Jon (Nancy) of Sciota, Pa. and Kevin (Gina) of Stillwater, Minn.; five grandchildren; four siblings; and several nieces and nephews.

Tom Irlbeck was born May 31, 1943 in Hinckley, Minnesota, and grew up in St. Paul, Minnesota. He was the son of the late Henry and Gladys (Lieberg) Irlbeck.

Irlbeck started flying in high school and soloed at age 16. In 1964, after two years at the University of Minnesota, Irlbeck joined the U.S. Navy under the Naval Aviation Cadet program and served six years flying F-4 Phantoms. During Viet Nam, Irlbeck was stationed on the USS Enterprise and flew combat missions with Fighter Squadron VF-92. After returning to San Diego, he was invited to become an instructor at the newly formed Fighter Weapons School, later renamed "Top Gun."

Irlbeck left the Navy in 1970 and started his career at North Central Airlines in 1972, flying the Convair 580. After 26 years with the airlines, Irlbeck retired in 1996 as an Airbus A320 Captain for Northwest Airlines. Irlbeck's son, Jon, is a captain with United Airlines, flying the Boeing 737.

Upon retirement, Irlbeck spent the next two years building a Vans RV-8 and helped other RV owners flight test and to get checked out in their aircraft. He was also involved with the Experimental Aircraft Association Young Eagles Program in Florida.

Top Gun Tom Irlbeck in his Vans RV-8.

In 2012, Irlbeck began flying gliders, and obtained both his commercial and instructor ratings, and was well regarded for advancing safety procedures.

In memory of Tom Irlbeck, donations may be sent to the EAA Chapter 66 Hangar Fund, c/o EAA Chapter 66, P. O. Box 60204, Fort Myers, FL 33906. ❑

Twin & Turbine Appoints New Editor-in-Chief

Rebecca Groom Jacobs

TRAVERSE CITY, MICH. – Twin & Turbine and VP Demand Creation Services has named Rebecca Groom Jacobs of Wichita, Kansas, Editor-in-Chief of *Twin & Turbine Magazine,* effective May 1.

Jacobs succeeds Dianne White, who was recently named Executive Director of the Malibu/Mirage Owners & Pilots Association (MMOPA).

A private pilot and marketing graduate, Jacobs has spent the last six years completing marketing and communications projects for major engine manufacturers and aircraft OEMs including Textron Aviation, Piper Aircraft and Quest Aircraft. Most recently, she joined her father and sister with the consulting firm, Groom Aviation, as the communications director, specializing in the development of aviation-specific content for websites, blogs, social media and newsletters. Jacobs has served as a contributing writer for Twin & Turbine since early 2017 (www.twinandturbine.com). ❑

SimpleFlight Radio

Helping To Spread Passion & Enthusiasm For Aviation

In August 2012, Al Waterloo and Marc Epner, both of Chicago, got together to create SimpleFlight Radio based on their shared love and optimism for aviation in the present and the future. The result was an aviation program that differentiates itself from strictly aviation podcasts by delivering an informal and relaxing format via a live internet radio show (www.simpleflight.net/radio) with the added convenience of a recorded podcast (www.simpleflight.net/podcast). The show is broadcast from the SimpleFlight studios in Hangar 5 at Chicago Executive Airport (KPWK – formerly Palwaukee), or anywhere they choose to create the program, including live remotes.

Marc Epner and Rhonda Khabir

The show, which airs each Sunday evening from 8:00 to 9:00 p.m. central time, started as a two-hour show for the first few years, but was eventually scaled back to one hour. Guests have included the founders of King Schools, ForeFlight, BoldMethod, AbleFlight, Surf Air, CloudAhoy, LIVEATC.net, FLYTHISSIM, the presidents of many national aviation organizations, as well as aviation personalities like Amelia Rose Earhart (not to be confused with the Amelia Earhart of the 1930s), who completed her 24,300-mile flight around the globe in a Pilatus PC-12 NG on July 11, 2014 by landing in Oakland, California, where she departed from on June 26. More than 150 pilots and aviation leaders with a story to tell have told their stories on SimpleFlight Radio, so far.

Al Waterloo left the show in 2017 to become the Regional Sales Director in Chicago for Cirrus Aircraft, leaving Marc Epner as the pilot-in-command to carry on until he was joined by his current cohost later that year, Rhonda Khabir of Madison, Wisconsin.

Marc Epner's love affair with aviation started at a young age. In 2004, after a 25-year hiatus from flying, a chance flight in a GA plane rekindled the spark and a passion to share aviation with others. He does that by taking people flying, speaking before civic and aviation groups, leading a successful flying club, and of course, bringing his energy to SimpleFlight Radio. Epner relishes the opportunity to help revitalize General Aviation.

Epner primarily flies a Cirrus G3 SR-22, but don't be surprised if you hear him on frequency flying various other airplanes. His favorite destinations include Iowa and Missouri to visit family, or most any airport that has access to a restaurant.

Rhonda Khabir has always been forward focused with a clear vision of where she's going. But that all changed after a short flight with a police officer. It was clear to Khabir that some of her dreams required her to look up. After only an hour aloft in a 1967 Piper Colt, she found a place she'd like to stay… up in the air.

Now, Khabir regularly logs flight-time around Chicago Executive, Madison, Wisconsin and even Daniel K. Inouye International Airport in Honolulu, Hawaii. She is working on her instrument rating and commercial pilot certificate. Her energy, curiosity, and eagerness to experience all things aviation bring a unique perspective to SimpleFlight Radio.

Joby Benoit of Chicago recently joined the team and works the technical aspects of the program behind the scenes. He is the guy with the magic that makes the program possible.

Whether the topic is innovation in aviation technology, flight training, or community outreach, Marc Epner and Rhonda Khabir bring their passion and contagious enthusiasm to the aviation airwaves.

Now in its sixth straight year, the show continues to evolve with the industry with new and exciting topics and guests. Listeners comment on how the show helps them get through a rush-hour commute, or makes a Sunday evening with a glass of wine more enjoyable.

So, tune in at www.simpleflight.net/radio each Sunday from 8:00 to 9:00 p.m. central time, or anytime via podcast at www.simpleflight.net/podcast, or through your favorite podcast app. ❑

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Bem Vindos ao Brasil

by Yasmina Platt

Two co-workers and I recently traveled to Brazil on a project assignment. When I realized we had a free day in Sao Paulo to explore, I quickly looked for nearby flight schools. The Aeroclube de Sao Paulo, at Campo de Marte Airport (SBMT), only seven kilometers from downtown Sao Paulo, not only welcomed my ability to go on a flight around the area with an English-speaking instructor, but they are also one of the oldest flight schools still in operation in Brazil, established in 1931.

Brazil seemed to be like Europe as far as departure times and protocols. My co-worker, Jack, and I arrived at the airport early and both the airplane and our instructor Cassiano were available; however, we had to wait to depart until the pre-selected departure time for flight planning purposes.

SBMT is an older airport with its pavement in fairly poor condition and the rest of its infrastructure in need of some up keep, but it is a fairly busy general aviation airport with lots of mixed traffic, including a good number of helicopters even on a Sunday. The community is apparently pressuring its closure since it is in the middle of town, but to us it seemed to be a very important transportation link and economic generator.

I rented what looked to me like a Piper Archer II/Cherokee 180, but they called it a "Tupi." I thought it was their cute nickname for it, but was it? As soon as I sat inside, I noticed the Embraer logo on the yoke. I joked with the CFI that it was a funny touch given that Embraer is a Brazilian company. He educated me that the aircraft was, in fact, built by Embraer. Piper PA-28s were built under license in Brazil for a few years. The plane we flew was an EMB-712 Tupi (versus a PA-28-181). Neat! A pilot is always learning and another interesting logbook entry was in the works.

The planned route took us from SBMT to Palmeiras via a VFR corridor, then south to Santos over Rio Grande da Serra. After a loop around Santos, the return flight was back to Palmeiras and then Represa Suzano to take the same VFR corridor in the opposite direction. Specific headings and altitudes are given.

At an elevation of 2,406 feet and with three adults on a fairly hot day, the Tupi gave us a bit of a shallow climb. Considering that the only places to land in an emergency were the few airports across the city, and that two-engine incidents on takeoff/climb are still pretty recent in my mind, the rising homes on the departure

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Flight instructor Cassiano with pilot and author Yasmina Platt at the Aeroclube de São Paulo at Campo de Marte Airport (SBMT), São Paulo, Brazil. The aircraft is an Embraer EMB-712 Tupi, which is a Piper PA-28-181 once built under license in Brazil.

end were closer than I would have liked. We performed a left-hand traffic pattern via radar vectors and off we went.

Sao Paulo's crowded streets and large number of skyscrapers was shocking. I expected to see areas with favelas (a Brazilian Portuguese term for slum, favelas are very low-income homes in Brazil), but I did not realize that the rest of the city would be so incredibly crowded as well. We could not even see pavement, just roofs, at times, and we only saw a few green spaces.

Just a few minutes later, we were leaving Sao Paulo behind for the nice countryside and nearby Santos. While the distance between the two cities is only 46 miles, it can easily take upwards of two hours to travel by car due to traffic. We overflew a mountain range with a few waterfalls that reminded me of the Smoky Mountains or LA's mountain ranges, since they were not too abrupt, were wooded, and had haze all inside them.

Santos is a coastal city with a major seaport. It also has a military airfield that civilians do not have access to even though it is not often used. At my request, Cassiano did all communications with ATC in English, so I could understand what was being said. However, he asked that he talk with the military controllers at this field in Portuguese because they probably would not understand English. No problem, but it is too bad they do not allow civilians use the airport because it is close to nice beaches.

As we got closer to Santos, we quickly saw that the developed areas looked very much like Sao Paulo. However, the coast and beaches were gorgeous to see, especially since I enjoy terrain/elevation by the water.

The weather was gorgeous, so people were out enjoying the day, including swimmers and sun bathers on the beach and a descent number of recreational boats.

Once back in the corridor, rather than heading towards Itaquera (a waypoint on the sectional), we went slightly left towards the Corinthians soccer stadium, built in 2014 for the World Cup. It hosted six games, including the opening match. From there, we flew straight back to SBMT. Like we have seen in other countries, SBMT had a visual approach chart. From our direction, it set us up directly on final for Runway 30.

It was also interesting to see that the approach chart calls for "circular patterns" versus the "box or rectangular" patterns we are used to here. You may recall that the University of North Dakota and the AOPA Air Safety Institute were going to study this option in late 2016 to see if it helps stabilize approaches, but I have not seen the results yet.

A wonderful 1.1-hour flight and $243 later, we were off to lunch. Jack and I had a hearty Brazilian lunch and a caipirinha (Brazil's national cocktail made with cachaça) at the onsite restaurant with fantastic views of the airfield.

If you want to read more and see more photos of this experience, you may do so at www.airtrails.weebly.com/brazil. Take advantage of every opportunity you have to fly. Too fun not to! ❑

A Flight To & From Sun 'n Fun With Lightspeed

by Dave Weiman

It had been a few years since Peggy and I flew our Cessna 182 Skylane to Sun 'n Fun in Lakeland, Florida, so as with any long cross-country flight, I wanted to put a lot of thought into planning the trip.

First was to get the plane in for its annual. Fortunately, I was able to get the plane into the shop a few weeks before our trip, which allowed for any unexpected maintenance and the ordering of parts.

While the plane was being worked on, I got my Jeppesen data bases for the Garmins updated and packed the "electronic suitcase" with ForeFlight on my iPad.

Next was to order a new headset. I had used my dependable and bullet-proof, but head-squeezing headsets for the past 40 years, and certainly got my money's worth out of them, but I needed comfort for the 16-hour, 2,000-nm round-trip flight.

In 2015, we had planned a day flight up to Washington Island on the Door County, Wisconsin peninsula, but just prior to departure, the weight and tight fit of the old headsets aggravated a sensitive area behind Peggy's ears, resulting in a headache, so we had to cancel the trip.

I immediately began to explore other headsets, and considered the ultra-lightweights, but felt that Peggy needed a headset that completely covered her ears to provide the best noise protection. We spoke with friends who own Boise and Lightspeed Aviation headsets, which are highly rated and priced competitively. After trying them both on, Peggy chose the "Lightspeed Zulu PFX."

Comfort-wise, the Lightspeed Zulu 3 headset has all of the same features as the Zulu PFX, but with a larger cup cavity, providing 50% more space for your ears, allowing your entire ear to fit comfortably inside, preventing the pain caused by seals pressing against the edge of your ear. Front Row Center™(FRC), stereo cross-feed technology, and redesigned speakers, deliver crisp, rich audio and unparalleled music fidelity. Likewise, The Dual Aperture Disc™ microphone provides greater noise cancellation for clearer, more intelligible communications.

Peggy Weiman Photo

The Zulu PFX has been Lightspeed's top of the line headset and weighs only 14 ounces. The PFX features plush ear seals that provide 20% more surface area and 30% more space for your ears inside the ear cups than its closest competitor, creating a better seal and more comfortable distribution of side pressure.

All Lightspeed Aviation headsets employ active noise reduction (ANR), which works by sensing cockpit noise and generating an audio signal that is 180 degrees out-of-phase with the noise. The noise and the signal cancel each other out, creating the remarkable quiet that Lightspeed is known for, as well as reducing dangerous noise-induced fatigue. The headsets continuously adapt to your environment, extending the amount, consistency and frequency range of noise cancellation. Firmware enhancements are just a download away, giving Lightspeed headsets unlimited potential to evolve with new innovations.

Other features of Lightspeed headsets include FlightLink – the free, proprietary app developed by Lightspeed for the iPad® and iPhone® that adds enhanced functionality to the headsets. FlightLink works seamlessly to capture and retrieve incoming and outgoing communications. A great tool for any pilot, it is especially valuable for flight training. FlightLink's enhanced capabilities also allow users to set a variety of personal audio and operational preferences.

Lightspeed's "trading up" program makes it convenient for pilots to stay on the cutting edge of headset technology. Lightspeed will give you up to a $400 trade-in allowance, depending on the headset you are trading in. What Lightspeed does with the trade-ins after that, I don't know.

Lightspeed's newest headset is the "Zulu 3." Priced at $850.00 for GA plugs or battery operated, the Zulu 3 is actually $300.00 less expensive that the Zulu PFX, and priced less than either the David Clark One-X at $895.00 and the Boise A20 at $1,096.00.

Comfort-wise, the Zulu 3 has all of the same features as the Zulu PFX, plus larger cup cavity, providing 50% more space for your ears, allowing your entire ear to fit comfortably inside, while preventing the pain caused by seals pressing against the of the ear.

The Zulu 3 is more durable than the competition, using new rugged cables built around a Kevlar core, delivering more strength and flexibility with less weight than standard cables. The headset is made from stainless steel and magnesium.

The Dual Aperture Disc™ microphone provides greater noise cancellation for clearer, more intelligible communications.

Front Row Center™ (FRC), stereo cross-feed technology, and redesigned speakers, deliver crisp, rich audio and unparalleled music fidelity.

It's no wonder on my way to Canada last August for our annual Canada Fishing Fly-Out to Miminiska Lodge,

Ontario, that I overheard two pilots talking plane-to-plane on 122.75 Mhz, how pleased they were with the Lightspeed headsets they purchased at EAA AirVenture Oshkosh. It was a great testimonial and only confirmed my decision to buy a second Lightspeed headset.

Like all Lightspeed headsets, the Zulu 3 comes in a hard case to protect your investment and is backed by a 7-year warranty. For additional information on Lightspeed headsets, visit *www.lightspeedaviation.com.*

The Cross-Country Flight

The ultimate test for my new Lightspeed Zulu 3 headset was to fly IFR from Wisconsin to Florida, confident that I would not miss any communications with air traffic control, and that they would hear me loud and clear!

We departed Wisconsin in the afternoon and arrived at Madison County Executive Airport (KMDQ) in Huntsville, Alabama about an hour before sunset, thanks to a nice tailwind. There, we were greeted by Donna and Ray Meyer and their staff at Executive Flight Center, who were kind enough to tuck our Skylane in a hangar overnight, so we could plug in our Tanis engine heater. Yes, temperatures in Huntsville dropped to the mid 20s overnight, and I wanted a warm engine in the morning.

We departed Huntsville at approximately 10:30 a.m. the next day on an instrument flight plan, direct to Bartow, Florida.

After we leveled off a 9,000, I leaned the mixture on our Continental 0470-S2B rich of peak. Then about an hour into the flight, Center requested that we descend and maintain 7,000 to make room for two aircraft overtaking us from behind. We complied with the request and were handed over to a different controller. Shortly thereafter, that controller requested that we descend and maintain 5,000 for two more aircraft that were overtaking us, which would have put us skimming the top of smoke caused by forest fires in northwest Florida. Rather than descend again, ATC gave us a different waypoint to separate traffic.

Before ADS-B, there was a lot of traffic out there we didn't know existed. Now with ADS-B, at least we know where the traffic is and can do a better job at "seeing and avoiding" other aircraft.

Upon our arrival at Bartow, Florida, we taxied to Bartow Flying Service, where we were met by very professional and courteous line personnel who brought our rental car to the plane to unload. Since we arrived early for Sun 'n Fun, we had our pick of parking spots on the ramp. We tied down the plane, fueled and wrapped our Bruce Custom Cover around the canopy, then headed for lunch and to our hotel.

Sun 'n Fun Fly-In

As for the Sun 'n Fun fly-in itself at Lakeland Linder Regional Airport in Lakeland, Florida, April 10 – 15, 2018, the event has many of the same features as EAA AirVenture

AOPA Senior Vice President of Aviation Strategy and Programs, Katie Pribyl, briefed members on the "You Can Fly" program at the AOPA Pavilion. Under the You Can Fly program, Pribyl and her team are building initiatives designed to get rusty pilots back in the air, provide more affordable access to aviation through flying clubs, support best practices in flight training, and introduce high school students to aviation. *Peggy Weiman Photo*

David Schweiss of Schweiss Doors, Hector, Minnesota, demonstrated both the Schweiss bifold and hydraulic doors. *Dave Weiman Photo*

Oshkosh, but it is smaller in scale. Unfortunately, their headline airshow act – the U.S. Air Force Thunderbirds – had to cancel because one of the team members – Maj. Stephen Del Bagno of Valencia, Calif. – was killed during a practice flight on April 4, while flying his F-16 over the Nevada Test and Training Range near Nellis Air Force Base where the team is headquartered.

Maj. Del Bagno was the slot pilot, flying the No. 4 jet, and this was his first season with the team. Prior to joining the Air Force, Maj. Del Bagno was a General Aviation flight instructor, corporate pilot, skywriter and banner tower. He had logged more than 3,500 hours in more than 30 different aircraft – 1,400 hours as an Air Force pilot.

As tragic the accident was, Sun 'n Fun officials had to scramble to fill the performance time slot with other military

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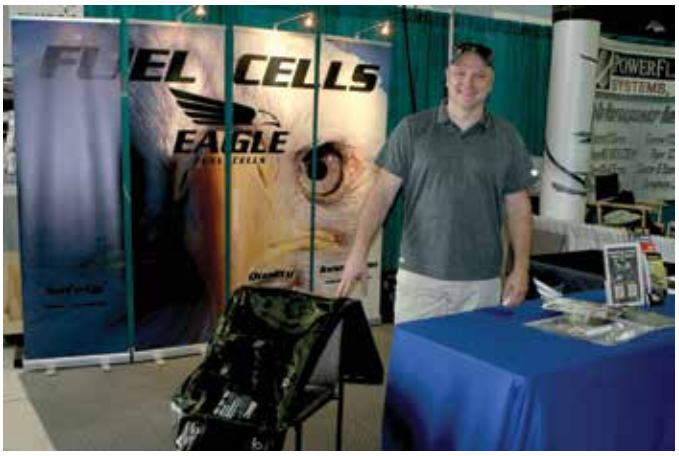

Kurt Hartwig of Eagle Fuel Cells, Eagle River, Wisconsin. *Dave Weiman Photo*

demonstrations, and they did. Congratulations to former Naval aviator, John "Lites" Leenhouts, who is President and CEO of Sun 'n Fun, and to the organization's board of directors, for pulling out all stops to hold a successful event. Likewise, thanks go to two former Midwesterners – Gene Conrad, director, and Chris Hallstrand, assistant director, of Lakeland Linder Regional Airport, for helping make the event possible logistically.

One the biggest attractions of the fly-in for us was the appearance by the B-17 Flying Fortress "Texas Raiders," flown by the Commemorative Air Force Gulf Coast Wing, and the former B-29 crew chief who got a ride. *(See article beginning on page 41.)*

The Aircraft Owners & Pilots Association (AOPA) exhibited, as they do at EAA AirVenture Oshkosh, and AOPA President & CEO Mark Baker and some members of his executive staff were featured speakers. Baker briefed members on current AOPA initiatives, and thanked them for contacting their congressional representatives when summoned to do so in opposing legislation to privatize the air traffic control system.

The weather during Sun 'n Fun was pretty good with the exception of heavy rain on opening day, which kept spectators in the exhibit buildings buying products, and again on closing day when the show shut down early due to bad weather. Among some of the exhibitors from the Midwest were Schweiss Doors out of Hector, Minnesota, and Eagle Fuel Cells in Eagle River, Wisconsin.

For more information on Sun 'n Fun, visit their website: www.sun-n-fun.org.

Kennedy Space Center

While in Florida, we visited Kennedy Space Center (KSC) on Merritt Island, Florida, for the first time in 30 years, and has it ever changed! It has truly become a Disney-like attraction for adults, but there's plenty of attractions for people of all ages, so bring your entire family.

KSC has become a major central Florida tourist

The entry way to Kennedy Space Center.
Dave Weiman Photo

destination and is approximately a one-hour drive from Orlando. KSC offers public tours of the center and Cape Canaveral Air Force Station.

As a taxpayer supportive of the space program, I was pleased to see the National Air & Space Administration (NASA) finally realizing the opportunities in partnering with private enterprise to expand the space program. Boeing, Lockheed Martin, Space Florida, Florida Power and Light, United Paradyne Corporation, and SpaceX have made major investments.

SpaceX was founded in 2002 by billionaire, Elon Musk. The company has more than 5,000 employees at its headquarters in Hawthorne, California; launch facilities at Kennedy Space Center and Cape Canaveral Air Force Station, Florida, and Vandenberg Air Force Base, California; a rocket-development facility in McGregor, Texas; and offices in Houston, Texas; Chantilly, Virginia; and Washington, DC.

SpaceX has gained worldwide attention for a series of historic milestones. It is the only private company ever to return a spacecraft from low-Earth orbit, which it first accomplished in December 2010. The company made history again in May 2012 when its Dragon spacecraft delivered cargo to and from the International Space Station – a challenging feat previously accomplished only by governments. Since then, Dragon has delivered cargo to and from the space station multiple times, providing regular cargo resupply missions for NASA.

In 2017, SpaceX successfully achieved the first preflight of an orbital class rocket – a historic milestone on the road to full and rapid rocket reusability.

Our trip home began with an instrument clearance which included vectors from Bartow to Lakeland to V-7 to Cross City, then direct Huntsville, where we were once again greeted by the friendly folks at Executive Flight Center. Before long, we were back in the friendly and less congested skies of the Midwest.

Outside the "Space Shuttle Atlantis" exhibit at Kennedy Space Center.
Dave Weiman Photo

Space Shuttle Atlantis
Dave Weiman Photo

The SpaceX complex.
Dave Weiman Photo

The engines on the Saturn V rocket propelled dozens of humans toward the moon. The rocket's first flight took place on November 9, 1967 for the Apollo 4 mission. The rocket passed its first integrated test with flying colors and was cleared to send humans to the moon after only one more test flight. The Apollo 11 mission, which was launched to space on a Saturn V, safely landed two people on the moon in 1969. *Dave Weiman Photo*

❑

AOPA Releases New 'Destinations' Platform To Inspire & Inform Pilots

The Aircraft Owners and Pilots Association (AOPA) has announced new tools to provide access to more general aviation travel information than ever before.

With the theme of "explore the world from the airport out," pilots will soon be able to use AOPA's Destinations site as a comprehensive place to find more details on each airport across the country. The new part of AOPA.org will be a one-stop shop for pilots looking to find everything from restaurants and lodging, to activities like golfing, skiing, fishing, amusement parks, museums, and much more. And even save some money on hotels, car rentals, etc.

"If we want pilots to fly more, we need to give them all the tools to help them do that, and we hope by developing this platform, pilots will learn about exciting destinations and be better informed before they even take off," said AOPA President and CEO Mark Baker. "We're not only improving the way pilots plan for upcoming flights, but we're also encouraging them to explore new places in the most informative and in-depth way. We want to inspire pilots to fly more and to get more out of their aviation experiences. Pilots who fly more are safer and with more flying comes a stronger aviation ecosystem." Pilots will be able to read crowd-sourced reviews from airport and FBO visitors and get firsthand feedback about each location.

The Destinations platform is available on AOPA's website at https://www.aopa.org/destinations/. ❑

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A Flight Back To Another Era

The Commemorative Air Force B-17 Flying Fortress "Texas Raiders" taxis in at Lakeland Linder Regional Airport, Lakeland, Florida.
Dave Weiman Photo

Contributing editor, Bill Blake, seated in the gunner position getting ready for takeoff.
Peggy Weiman Photo

by Bill Blake

On April 11, 2018, military veteran and crew chief, Sergeant Bill Kelly of Lakeland, Florida, made his first flight in a bomber since World War II. Now, 75 years later, Sergeant Kelly was flying in the Commemorative Air Force B-17 Flying Fortress "Texas Raiders" in the friendly skies over Lakeland, Florida at the annual Sun 'n Fun Fly-In held at Lakeland Linder Regional Airport.

Born in Camden, New Jersey, Sergeant Kelly enlisted in the Army Air Corps in 1943 and was deployed to Kwajalein in the Marshall Islands prior to the arrival of the first Boeing B-29 Superfortress used in the Pacific Theater. There for nearly two years, he was involved in bombing missions against Japan. After he was discharged

The bombardier position is enclosed in a Plexiglas bubble in front of the engines and cockpit area. There are seats for the bombardier and a gunner.
Bill Blake Photos

in 1946, Kelly went on to flight school, obtained his commercial pilot certificate, and eventually went to work for Sears Roebuck. Retiring in 1988, Kelly moved to Florida, and today resides in Lakeland.

"Texas Raiders," flown by the Commemorative Air Force – Gulf Coast Wing, is one of only nine B-17s actively flying today. The aircraft is also the first B-17 to be restored solely for the purpose of education. The aircraft first flew in the military, then in civilian life, and is now a flying museum dedicated to educating the public about warbirds and honoring the veterans who flew them.

I had the dual pleasure of chatting with Sergeant Kelly while waiting for the B-17 to arrive at Sun 'n Fun, and then joined him on a flight.

As a combat veteran, Sergeant Kelly wanted to know whether or not we were going to be issued parachutes for our flight, so I asked the loadmaster during the passenger briefing. The loadmaster responded in jest by stating there were no parachutes because today there is more interest in preserving the aircraft than the crew.

I was assigned to the bombardier position in the nose of the aircraft, as opposed to a seat in the main cabin. The bombardier position is enclosed in a Plexiglas bubble in front of the engines and cockpit area. There are seats for the bombardier and a gunner. Having flown in military aircraft before, I was not surprised to find the seating austere and the space confining, but I had the best view in the aircraft.

I couldn't imagine how deafening it would be with the gunner firing a machine gun right behind my head, and no noise canceling headsets at the time. I suspect that it was always too hot or too cold in the bubble. Our flight was short, but long enough. A long flight at altitude would have been very tiring and was for our courageous military flight crews.

For pilots then and now, taxiing, takeoffs and landings in the B-17 must have taken a lot of practice. The nose of the aircraft is pointed so high that during taxiing and takeoff, the pilot has to get his visual cues from his peripheral vision to one side. Landing a B-17 requires great skill, especially in a crosswind.

After our flight, I had the opportunity to look around the rest of the aircraft. The other seats and positions were not much more comfortable than where I was sitting in the bombardier position, but the aircraft was not designed for comfort…it was designed as a weapons system.

To get from the rear of the aircraft to the cockpit, one must use a walkway so narrow that one foot has to be toe to heel in front of the other. Wiring, various gears, and control cables are exposed to help keep the gross weight of the aircraft to a minimum, and to provide easy access for making repairs. There is little padding to protect yourself from bumping your head or other parts of your body on various metal parts.

For me to fly in one of just nine B-17s actively flying in the world today, was an experience I will long remember and definitely worth the price of the ticket. For Sergeant Bill Kelly, it was a trip back in time when he was young, brave and adventurous, and put his life on the line for his country. I bet the flight brought back memories of various missions and comrades who were not as fortunate to come home, or who have since passed away. For sure, Sergeant Kelly is one of the last of the "Greatest Generation."

EDITOR'S NOTE: Bill Blake, formerly of Peoria, Illinois, and now of Sarasota, Florida, is an active pilot and aircraft owner, as is his wife, Nancy. Prior to retiring, Blake was the AOPA Great Lakes Regional Representative (1999 to 2011), and Director of the Division of Aeronautics for the State of Illinois (1992-99). Bill Blake flew the CH-34 helicopter in the U.S. Army assigned to the East-West German border during the Cold War. He retired with the rank of colonel. Later he was a contract negotiator for the Office of Naval Research in Washington, D.C. ❑

Home At Last!
Memphis Belle Exhibit Unveiled At National Museum of the U.S. Air Force

The B-17F Memphis Belle poses for photos before moving into the World War II Gallery at the National Museum of the United States Air Force on March 14, 2018. *(U.S. Air Force Photo by Kevin Lush)*

by Dave Weiman

It was the summer of 1989, and our family flew down to Memphis, Tennessee so I could help announce an airshow, and interview the performers and VIPs. The airshow was combined with an Indy-type auto race, and produced by airshow performer, Ed Johnson, a pilot with the Bud Light Air Force, who flew the BD-5J. There I met and interviewed race car legend Bobby Unser, whose son, Robby Unser, was racing. I also interviewed Margaret Polk of Memphis, for whom the B-17 Flying Fortress *"Memphis Belle"* was named.

The Army Air Corps had decided that combat duty ended with 25 missions at a time when many planes and their crews didn't make it past 10. So, in May 1943, the *Memphis Belle* became the first heavy bomber to complete 25 missions over Europe. Then on June 16, 1943, she and her crew landed in Washington, D.C., to begin a nationwide tour to encourage everyone who saw her to buy war bonds.

The pilot of the *Memphis Belle,* Lt. (later Colonel) Robert K. Morgan, was dating Margaret Polk at the time. He chose the nose artwork for the plane based on a 1941 George Petty illustration in *Esquire* magazine.

The ribbon is cut to the B-17F Memphis Belle Exhibit during a public ceremony on May 17, 2018.

Years later in 2003, I had the pleasure of meeting Col. Morgan, then of Asheville, North Carolina, when he was on tour with the replica of the *Memphis Belle.* The replica was used to film the 1990 British war drama *"Memphis Belle."*

The real *Memphis Belle* was on display on Mud Island in Memphis, along the banks of the Mississippi River in an open shelter, leaving the aircraft exposed to the elements where it was also vandalized. When our family was in Memphis for the show, I couldn't believe the United States would allow such a national treasure to deteriorate. Neither could the National Museum of the U.S. Air Force at Wright-Patterson Air Force Base, near Dayton, Ohio.

The crew of the Memphis Belle at Bassingbourn, England, May 17, 1943. (L/R) Harold Loch, top turret gunner; Cecil Scott, ball turret gunner; Robert Hanson, radio operator; Jim Verinis, copilot; Robert Morgan, pilot; Chuck Leighton, navigator; John Quinlan, tail gunner; Tony Nastal, right waist gunner; Vince Evans, bombardier; and Bill Winchell, left waist gunner. *Photo Courtesy of Robert Morgan*

The crew of the Memphis Belle celebrating the completion of the war bond tour.

Various groups including the Memphis Belle Memorial Association (MBMA), which worked to restore and maintain the aircraft; the Memphis Park Commission, which operated Mud Island; and officials in the U.S. Air Force, fought over what, and where, the best home for the aircraft should be. But first they had to decide who owned it.

B-17 #42-24485 rolled off the Boeing Aircraft assembly line in Seattle on July 2, 1942 – one of some 12,750 B-17s built during the war. The *Memphis Belle* flew to England on September 25, 1942 and joined the 91st Bomb Group at Bassingbourn Royal Air Force Base. From there, she embarked on 30 missions over Europe, aborting five missions because of mechanical problems. During these missions, the aircraft was hit, but survived to fight again.

After the war, the *Memphis Belle* was declared surplus and hauled to an airplane graveyard outside Altus, Oklahoma. In 1946, the City of Memphis purchased her for $350 and brought her to the old Memphis Municipal Airport, where she sat outside a hangar for years. In 1950, the bomber was hoisted atop a concrete pedestal outside the Tennessee National Guard Armory. When the National Guard sold that property in 1977, the plane was trucked back to the airport, and was first parked outside the Tennessee National Guard hangars, and later moved alongside a World War II-themed restaurant called the 91st Bomb Group. During these later moves, just about the only people who cared for her were members of MBMA.

Around this time, the plane's deteriorating condition came to the attention of the U.S. Air Force, which claimed ownership of the plane and threatened to take it back. In response, "Save the Belle" committees were formed, and FedEx and Boeing each contributed $100,000 to the cause. That's when the aircraft was placed on display on Mud Island, where the issue of ownership resurfaced.

Although the city purchased the aircraft in 1946, the mayor at the time returned ownership back to the Air Force, believing it could still remain in Memphis. But that was no longer possible or desirable. In 2002, the wings were removed and a flatbed truck hauled the aircraft to a climate-controlled hangar at the Naval Support Activity complex in Millington, Tenn. for the aircraft's initial restoration, which began in 2003.

Millington even broke ground for a museum, but the fundraiser for the building was running into problems, and enthusiasm for the project dwindled. So MBMA finally called the Air Force to come and pick up the plane, which they did in October 2005.

Also, in 2005, a memorial for the aircraft was created on the Veterans Plaza in Overton Park in Memphis, featuring a bronze sculpture of Margaret Polk gazing skyward and a plaque of the plane.

Now, completely restored, the *Memphis Belle* was unveiled to the public on May 17, 2018 – exactly 75 years after its crew finished their last mission in the war against Nazi Germany on May 17, 1943.

The National Museum of the U.S. Air Force is the world's largest military aviation museum. With free admission and parking, the museum features more than 360 aerospace vehicles and missiles and thousands of artifacts amid more than 19 acres of indoor exhibit space. Each year about one million visitors from around the world come to the museum, so the *Memphis Belle* will get plenty of visitors.

For additional information, visit www.nationalmuseum.af.mil/. ❑

Illinois Aviation Industry News

Southern Illinois University Upgrades Fleet

Alex Ngala of Kenya, Africa, is a junior in aviation technologies at SIU Aviation. He is pictured in the cockpit of one of SIU's new Piper Arrows. The Piper Arrows are equipped with Garmin G500 TXi glass panels.

One of three new Piper Arrows arrives at SIU Aviation in Carbondale, Illinois.

CARBONDALE, ILL. – The aviation management and flight program at Southern Illinois University (SIU) Carbondale on Southern Illinois Airport is upgrading its fleet of aircraft with three new Piper Arrows equipped with state-of-the-art avionics. The aircraft were purchased solely with funds from student flight fees and are part of a fleet of 36 aircraft. University officials believe the new aircraft will attract new students because their glass panels will better prepare them to fly as professional pilots.

The aircraft are equipped with Garmin G500 TXi displays, autopilots and an adjustable pitch propeller.

The flight fees that students pay go toward operating the program, everything from fuel, instructor fees and equipment upgrades. ❑

Indiana Aviation Industry News

ER, UND & SIUC Place First, Second & Third At NIFA SAFECON

TERRE HAUTE, IND. – The Embry-Riddle Prescott Flight Team took home top honors at the 12th Annual National Intercollegiate Flying Association (NIFA) Safety and Flight Evaluation Conference (SAFECON) Championships, April 30 thru May 5, 2018 at Terre Haute International Airport - Hulman Field (KHUF). The event was hosted by Indiana State University.

In a history-making show of aviation skills, Embry-Riddle's Golden Eagles Flight Team was the first team to win three times in a row and its 12th national championship title since 1993. The Golden Eagles finished with 544 points, the highest not only in the team's history, but the most points earned by any team since the competition established its modern scoring system. They also won all team-based honors including the coveted Judges Championship Trophy, Flight Events Championship Trophy, and the Ground Events Championship Trophy.

The University of North Dakota placed second overall, earning 423 points, followed by Southern Illinois University's "Flying Salukis," which placed third overall with 273 points.

The event brings together more than 350 students from nearly 30 of the nation's top collegiate aviation teams to compete in flight and ground events such as navigation, computer accuracy, preflight inspection and more. Among the other competing schools were the United States Air Force Academy, Purdue University, Florida Institute of Technology, Auburn University, Kent State University, Ohio State University, and Western Michigan University.

For a complete list of the 2018 NIFA SAFECON national competition results, go to nifa.aero/wp-content/uploads/SAFECON-2018-Overall-Results.pdf. ❑

Aeronautics Report

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Professional Aviation Education Programs In Wisconsin

by Meredith Alt
WisDOT Bureau of Aeronautics

Meredith Alt

It is an exciting time to start planning a career in aviation, as the aviation industry expects an extraordinary demand for aviation-related jobs over the next 20 years. According to Boeing, between now and 2036, the aviation industry will need to fill more than 2 million positions for commercial airline pilots, maintenance technicians and cabin crew.

The aviation industry in Wisconsin is already experiencing shortages. Now is a great time to explore degree programs and training opportunities to help launch an aviation career for yourself – or encourage a high school or college student to consider this path! Below are some considerations for those interested in training in this field.

Choosing A Field of Study

Photo Courtesy of Fox Valley Technical College

To many people, pilots are the first thing that come to mind when thinking of aviation jobs. And indeed, the current demand for pilots is high enough that it is driving up pay for these positions. But, there is also a large need for workers on the ground – people who have the technical knowledge to construct and repair airplanes, as well as those who want to work in the business and operational side of the airlines and airports.

Before you select an educational program, you'll want to think about which area of aviation is of most interest to you. If you want to be a pilot, a professional pilot program is one route, as is taking classes at a flight school and building hours by becoming a Certified Flight Instructor. If you are interested in aviation management, you'll want experience with planes, as well as a degree with management emphasis. One excellent place to research aviation-related careers is the Experimental Aircraft Association careers webpage.

Wisconsin Programs

Photo Courtesy of Fox Valley Technical College

Wisconsin offers several degree and diploma programs that can kick start an aviation career in the air or on the ground. For those interested in becoming a professional pilot, Fox Valley Technical College and Gateway Technical College offer programs designed to give students the knowledge, skill, and experiences needed to become a professional pilot. Upon graduation, graduates will be qualified to take on careers such as airline pilot, charter pilot, corporate pilot and flight instructor.

For students interested in constructing, repairing and maintaining aircraft, Milwaukee Area Technical College and Fox Valley Technical College offer multiple programs for aircraft mechanics. In general, students will gain considerable experience working with airframe, powerplant, avionics, and other aircraft systems.

The above programs can usually be completed in two years or less if a student is full time. Students interested in

an aviation bachelor's degree should consider the University of Wisconsin Oshkosh's Aviation Management program, which is an online program that allows students to transfer credits from 2-year programs in pilot training, avionics, or airframe and powerplant technical programs to complete their bachelor's degree. The program focuses on developing advanced skills in leadership and administration so that graduates are prepared to lead and advance within the industry.

Photo Courtesy of Fox Valley Technical College

Many of Wisconsin's bachelor's degree programs in engineering offer aeronautics courses or a minor focused on aerospace studies. These include Marquette University, Milwaukee School of Engineering, UW-Milwaukee, UW-River Falls and UW-Madison. Carthage College in Kenosha, Wis., offers a nationally recognized Space Sciences program and has opportunities connected to the NASA Wisconsin Space Grant Consortium, which is headquartered there.

Interested in aviation, but not as a career? Many of the classes offered through these degree programs are open to all students. In addition, local fixed base operators throughout the state offer flight instruction to get your private, recreational, or sport pilot certificate if you're interested in flying as a hobby.

For more information on aviation opportunities in Wisconsin, please visit the Wisconsin Bureau of Aeronautics Aviation Education webpage: wisconsindot.gov/aviationeducation ❑

Meet Michael Menon

Airport Safety & Operations Program Manager

Wisconsin DOT Bureau of Aeronautics

Michael Menon

Michael Menon joined the Wisconsin Department of Transportation Bureau of Aeronautics (BOA) in February 2018 as the Airport Safety & Operations Program Manager. He is responsible for promoting and helping Wisconsin's airports operate safely. His duties include helping airports develop wildlife hazard management plans, helping airports develop emergency and security plans, and managing the BOA's support of the State's automated weather observation system (AWOS) and pilot weather briefing programs. In addition, he processes airport site approvals and works as a liaison between local sponsors and state and federal agencies.

Michael earned his bachelor of arts degree in Political Science from the University of Georgia in 2000. He worked in aviation for over 19 years before joining the BOA. His experience includes working in the airline industry, aircraft rescue and firefighting, FBO line service, and airport operations at airports in Georgia, North Carolina and Iowa. Most recently, Michael was the Airport Operations & Security Manager at the Brunswick Golden Isles Airport in Glynn County, Georgia.

Michael is a Certified Member of the American Association of Airport Executives and graduated from the Georgia Fire Academy as a certified structural and airport firefighter. While working at Dubuque Regional Airport, Michael and his wife would travel to Madison almost every weekend and they are very happy to be living in the area.

In addition to his aviation experience, Michael has spent time working in the horticulture industry at a wholesale plant nursery and owning his own landscaping business. He also spent many years working for one of the University of Georgia's study abroad programs and traveled to Australia, Fiji, and New Zealand as a teaching assistant for the school's summer programs. This led to a life-altering development… Michael and his wife were married in New Zealand!

In his free time, Michael enjoys hiking, bicycling, traveling, exploring new places on his motorcycle, wood turning, and watching Georgia Bulldog football games. He has been married to his wife, Mary, a school psychologist, for 10 years and they have four dogs. Michael currently lives in Mt. Horeb, Wisconsin and is enjoying his proximity to the Military Ridge Trail and Blue Mound State Park.

Michael is excited about the opportunity to work with the State's many airports and looks forward to the new challenges at BOA. You can contact Michael Menon at (608) 267-5272 or at michael.menon@dot.wi.gov. ❑

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Wisconsin Aviation Industry News

Wisconsin Aviation Conference Recognizes Service & Rewards Future Aviation Professionals

WISCONSIN DELLS, WIS. – The Wisconsin Aviation Conference was held May 6-8, 2018 at Wilderness Resort – Glacier Canyon Resort in Wisconsin Dells, Wis. From "speed dating" representatives of the FAA Chicago Airports District Office, to networking and weighing in on key issues affecting airports today, this year's conference covered the bases!

Topics included the pilot shortage crisis and aviation education impacts, speed dating between airports and the FAA Chicago Airports District Office, a panel discussion of current aviation issues, changes in airport operations, an update on FAA Basic Med rules, airport intelligence and law enforcement, grant assurances and non-aeronautical development at airports, collaborating to protect airport users and snowy owls, Wisconsin DOT Bureau of Aeronautics aviation education, basic airport law and trends in airport law, opportunities to increase activity at airports, minimizing construction impacts, and keeping up with unmanned aircraft systems (UAS) legislation.

Congratulations to Mary Strait of the Wisconsin Bureau of Aeronautics for being named "Person of the Year." Strait was recognized for her outstanding support of capital improvement programs at Wisconsin airports. Joe Brauer of Rhinelander/Oneida County Airport received the "Distinguished Service Award" in recognition of an aviation career spanning 50 years. Kim Kaarto of the Wisconsin Bureau of Aeronautics received the "Engineer of the Year Award" in recognition of extraordinary support in coordinating the engineering services at nine Wisconsin airports. Ron Burdick of Southern Wisconsin Regional Airport received the "Lifetime Service Award" for long and tenured service to the Janesville, Wisconsin community and southern Wisconsin region.

The Wisconsin Airport Management Association presented $1,000 academic scholarships to Aaron Wahlgren of Kenosha, Wis., who is majoring in Aeronautics – Pilot Training at Gateway Technical College; Trey Mattson of Bay City, Wis., who is majoring in Aviation Management and Operations at Western Michigan University; and Peyton May of Pleasant Prairie, Wis., who is majoring in Avionics/Aircraft Maintenance at Western Michigan University. WAMA's $1,000 "Professional Development Scholarship" went to Todd Norrell of Chippewa Valley Regional Airport, Eau Claire, Wis. ❑

Air Racing

121 Women Pilots & 56 Teams To Compete In 42nd Annual Air Race Classic

The field is set for the 42nd Annual Air Race Classic (ARC), the annual all-women cross-country airplane race. Fifty-six teams, consisting of 121 women pilots from across the country and around the world, will take off at 8:00 a.m., Tuesday, June 19, 2018 from Sweetwater, Texas, for a 2,656-mile sprint across the United States that ends Friday, June 22 in Fryeburg, Maine.

At each of the eight intermediate stops – Alva, Oklahoma; Beatrice, Nebraska; Faribault, Minnesota; Galesburg, Illinois; Auburn, Indiana; Cadillac, Michigan; Newark, Ohio; and Penn Yan, New York – teams will execute high-speed flybys over a timing line as they race against the clock.

For more information, go to airraceclassic.org. Follow Air Race Classic on Facebook. On Twitter: @AuthenticARC ❑

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Celebrating The 50th Anniversary of The Minnesota Aviation Maintenance Technician Conference

by Cassandra Isackson
Director, Minnesota DOT Office of Aeronautics

Cassandra Isackson

As you have read in recent Aeronautics Technical Bulletins, we in the Minnesota Office of Aeronautics are celebrating 75 years of partnerships with Minnesota's fabulous publicly owned and operated airports. But in addition to that celebration, we are also thrilled to be celebrating the 50th Anniversary of the Minnesota Aviation Maintenance Technician Conference.

This spring we had another very exciting and successful conference. Nearly 400 people attended the event March 19-20, 2018 at the Earle Brown Heritage Center in Brooklyn Center, Minnesota. This conference was for aviation maintenance technicians, IAs, industry employers, aviation vendors, and aviation maintenance college students. In addition, there was a special program for high school students seeking careers in aviation!

The conference featured more than 20 breakout sessions that ranged from aircraft brakes, to composite repair, to the connected aircraft that discussed secure internet services for business aircraft. The FAA provided several speakers on a wide range of topics for the general sessions.

Throughout the conference, attendees had the opportunity to meet with industry personnel and maintenance experts from over 50 exhibitors, while checking out some of the latest technologies and tools for aircraft maintenance. There were more than 100 aviation maintenance college students from Lake Superior College, Northland Community and Technical College and Lake Area Technical Institute. There were also over 60 high school students from as far away as Duluth Denfeld High School, who attended a special program designed especially for them. The student program answered their questions, peaked their interests, and let them network with industry personnel.

It was a great 2018 Aviation Maintenance Technician Conference and a great way to celebrate 50 years of training and information for Minnesota's (and the region's) dedicated aviation maintenance technicians. This annual event occurs with the outstanding support and partnership of the Federal Aviation Administration (FAA), the Minnesota State Colleges and Universities system, and the Minnesota State Transportation Center of Excellence located at the Dakota County Technical College campus and of course MnDOT Aeronautics. ❑

Aviation: The Competitive Advantage

BA + GA = WIN for the City

Business Aviation (BA) is an extremely important part of the General Aviation (GA) industry. Studies have shown for years that companies that use aircraft in their business are significantly more successful than those that do not. Forward thinking businesses regularly use aircraft to minimize travel time; and to enhance their efficiency, productivity, safety and the security of key personnel. Businesses also use aircraft to help ensure they remain competitive in today's highly competitive and volatile marketplaces. In fact, these same businesses outperform companies that do not use aircraft as part of their business model, by up to 70%, according to the National Business Aviation Association (NBAA). Clearly aviation gives these businesses a competitive advantage that translates into success, stability and growth.

If aircraft are so good, why don't more companies use them? NBAA says, "In the U.S. alone, more than 10,000 companies own over 15,000 business aircraft, and nearly 6,000 more own fractional shares, while additionally thousands (of companies) regularly charter business aircraft."

According to additional NBAA studies, 95% of *Fortune Magazine's* "Change the World Top 20" companies use business aircraft. 98% of *Fortune Magazine's* Top 50 "World's Most Admired Companies," use business aviation. And, 100% of the "100 Most Trustworthy Companies in America" are business aircraft users!

The + GA Factors

Many businesses, including the Fortune 500 companies, look for smaller cities that have a good airport and easy access to quality ground transportation. They want to locate on or near that airport so their executives, technical personnel, engineers and suppliers, can have fast, efficient options to meet the needs of their business in a timely and cost-effective manner. It also makes it easier to depart from a GA airport and fly to a customer's location to handle urgent issues or demonstrate the latest and greatest product or service that could raise the bottom line for the customer!

So, what does this mean for your General Aviation airport? Well, think about this… A single business aircraft can bring a community and its airport $2.5 million in economic benefit. Across the nation, Business Aviation generates more than $200 BILLION in national economic activity annually. One other point of note is that more than 55% of companies that use Business Aviation as an integral part of their daily operation have more than 500 employees.

Imagine a business of that caliber wanting to locate in *your* community, at or near *your* airport, and bringing many new, well-paying jobs with them. Now imagine the benefits that business could bring to your city. Not only would more local people be able to have good jobs, but those new employees may need new housing, new cars, and will likely spend more of their income at local businesses. As jobs are created within the community, local businesses will thrive and grow because of the employees that come to the community to fill the newly created jobs.

GA Serving America states on their information-filled website, "Many manufacturing firms intentionally locate themselves within 10 miles of a public-use airport so that they can exploit the speed and access provided by GA. Community airports allow local businesses to reach new markets, work with suppliers from neighboring states, or to ship time-critical parts and materials to their customers. Local area businesses gain enduring competitive advantages when they use the nearby airport; at the same time, the surrounding community gains jobs."

Now think about the multiplier effect. According to the American Independent Business Alliance, "The multiplier results from the fact that independent locally-owned businesses recirculate a far greater percentage of revenue locally compared to absentee-owned businesses (or locally-owned franchises*). They create more local wealth and jobs.

The multiplier is comprised of three elements – the direct, indirect, and induced impacts. Direct impact is spending done by a business in the local economy to operate the business, including inventory, utilities, equipment and pay to employees. Indirect impact happens as dollars the local business spent at other area businesses re-circulate. Induced impact refers to the additional consumer spending that happens as employees, business owners and others spend their income within the local economy*.

The new industries will develop facilities and bring jobs and economic growth to your community because of the local airport. That means construction jobs, jobs for plumbers, roofers, electrical workers, flooring installers, glazers, cement workers, food service workers, health and medical services, transportation, tool suppliers, clothing stores and others from the local community and surrounding region.

The construction of a new facility for a company to locate in your community can also mean immediate improvements to local infrastructure. Improvements can include a new or improved road, or better street lighting for instance. And once built, these improvements benefit the entire community! These benefits may not have existed were it not for your local General Aviation airport and the open door to your community that your airport represents.

Now you can clearly see how BA + GA is not only a win for your local airport, but is also a win for your city that benefits everyone there, whether or not they fly.

*Content Source: https://www.amiba.net/resources/multiplier-effect/ ❑

Going LOTO for Safety

Wherever you go, when you meet people who are pilots or aircraft technicians, their passion for many things, if not all things aviation, is readily evident. It is what most often makes aviation feel like an extended family. But another interesting facet of those in aviation is their passionate concern for safety and following proper safety procedures.

One safety procedure people in aviation will hear more about in the very near future is referred to as LOTO, which stands for Lock-Out/Tag-Out. It was developed by the Federal Aviation Administration's (FAA) General Aviation Joint Steering Committee (GAJSC) which has identified a number of fatal general aviation accidents caused by flying in an aircraft that was undergoing maintenance and had not yet returned to service.

The federal Lock-Out/Tag-Out standard, 29 CFR 1910.147, developed by the Occupational Safety & Health Administration (OSHA), went into effect in 1989. Its purpose was to prevent injuries and deaths caused by inadvertent start-up of equipment during maintenance or servicing. The FAA has its own Occupational Safety and Health Program: 3900.19B. The GAJSC's procedures are of course aviation specific.

Pilots trust their mechanics to help keep them flying by performing exacting maintenance on their aircraft. But before flying an aircraft that has just come out of maintenance, pilots need to ask the question, "How do I know the aircraft is safe to fly?"

In a recent article published by the FAA, they "…suggest you consider adopting an informal lockout/tagout procedure to ensure that you, and other pilots, are aware that the aircraft you're about to fly may not have been returned to service."

In fact, Title 14 of the Code of Federal Aviation Regulations (14 CFR), Section 91.9 (a) says, in part, that no person may operate a civil aircraft without complying with the operation limitations specified in "the approved Airplane or Rotorcraft Flight Manual, markings, and ***placards***." It goes on to say, "Placards also alert us to non-working equipment or instruments. You may operate most types of light aircraft with inoperative instruments, as long as they are not part of the VFR day type certification. In addition, the aircraft must have a placard that says 'inoperative.' If the instrument is removed from the aircraft, a placard must provide the status. In all cases, the pilot or mechanic must determine that the inoperative instrument does not pose a hazard to flight safety."

In addition, the FAA article states, "Pilots and mechanics share a responsibility to indicate properly inoperative instruments or equipment. Look at 14 CFR, Section 91.405. It requires owners or operators to have inoperative instruments or equipment repaired, replaced, removed, or inspected at the next required inspection with placards installed, as required. In 14 CFR section 43.11, it says the person performing required maintenance must have a placard placed on the items permitted to have deferred maintenance."

While most aircraft owners maintain a good awareness of the mechanical status of their aircraft, clearly some have missed that point and have flown or attempted to fly a plane that was in fact, not airworthy. The resultant accidents have been serious enough for the GAJSC to begin an active outreach to pilots and maintainers. The FAA article reminds pilots to "…make it a point to coordinate with your mechanic before, during, and after maintenance procedures. Ask questions about any procedures you may not be familiar with so that you will have the full scope of the type of work that was performed."

Remember, you as the pilot-in-command are responsible for your aircraft, your safety, and the safety of your passengers and innocent people along your flight path.

So, plan for and take the time to check with your mechanic before you fly. Include time to do a runup before planning your next flight. Taxi back and shut down. Now take a look at everything one more time. Check to be assured that everything is tight and proper for flight conditions. If something isn't properly secured, for instance, it almost goes without saying that both you and your mechanic will be much happier having made that discovery on the ground. Trust, but verify. ❑

Minnesota Council of Airports & MNDOT Honor State's Finest!

DULUTH, MINN. – The Minnesota Council of Airports (MCOA) honored those who have made significant contributions to the Minnesota air transportation system during the Minnesota Airports Conference, April 18-20, 2018 at the Duluth Entertainment Convention Center, Duluth, Minnesota. The organization also presented its annual academic scholarship to a student pursuing a career in aviation. Additionally, the Minnesota Department of Transportation Office of Aeronautics presented its coveted "Governor's Award."

Receiving MCOA's ***"Outstanding Service Award"***

Outstanding Service Award (L/R): Ardell Brede, recipient, with John Reed of Rochester International Airport.

was Rochester, Minnesota Mayor Ardell F. Brede. The award is reserved for those individuals who have given their personal time and effort to the growth and development of aviation, either locally or statewide, and served in various organizational leadership positions or capacities within the Minnesota aviation industry.

Mayor Brede has been the mayor of Rochester since 2003. Prior to being elected, he began his 43-year career with Mayo Clinic at Rochester Methodist Hospital in 1959 as director of admissions and business services.

Mayor Brede has served as the chairman of the Rochester Airport Commission during his tenure as mayor. During that time, the airport has completed over $60 million in construction projects.

Intermediate GA Airport Project of the Year Award (L/R): Lindsay Reidt (SEH), Karla Kastenbauer (Mora Airport Advisory Board), Nick Stafford (Chair, Mora Airport Advisory Board), and Joe Kohlgraf (Public Works Director – Mora).

Receiving MCOA's ***"Intermediate General Aviation Airport Project of the Year Award"*** was the City of Mora, Minnesota for its turf crosswind runway 11/29 project. The consultant was Short Elliott Hendrickson; and the contractor was Northern Lines Contracting, Inc.

The environmental analysis for this project began in 2001 and was completed in 2016. There were multiple design iterations to ultimately determine the appropriate design to meet the needs of the airport.

The greatest challenge for this project was completion of the environmental process and necessary land acquisition, due to opposition from residents adjacent to the airport. An environmental assessment was completed in 2004 and the city began the process of acquiring approximately 60 acres of land from multiple landowners. By the time the land was acquired and runway reconstruction was ready to move forward, additional environmental impacts beyond what was evaluated in the environmental assessment were identified, including a small amount of additional wetland impacts and potential impacts to newly listed protected species. The airport also completed additional cultural resources investigation and surveys as part of the re-evaluation effort. Through the re-evaluation, the FAA determined that a new environmental assessment was not warranted and a written reevaluation/ record of decision was issued in September 2016.

Commercial Service Airport Project of the Year Award (L/R): Jarrod Nelson (Kimley-Horn and Associates, Inc.), Pat Mosites (Metropolitan Airports Commission), Matt Beyer (Kimley-Horn and Associates, Inc.), and Joel Stromgren (Miller Dunwiddie Architecture).

Receiving MCOA's ***"Commercial Airport Project of the Year Award"*** was the Minneapolis-St. Paul International Airport Terminal 1-Lindbergh Landside Expansion Project. The airport sponsor is the Metropolitan Airports Commission (MAC). Consultants included Kimley-Horn, Michaud Cooley Erickson, SRF Consulting Group, Miller Dunwiddie Architecture, Meyer Borgman Johnson, and Kraus-Anderson Construction. Contractors included Lunda Construction Company, Knutson Construction Services, and Ames Construction.

The Metropolitan Airports Commission determined it was necessary to expand public parking at Minneapolis-St. Paul International Airport (MSP) to meet growing demand. The addition of a new parking structure required the relocation of significant existing infrastructure.

The Terminal 1-Lindbergh Landside Expansion project reshaped 20 acres of the campus through a series of projects to relocate and expand existing landside infrastructure. The project was a combination of heavy civil and commercial building construction. Significant scope elements of the project included:

- Widening Northwest Drive, an existing airport service road, to accommodate two-way traffic.
- Lowering Northwest Drive to pass under the relocated airport exit roadway and associated utilities including a new storm and sanitary sewer lift station.
- Relocation of existing airline support facilities, in conflict with the proposed airport exit roadway, to a new building.
- Realignment of the airport exit roadway and associated utilities.
- Extension of the existing vehicular tunnel that serves the

airfield operations beneath landside facilities.

• Relocation of the existing parking exit plaza and construction of a new canopy.

• Construction of a new dedicated roadway from the existing parking facilities to the new parking exit plaza.

• Relocation of existing parking management operations to a new building.

• Replacement of existing rental car gasoline and MSP emergency generator diesel fuel systems.

The other projects included a major hotel constructed by a private developer; a skyway to the hotel, which was being constructed by the airport through a separate program; and a terminal service building adjacent to the new airport exit roadway.

This landside expansion at Minneapolis-St. Paul International Airport has set the bar for planning, design, and construction of landside facilities at space-constrained airports. The design process investigated how each square foot could be used to construct new facilities. This was accomplished all while maintaining airport operations, which would impact millions of customers each year if shut down.

The project has been highly visible to the millions of customers that use Minneapolis-St. Paul International Airport each year. This new infrastructure will serve as a gateway to Minnesota for decades to come. Total construction cost: $108.1 million.

Governor's Award (L/R): Tammy Pfaff (Milaca City Manager) and John Oldenburg (Milaca Airport Manager).

This year's ***"Minnesota Governor's Award,"*** sponsored by the Minnesota Department of Transportation Office of Aeronautics, was presented by Aeronautics Director Cassandra Isackson to the City of Milaca, Minnesota for its turf runway project at Milaca Municipal Airport (18Y).

Milaca has a population of approximately 3,000 residents and is located 70 miles north of the Twin Cities. Milaca is the county seat of Mille Lacs County.

Milaca Municipal Airport has a 2900 ft. by 150 ft. grass runway. The airport has 30 based aircraft and 16 hangars. It received its first grant in 1968 and the airport was licensed on June 2, 1969. The airport is supported by the city and the State of Minnesota but is not eligible for FAA funding.

Milaca Municipal Airport is open year-round, which means that the runway gets plowed in the winter, which can be hard on a turf surface. It was noted during the award presentation that the maintenance staff at the airport does a wonderful job of keeping the turf in top condition. A lot of the credit goes to Steve Burklund, who served as the airport manager from 1993 to 2017. "We always say that every airport needs someone to love it and for almost 25 years, Steve Burklund was that person," said Isackson. The current airport manager is John Oldenburg.

In addition to having one of the finest turf runways in the state, Milaca Municipal Airport has 100LL self-serve fuel, a picnic area, an area for underwing camping, a courtesy car for transient pilots, and the runway is lighted.

Each year Milaca Municipal Airport hosts a pancake breakfast the first weekend after EAA AirVenture Oshkosh. This year, the fly-in will celebrate its 50th anniversary on August 5, 2018.

MCOA Academic Scholarship recipient, Pasindu Dilmin Perera of Minnesota State University – Mankato.

The ***"MCOA Academic Scholarship"*** went to Pasindu Dilmin Perera, who is pursuing a Bachelor of Science Degree in Aviation Management at Minnesota State University-Mankato.

MCOA established the scholarship for students studying aviation management who are either enrolled at a Minnesota college or university, or who are Minnesota residents enrolled at a college or university outside the state. The scholarship is a one-time award of $1,000.

The Minnesota Airports Conference is sponsored by the Minnesota Council of Airports (MCOA) and the Minnesota Department of Transportation (MnDOT) Office of Aeronautics, and facilitated by the Airport Technical Assistance Program (AirTAP) of the University of Minnesota.

The 2018 conference commemorated the 75th anniversary of state aeronautics in Minnesota. In 1943, the Minnesota Aeronautics Commission became the Minnesota Department of Aeronautics. In the same year, a constitutional amendment was proposed (and ultimately passed in 1944) that would allow the state to collect taxes and build airports. Today, the Minnesota Department of Transportation Office of Aeronautics serves airports, airport tenants and pilots throughout the state and is located in St. Paul. ❑

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Drone Restrictions In Federal Wilderness Areas

by Jonathan Beck
UAS Instructor
Northland Community & Technical College
NSF ATE DroneTECH Principal Investigator

Jonathan Beck

I was recently asked the question, "What are the restrictions for flying drones in federal wilderness areas?" It seems like a straight forward question, but as you dig into the details, the answer is not so easy. The answer requires an understanding of the complexities of FAA regulations for drone operators. Some additional resources may provide helpful information.

I am not a lawyer and my response should not be construed as legal advice. I will provide my review and understanding as it relates to the question. Responsible drone operators recognize the need to do research and conduct safe operations. I feel trying to do the right thing and giving people common courtesies goes a long way in alleviating problematic situations.

To begin, I would advise going to the source about aviation and drone rules and regulations. The Federal Aviation Administration is responsible for regulating aviation activities including drones. There are several publications and documents where you may find useful information. These may include:

- United States Code (USC)
- Code of Federal Regulations (CFR)
- Federal Aviation Regulations (FAR)
- Aeronautical Information Manual (AIM)
- Advisory Circulars (AC)

It is important to understand the FARs (which are a part of the CFR) and USC are regulatory in nature and the equivalent of law. The AIM and AC are not regulatory, but they are advisory in nature and help maintain compliance with the FARs and USC. This distinction is important as you get into the details of why this question may be asked.

One might go back to the Wilderness Act of 1964. This act was designed to preserve the sanctity and seclusion of our nation's wilderness areas for all to enjoy. As such the act prohibited the use of motorized vehicles within the boundary of the wilderness area. Drones would fall under this category which does not allow them to operate on the ground, therefore prohibiting taking off and landing within the boundary, except under the same special considerations for all other aircraft.

According to the AIM and VFR Sectional Charts: All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of lands and waters administered by the NPS, FWS, or USFS Wilderness areas. FAA Advisory Circular (AC 91-36C), "Visual Flight Rules (VFR) Flight Near Noise Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the uppermost rim of a canyon or valley. Although the AIM is not regulatory, and this is only a request, the AIM provides best practices to help keep you compliant with the regulations. We'll come back to this after a review of USC and CFR, which do provide an unlawful reference to certain aviation activities.

You may also see some wilderness areas on a sectional chart that do have special restrictions. Some even have prohibited airspace surrounding them making it illegal to conduct drone operations. In Minnesota, the Boundary Waters Canoe Wilderness Area is a good example in which aircraft are not authorized to fly from the surface up to 4,000 feet.

If you turn to the USC and CFR Under 16 USC and 50CFR: Pilots are warned that it is unlawful at any altitude to use an aircraft to harass any wildlife. Harass is defined to mean disturb, worry, molest, rally, concentrate, harry, chase, drive, herd or torment. This is probably not the only indirect regulation on the books that may be considered when thinking about operating a drone around these types of sensitive areas.

Here is where interpretation may be key. If you push the limits by operating in an area that raises many questions like what you see here, it may or may not necessarily be in violation of the regulations pertaining to aviation. However, someone else may consider your activities as violations of other USCs and CFRs. I think it would be easy for an enforcement officer to make a case that you could have been harassing wildlife if you are operating anywhere close to any wildlife in a wilderness area. Conducting these types of operations may open you up for unintended liabilities.

As you can see, what appears to be a straight forward question may have you scratching your head when you start looking for the answer. The FAA website is a great resource especially for drone operators new to the aviation community.

Continued On Page 62

MATA Holds Annual Meeting At South St. Paul Municipal Airport

SOUTH ST. PAUL, MINN. – The Minnesota Aviation Trades Association (MATA) held its annual meeting May 7, 2018 in the terminal building at South St. Paul Municipal Airport in South St. Paul, Minnesota.

Special guests included Brian Ryks, the executive director and chief operating officer of the Metropolitan Airports Commission (MAC), and Gjertine Maj Bagent of St. Cloud, Minnesota, who received MATA's 2017 scholarship.

Brian Ryks briefed members on activities and priorities at Minneapolis-St. Paul International Airport and its six General Aviation reliever airports: St. Paul Downtown, Flying Cloud, Anoka County-Blaine, Crystal, Lake Elmo and Airlake.

Ryks was born in Lakeville, Minnesota, and received his Bachelor of Arts Degree in Criminal Justice Studies at St. Cloud State University in 1990. He first worked at MAC as a noise and operations technician and went on to become a noise abatement manager at Stapleton and Denver International Airports in Denver, Colo. (1990-95). He became airport manager at Aberdeen Regional Airport in Aberdeen, S.D (1995-97); and St. Cloud Regional Airport, St. Cloud, Minn. (1997-2002). In 2002, Ryks was named executive director of the Duluth Airport Authority, Duluth, Minn. (2002-12); and executive director and chief executive officer at Gerald R. Ford International Airport in Grand Rapids, Mich., in 2012. In March 2016, Ryks succeeded Jeff Hamiel at the Metropolitan Airports Commission.

Gjertine Maj Bagent received MATA's 2017 scholarship. Maj Bagent is a graduate of St. Cloud State University and a student pilot at Wright Aero. She is completing her training to become a flight instructor and professional pilot at Wright Aero *(see photo below).*

One of the major issues of discussion at the annual meeting were efforts by the Aircraft Owners & Pilots Association (AOPA) to eliminate egregious fees charged by some fixed base operators.

Elected to the MATA Board of Directors retroactively to 2017 with their terms expiring in 2020 include Nancy Grazzini-Olson, Christa Restad and Bill Mavencamp. Elected as of 2018 with their terms expiring in 2021 include Mark Plummer, Butch Detjen and Joe LaRue. Continuing on the board are Greg Reigel, Mike Beard and Dave Weiman. President Reigel thanked outgoing board member Alison Wynne for her service, and airport management at South St. Paul Municipal Airport for hosting the organization's annual

MATA – *Investing In The Future!*

One goal of the Minnesota Aviation Trades Association (MATA) is to invest in future aviation professionals through "MATA's Scholarship Program."

Membership dues support MATA Scholarships & industry advocacy!

JOIN MATA
www.mata-online.org
"Membership"
Or Contact Nancy Olson
952-851-0631 ext 322
ngo@thunderbirdaviation.com

Bill Mavencamp of St. Cloud Aviation (left) and Greg Reigel of Shackelford, Melton, McKinley & Norton, LLP, and President of the Minnesota Aviation Trades Association (MATA), congratulate Gjertine Maj Bagent of St. Cloud, Minnesota, for receiving the 2017 MATA Scholarship.

MATA – The Choice & Voice of Aviation Businesses Since 1945

meeting. Officers will be elected at the board's next quarterly meeting. A tour of Wipaire, Inc. was held following the meeting.

Since 1945, the Minnesota Aviation Trades Association has been the choice and voice of aviation businesses serving Minnesota. For membership information, contact Nancy Olson at 952-851-0631 (ext. 322) or email ngo@thunderbirdaviation.com (www.mata-online.org). ❑

Minnesota Aviation Hall of Fame Inducts Six Aviators

BLOOMINGTON, MINN. – The Minnesota Aviation Hall of Fame inducted six aviators at its 2018 ceremonies April 21, 2018 at the Hyatt Regency Hotel in Bloomington, Minnesota.

(L/R) Hall of Fame inductees Darrell Bolduc, John Gracie (accepting for his uncle, Ralph Gracie), Joe Killpatrick, Bob Leaders, Ron Fagen, and Bob Jasperson. *Randy Arneson Photo*

Inductees included Darrell E. Bolduc, aircraft engine specialist, seaplane pilot, educator and leader within the Minnesota aviation industry. Darrell Bolduc and his father, Wilmer, who was inducted in 2002, are the first father and son to have been inducted.

Roland J. "Ron" Fagen, prominent ethanol production businessman, Vietnam veteran, and owner of Fagen Fighters WWII Museum in Granite Falls, Minnesota, was also inducted, as was Lt. Ralph D. Gracie, World War I fighter pilot and casualty, the first Minnesotan lost in aerial combat; Robert H. Jasperson, Vietnam air war veteran, F-4 Phantom weapons systems operator, and current Wings of the North museum director; Joseph E. Kilpatrick, who led the Honeywell team that developed the Ring Laser Gyro, among other navigational instruments used worldwide in today's commercial and military aircraft, as well as the Space Shuttle; and popular fixed base operator, Robert O. Leaders of Clear Lake, Minnesota.

(L/R) Scholarship recipients Gavin Oftedahl, Larissa Vculek, and Joseph Taylor with Patrick Halligan of the Minnesota Aviation Hall of Fame.

Scholarship recipients included: Gavin Oftedahl, a student at the University of North Dakota from Clear Lake, Minn., who received the Don Hinz Red Tail Project Scholarship; Larissa Vculek, a student at Minnesota State University Mankato, who received the Minnesota Aviation Hall of Fame Scholarship; and Joseph Taylor of New Prague, Minn., who received the Ken Dahlberg Scholarship, and will attend the University of North Dakota in the fall (www.mnaviationhalloffame.org).

The keynote speaker was AOPA President & CEO Mark Baker, and the emcee was Al Malmberg, host of the aviation radio program, "The World of Aviation." ❑

Minnesota Aviation Hall of Fame Dedicates Wall of Fame

EDEN PRAIRIE, MINN. – After being in storage for nearly a decade, the plaques describing the lives and achievements of the nearly 200 inductees of the Minnesota Aviation Hall of Fame (MAHOF) finally have a home. The plaques are now displayed in the Wings of the North Air Museum at Flying Cloud Airport in Eden Prairie, Minn. along with the iconic "Sierra Sue" P-51 Mustang, a Boeing Stearman biplane flown by President George H.W. Bush during his World War II training in Minneapolis, and the Spirit of St. Louis replica used in the 1957 Jimmy Stewart movie of the same name. The display was celebrated with a ribbon cutting and toast on April 21, 2018 with remarks by MAHOF co-founder and executive director, Noel Allard, and Wings of the North Air Museum General Manager Cary Pao. MAHOF inductees were also on hand for the event.

"The MAHOF plaques honor Minnesota men and women pilots, explorers, designers, builders, and promoters," said Allard. "The unique stories embodied in these beautiful plaques have long needed a permanent home and deserve to be shared and passed down to future generations."

CONTINUED ON PAGE 62

Calendar

Include the **DATE, TIMES, LOCATION** ***(CITY, STATE & AIRPORT NAME & I.D.),*** and **CONTACT PERSON'S TELEPHONE NUMBER**, as well as that person's address & email address for reference. First 15 words **FREE.** $.75 for each additional word.

Go to "Calendar" at www.MidwestFlyer.com and post your aviation event.

You can also email: info@midwestflyer.com – Or – Mail To: Midwest Flyer Magazine, 6031 Lawry Court, Oregon, WI 53575

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

Midwest Flyer Magazine is not responsible for the accuracy of, or reliance on, any information published.

* Indicates any new or updated calendar listings since the previous issue.

JUNE 2018

2 Milnor (4R6), N.D. - Milnor June Fest Fly-In Breakfast & Fly-In. Rain or Shine 7am - 11am. milnorairport.com.

2 Manitowoc (KMTW), Wis. - Secret Recipe Pancakes, Sausage, Beverage and Applesauce Breakfast 7:30-11am.

2* Holmen (36WI), Wis. - Wings, Wheels, Rotors. Food & refreshments available 10am-2pm. Social gathering of airplanes, helicopters, cars & motorcycles.

2* Amery (AHH), Wis. - Pancake Breakfast 7-11am. Children under 10 free.

2-3 Blaine (KANE), Minn. - **Discover Aviation Days at Anoka County - Blaine Airport. Breakfast & Lunch, aircraft displays, pilot seminars, many product and food vendors, many exhibitors, kids activities, aircraft & helicopter rides and more! PIC eat free. 7:30am to 4pm each day. Like us on Facebook. www.DiscoverAviationDays.org info@DiscoveryAviationDays.org or 763-568-6072.**

2-3 Patuxent River, Md. - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. runwayTHREE-SIX.com.

2-3* Bolingbrook (1C5), Ill. - Cavalcade of Planes. Warbirds on display. Ford TriMotor rides, Helicopter rides, T-6 rides, Museum is open, KC 135 simulator, Parachutes, Food, Beer. Great family outing for both days

3 Wild Rose (W23), Wis. - Pancake, Sausage & Egg Breakfast 7:30-11am and Pork, Beef Roast, Potato Salad & Beans 11:30am-2pm at the Wild Rose Idlewild Airport. Rain or Shine. 920-851-0271.

3 Audubon, Iowa - Breakfast 6:30-10:30am. 712-563-3780.

3* Juneau (UNU), Wis. - Wings & Wheels Breakfast. All-you-can-eat Pancake Breakfast 8am-Noon at Dodge County Airport. On display airplanes, antique tractors, cars, trucks, machinery and other displays.

3* Fort Atkinson (K61C), Wis. - Wings & Wheels Breakfast. All-you-can-eat country style breakfast - French toast, sausage & beverage 8am-Noon. Free kids activities.

3* Hinckley (K0C2), Ill. - Pancake Breakfast. 815-631-6629.

3* Stevens Point (KSTE), Wis. - Airshow featuring performances by: Mike Weinfurter C305A Bird Dog, David Scott S1S, Grant Nielsen CAP 232, Susan Dacy Super Stearman, and the Vanguard Squadron. Fly-In begins at 8:00 AM. Airspace closed at 12:45 PM until show completion. Food provided by the VFW. 715-498-7340.

8-10* Iowa City (KIOW), Iowa - Celebrating The First Century of First. 3 Days of Fun & Learning for All Ages https://iow100.org/

9 Eastport (59M), Mich. - Torchport Fly-In Breakfast & Classic Car Show 8-11am.

9 St. Francisville (KAJG), Ill. - Military and Civilian Aviation Careers showcased. Gates open at 8:30am and close at 6:30pm. Free Fly-In. Car Parking $3.00.

9 Brainerd (KBRD), Minn. - 2018 Grass is a Gas Poker Run. Start at KBRD, fly to 4 grass strips and pickup poker card in sealed envelope. Plenty of socializing at every stop. Return to Brainerd, play your hand for some great prizes. In addition to best hands, many nice door prizes, everyone goes home with something. *New route this year,* come fly the beautiful Brainerd Lakes area! Preflight briefing at 08:15, wheels up at 08:30 or after. 612-750-2981. winger701@gmail.com

9-10 Niagara Falls, N.Y. - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. runwayTHREE-SIX.com.

10 Rush City (ROS), Minn. - Pancake Breakfast 8am-Noon. Afternoon food available until 2pm, Antique Warbirds, flight simulators, kids events. This event is open to the public!

10* Romeoville (KLOT), Ill. - Wings over Wheels Fly-In / Car Show. Breakfast 8:00am-11:00am, Lunch 11:00am-3:00pm. Fun-filled event showcasing aircraft and show cars.

10* Buffalo (KCFE), Minn. - Pancake Breakfast 7:30am-Noon, Car Show 9am-2pm, Air Show @ Noon. Airport closed approximately 11:45 am to 12:30 pm for air show, reopens upon conclusion of show. www.878.eaachapter.org.

10* Montevideo (MVE), Minn. - Pancake & Sausage Breakfast 8am-1pm. 612-751-4360.

10* Princeton (PNM), Minn. - Breakfast & Car Show 7:30am-Noon. 763-389-8812.

10* Fergus Falls (KFFM), Minn. - Waffles, Sausages, Flavored Syrups, & Beverages - all you care to eat Breakfast 7:30am-1pm.

10* Spencer (SPW), Iowa - Breakfast 7-11am. www.leaspw.com

10* Denison (DNS), Iowa - Breakfast 7:30-Noon. 712-263-6424.

15-16 Missoula, Montana - **AOPA Regional Fly-In. www.aopa.org**

16* Granite Falls (KGDB), Minn. - **Ray Fagen Memorial Airshow. Many rare WWII Reenactors and Camps, WWII Vehicles and more. www.fagenfighterswwiimuseum.org**

16* Moose Lake (MZH), Minn. - Pancake Breakfast 7:30-11am. 218-484-4441.

16* Little Falls (LXL), Minn. - The Little Falls Dam Festival. PIC eats free. Aviation Fly market. Breakfast 7-11am. 320-630-4029.

16-17 Eau Claire (EAU), Wis. - Chippewa Valley Airshow featuring U.S. Navy Blue Angels plus additional performers and static ground displays such as B-29 Doc.

17* Hutchinson (HCD), Minn. - JC Water Carnival & Pancake, Sausage, Coffee & Juice Breakfast 8am-Noon. Car Show 9am-2pm. Pork Chops, Baked Potato, Beans, Corn, Apple Sauce, Bread & Beverage Dinner 4-7pm. 612-516-9962.

17* Holmen (36WI), Wis. - Wings & Wheels & Chicken-Que at the Holland Airport Noon-2:30pm or until gone. 3,200 ft of paved runway in perfect condition. 608-780-6378 CTAF 122.9

17* Dodge Center (TOB), Minn. - Sturdiwheat pancakes, eggs, ham, coffee & orange juice breakfast 7am-Noon. 507-282-9682 EAA100.org

17* Canby (CNB), Minn. - All you care to eat, Dad's Belgium Waffles, Sausage & Juice Breakfast 7:30am-Noon. Burger Feed 10:30am-2pm. Airshow at Noon. Airport closed approximately 12-1:30pm for air show. Kids Bouncy House. 507-828-0323.

17* Aitkin (KAIT), Minn. - Breakfast 8-11am, Lunch 11am-2pm. 218-820-8898.

17* Lacon (C75), Ill. - Pancakes, Eggs, Sausage, Milk & Coffee Breakfast 7-11:30am. Face painting for children. Static aircraft display and a large radio controlled aircraft display.

20-22 Salina, Kan. - Summer Kansas Association of Airport (KAA) conference. kansasairports@gmail.com

21* Watertown (KRYV), Wis. - Flying Hamburger Social 5-7pm at Wisconsin Aviation.

22-24* Dayton, Ohio - The Vectren Dayton Air Show at the Dayton International Airport. www.daytonairshow.com/

23-24* Watertown (KRYV), Wis. - Watertown Military Show & Hangar Dance. Eggs & Sausage Breakfast (6/23) 7:30-9:30am. Pancake Breakfast (6/24) 7:30-9:30am. Both days display of military airplanes & vehicles and the moving wall (viewing times 6/21-25 Noon-4pm). Live music & war re-enactment and food stands & more. Free Admission & Free Parking at Wisconsin Aviation. Hangar Dance on Saturday. Visit WatertownMilitaryShow.com for more information.

24 Macomb (MQB), Ill. - Airport Open House & Pancake Breakfast 7am-Noon,

24 St. Cloud (KSTC), Minn. - Pancake & Sausage Breakfast 8am-1pm at the St. Cloud Airport in Hangar 2. Classic Car Show.

24* Rio (K94C), Wis. - Eggs, Sausage & Pancakes Breakast 7am-Noon at Gilbert Field.

24* Pocahontas (KPOH), Iowa - Breakfast 7am-1pm. Airshow at 11am by Vanguard Aerobatic Squadron. 515-570-4128.

24* Red Oak (RDK), Iowa - Breakfast 8-11am. www.redoakiowa.com

24* Fairmont (FRM), Minn. - Pancakes, Eggs, Sausage & Beverage Breakfast 7-11am. 507-236-3604. wkahler@kahlerautomation.com

24* Wells (68Y), Minn. - Wings & Wheels & Breakfast. Pancakes, French Toast, Sausage, Eggs to Order, Coffee, Milk & Juice Breakfast 7am-Noon. 507-553-3100.

30* Wadena (KADC), Minn. - Wings & Wheels Breakfast. Pancake, Eggs, Sausage & Beverages Breakfast 8am-1pm. Classic car show, tractor displays plus kids activities. 218-282-6623.

30-7/1 Battle Creek, Mich. - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. runwayTHREE-SIX.com.

JULY 2018

1 Austin , Minn. - Pancakes, SPAM, sausage, milk, coffee, juice Breakfast 7am-1pm. 507-440-6596.

1* Emmetsburg (KEGQ), Iowa - Pancakes, Omelets, Sausage, Coffee & Juice Breakfast 7am-12:30pm. 712-260-5651.

6-7 Phillips, Wis. - Fly-In, Airshow & Float-In. 6th Evening Show. 7th Airshow a 11am nd Breakfast at Harbor View before show and Lunch following show with Live Band 8pm to Midnight. Performers Grant Nielson Cap 232, David Scott S1 Pitts, Mike Weinfurter L-19 Warbird, Don Arvold Helicopter Rides & Demo, Announcers - Brittney Nielson & Jeff Overby, AirBoss Darrel Massman: 715-339--3701.

7 Starbuck (D32), Minn. - Pancakes by Chris Cases, sausage, coffee & water 7am-Noon. Floatplanes welcomed to land on Lake Minnewaska. Held in conjunction with Heritage Days, a short 1/4-mile walk. Overnight camping with modern AD building with showers.

7 Rio Creek (WI28), Wis. - Porky Pancake Breakfast 7:30am. Brats, Burgers, Booyah, Beer & More. Band, Antique Cars & Tractor Show and more. www.riocreekairport.com. 122.9 Frequency, Runway 25 & 7 Turf 2800 ft. Elev 717'

7-8 Isle, (MY72), Minn. - Isle Flying Club flight breakfast on Sunday 7/8/18 and Saturday night (7/7/18) Camp out. Held in conjunction with Isle City Days. Parade and fun in town Saturday evening. Eggs, sausage and pancake breakfast from 7 - 11am on Sunday. PIC's free! See the improvements at Isle Airport. Dave Retka 651-263-8614 daveretka@gmail.com

7-8 Duluith, Minn. - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. runwayTHREE-SIX.com.

8* Middleton (C29), Wis. - Pancake & Egg Breakfast 7:30am-Noon at Middleton/Morey Airport.

8* Alexandria, Minn. - A celebration of life for Jerry Van Kempen will be held in the main hangar at Chandler Field Airport. A service will be held at 2:00 p.m. with a 1-hour visitation prior to the service, as well as after the service. Jerry had many careers, one being the Voice of the Red Baron Squadron.

14-15 Geneseo, N.Y. - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. runwayTHREE-SIX.com.

15* Forest City (KFXY), Iowa - Made to order Omelet, Juice & Coffee Breakfast 7-11am 641-581-2880.

15* Brainerd (KBRD), Minn. - Step back in time to the 1920s with the American Barnstormers. Brainerd will be the ONLY stop in Minnesota on the 2018 tour! Rides will be available for purchase in several of the vintage biplanes and every afternoon will be an aerobatic demonstration by internationally known Mike Rinker in his vintage 1932 Travel Air biplane! 612-750-2981

17* Boone (BNW), Iowa - Potluck & Movie Night 6-9pm. www.farnhamaviation.com

21-22 Shiocton (KW34), Wis. - Brats, Hamburgers, fries available both days. Sunday 7-11am Potato & Wheat Pancakes, Eggs, Sausage & Beverage. Bands Saturday & Sunday afternoon & Saturday evening.

19-21 Eau Claire (EAU), Wis. - American Barnstormers Tour for three days of open cockpit biplane rides, vintage biplane static displays and daily aerobatic demonstrations. Admission is free; Bi-plane rides are $80.00/person https://www.facebook.com/tour2018/

20-22* Madison (KMSN), Wis. - WWII B-29 bomber Doc, along with the EAA B-17G Aluminum Overcast Dane County Regional Airport. EAA Chapter 93 is hosting the recently restored WWII B-29 bomber - Doc, along with the EAA B-17G - Aluminum Overcast, the weekend before EAA AirVenture Oshkosh. A beautifully restored 1937 DC-3 airliner from the Flagship Detroit Foundation will also be appearing at the event. Each of these aircraft will offer tours and rides for sale to the public. Hours: 9:00 a.m. to 5:00 p.m., Friday, July 20 through Sunday, July 22. Admission to tour all aircraft is $15 per individual, $25 per family, and $10 for veterans and active military personnel. Children under 8 are free with a paying adult. Payment of the admission fee gains access to the event for all three days. A collection of experimental aircraft will also be on display, and other World War II-era warbirds will make an appearance. Reservations for rides on the DC-3 can be made at www.flagshipdetroit.org starting at $409. Reservations for rides on the B-17 are $435 for EAA members, $475 for non-members, and can be made online at https://www.eaa.org/en/eaa/flight-experiences/aluminum-overcast-eaa-b-17-bomber-tour or by calling EAA reservations toll-free at (800) 359-6217. A Bell 47 helicopter will also be available for rides. The cost of a helicopter ride is $45 per passenger. Tickets can be purchased in advance at https://sierra.ticketleap.com/madison-wi/ For additional information call 608-268-5000.

20-21* Milwaukee, Wis. - Milwaukee Lakefront Air & Water Show. Featuring many acts which includes the USAF Thunderbirds. Check for more info - https://milwaukeeairshow.com/schedule/

21 Washington Island, Wis. - Fish Boil serving from 11am-1pm. www.WashingtonIsland-wi.gov

21* Henning (05Y), Minn. - Pancake, Egg, Sausage Breakfast from 7am-Noon. 122.9 952-454-8578.

21* Madison (KMSN), Wis. - 1940s Style Hangar Dance - A Salute To Troops, Past & Present! 6-10:30pm at Wisconsin Aviation, 3605 Corben Court, Madison, Wisconsin with Ladies Must Swing performing. LadiesMustSwing@yahoo.com 608-698-8944.

21-22* Janesville (JVL), Wis. - Janesville Warbird Weekend 2018. Air-rides, ground tours, live 1940s music, reenactors. Food and ice cream vendors. B-24 Diamond Lil, B-25 Miss Mitchell, AC-47 Spooky Gunship, Grumman C1A Trader, BT-13 Vultee, North American SNJ, C-45 Expeditor, T-6 Texan, PT-13 Stearman, L-5 Stinson, Ryan PT-22, and L-29 Delfin Jet and much more! Fly-over from 100 Beechcraft Bonanzas. Famous Daves BBQ,

Chocolate Shoppe Ice Cream, and Veebos Pizza. www.JVL18.splashthat.com

23-29 Oshkosh (KOSH), Wis. - **EAA AirVenture Oshkosh 2018.** www.airventure.org 920-426-6510.

25* **Mosinee (CWA), Wis. -** Warbird Rendezvous at CWA. Warbirds will arrive at Central Wisconsin Airport 8am-1pm. Benefits will go to Never Forgotten Honor Flight.

AUGUST 2018

4* **Menomonie (KLUM), Wis. -** Menomonie Airfest & Autorama Fly-In Breakfast. Breakfast 8-11am. Auto & Truck & All Brands of Cycle Show 8am-4pm, Radar Run 11am-12:30pm. Gates open 7am. Aerobatic show 1-3am. (check with airport for closing because of airshow). http://menomonieairfest.com/

4* Longville (KXVG), Minn. - Pancakes, Juice/Milk/Coffee, Sausage Breakfast: Freewill offering 8am-Noon. Antique auto displays, Fire Trucks, Security by Cass Cty Sheriff Dept, Rides available, Discounted Avgas! Helicopter displays. 402-488-3876

5* Red Wing (KRGK), Minn. - Sturdiwheat Pancake, Little Smokie Sausages, Coffee, Juice & Milk Breakfast 8am-Noon. Classic Cars & aircraft on display. www.1518.eaachapter.org

9-12 Miminiska Lodge, Ontario, Canada - **Canada Fishing Fly-Out** 3-Night/2-Day Trip. FOR RESERVATIONS: Contact Lynette Mish at Wilderness North toll free: 1-888-465-3474.

9-14 Miminiska Lodge, Ontario, Canada - **Canada Fishing Fly-Out** 5-Night/4-Day Trip. FOR RESERVATIONS: Contact Lynette Mish at Wilderness North toll free: 1-888-465-3474.

12-15 Miminiska Lodge, Ontario, Canada - **Canada Fishing Fly-Out** 3-Night/2-Day Trip. FOR RESERVATIONS: Contact Lynette Mish at Wilderness North toll free: 1-888-465-3474.

14* Perry (KPRO), Iowa - Tuesday Night Grill-Out 5-8pm. www.walteraviation.com

14* Juneau (KUNU), Wis. - **Taco Tuesday,** 5pm at Wisconsin Aviation, Dodge County Airport.

16* Watertown (KRYV), Wis. - **Flying Hamburger Social** 5-7pm at Wisconsin Aviation.

17-18* Bemidji, Minn. - Annual Fly-In at Moberg Airbase - Land MN13, Seaplane Base 96M. 17th - Bonfire, Brat Cookout, Hangar Movie & underwing camping.18th - All Day Events www.1397.eaachapter.org/

18 Grinnell (KGGI), Iowa - Fly Iowa 2018 - Grinnell RAP, the Jewel of the Sky. Breakfast, exhibits, youth activities & air show. Rain dte for air show 19th.

19 Lino Lakes (8Y4), Minn. - Minnesota Seaplane Pilots Association Pig Roast at Surfside Seaplane Base.

25 Mattoon (MTO), Ill. - Air Show '18. A day of family fun. Food vendors, rides, monster trucks and much more!

25-26 Ypsilanti, Mich. - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. runwayTHREE-SIX.com.

26* Windom (MWM), Minn. - Windom Eagles Model Airplane Club/ Windom Lions Club Fly-In breakfast. Pancakes and French Toast 8 a.m.-12:30 p.m. at Windom Municipal Airport (MWM 122.9). PICs free. Info: Brian (507) 830-0273.

26* Burlington (BUU), Wis. - Pancake Breakfast & Lunch on the grill & Open House 8am-1pm.

26* Greenfield (GFZ), Iowa - Breakfast 7:30-11pm. Breakfast includes admission to museum. www.flyingmuseum.com

26* Iowa City (KIOW), Iowa - Breakfast 7am-Noon.

28-30* Kansas City, Mo. - 4 States Airport Conference at the Marriott Downtown. www.4statesairportconference.com

SEPTEMBER 2018

1 Glencoe (KGYL), Minn. - Sweet Corn & Bratwurst Fly-In 10am-2pm.

2* Mondovi (WS69), Wis. - 32nd Annual Log Cabin Airport Fly In. In memory of Owner/Operator Doug Ward 9:00 am-? Lunch at noon, hot dogs, potato salad, fresh sweet corn, beans, refreshments, desserts, lots of camaraderie. Contact: Judie Ohm, S145 Segerstrom Rd, Mondovi, WI 715-287-3377.

3* Belle Plaine (TZT), Iowa - Breakfast 7-10:30am. 319-350-7136.

8* Osceola (KOEO), Wis. - Wheels & Wings. It is an air show 11am-12:30pm with fly-in breakfast 8-11am, car show & motorcycle show 9-1pm and awesome radar run...all wrapped into one! Pancake breakfast (pilots eat free) and multiple food vendors. Free hat to first 75 pilots. Grounds Open 7am. Radar Run 1pm - begins with all kinds of vehicles and trucks speeding down the runway. Events end at 4pm. For more information, please contact Jeff Meyer, 651 705-6138 or website wheelswings.com

8* Council Bluffs (CBF), Iowa - Breakfast 8-11am. 402-981-4633.

8* Madison (KMSN), Wis. - **AOPA Rusty Pilots Seminar** 9am-Noon at Wisconsin Aviation.

9* Watertown (KRYV), Wis. - **Pancake Breakfast & Airport Open House** 8am-3pm at Wisconsin Aviation.

9* New Ulm (KULM), Minn. - Breakfast 7am-12:30pm. 612-501-2719.

14-15 Santa Fe, N.M. - **AOPA Regional Fly-In.** www.aopa.org

15* Chariton (CNC), Iowa - Breakfast 8-11am. 641-203-0529.

15-16 Owensboro, Ky. - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. runwayTHREE-SIX.com.

10-15 Dulles, Va. - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. runwayTHREE-SIX.com.

18* Boone (BNW), Iowa - Potluck & Movie Night 6-9pm. www.farnhamaviationcom

20* Watertown (KRYV), Wis. - **Flying Hamburger Social** 5-7pm at Wisconsin Aviation.

22* Grand Marais (KCKC), Minn. - Annual fall color tour and pancake breakfast 8-11am at the Grand Marais/Cook County Airport. An Open House event will follow to showcase the new Arrival/ Departure Building. Sea Plane Base is available, too, just a short walk, or call ahead and we will pick you up! 218-387-3024.

30* Boscobel (KOVS), Wis. - Ham, Scrambled Eggs, Pancakes, Applesauce & Beverage 8am-Noon. 121.9.

OCTOBER 2018

5-6 Carbondale, Ill. - **AOPA Regional Fly-In.** www.aopa.org

7 Carbondale, Ill. - Avidyne 8-Hour Mastery Training, following AOPA Great Lakes Regional Fly-In: www.AvidyneTraining.com. 800-284-3963.

13-14 Rome, Ga. - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. runwayTHREE-SIX.com.

16-18 Orlando, Fla. - 2018 National Business Aviation Association (NBAA) Business Aviation Convention & Exhibition. www.nbaa.org

26-27 Gulf Shores, Ala. - **AOPA Regional Fly-In.** www.aopa.org

NOVEMBER 2018

3-4 Stuart, Fla. - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. runwayTHREE-SIX.com.

10-11 Monroe, N.C. - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. runwayTHREE-SIX.com.

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Thank You!

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HANGARS & AIRCRAFT FOR SALE - Spring City Aviation has multiple hangars and corporate aircraft for sale at the Waukesha County Airport in Waukesha, Wisconsin (KUES). All hangars are 4800 sq. ft or larger with office space. All are heated. Great for multiple smaller airplanes or a corporate flight department with a single airplane. Can accommodate a large turbo-prop or mid-size jet. Large ramp area. Easy access to main runway. **Email info@springcityaviation.com for more information.**

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AIRPORT MANAGER WANTED - The Tri-State Steuben County Airport in Angola, Indiana is conducting a search to fill the position of Airport Manager. This position is very "hands on." The successful candidate will have extensive knowledge in the business and operations of a general aviation airport serving a small community and will bring ideas to expand activity at the airport with aviation-related and other uses. Additionally, the successful candidate will possess personnel managerial skills to direct part-time labor and soft skills required to interact cordially with professional and private pilots, as well as local officials, media and the general public. Annual compensation is $40,000 to $50,000, plus county employee benefits. For a complete job description for this position, please connect to the following link: **http://steubencountyairport.com/job-description/** Please send resume to: **mailto:steubencountyairport@gmail.com**

HANGAR SPACE FOR LEASE - Tri-State Steuben County Airport, located in Angola, Indiana, has two facilities with available space for lease. One is an 8100-ft. building with a 60-foot-wide and 16-foot-high bi-fold door. This building was previously used for aircraft maintenance. This building has the option to be used in whole or in part. Airport would prefer an aviation use, but this is not required. Building has radiant LP gas heat and is located on the ramp. The airport is also looking to lease space in its newly constructed terminal that also has a heated hangar with ramp access. This building would also be ideal for either a business aircraft or mechanic that is looking for a great airport and area to set up shop. There are options to add an office and to use classroom and conference room space as well. Contact either **Randy Strebig or Sam Adams** for more details: **260-665-7111. Email: steubencountyairport@gmail.com**

PILOT'S DREAM HOME FOR SALE - Hutchinson, Minnesota. Custom Timber Frame with heated hangar ~1400 ft. landing strip. 3 BR, 4 BA, 4000+ sq feet, 20 acres. Call **612-978-2424 (Steve Hahn, Broker).**

HANGARS FOR RENT at Southern Wisconsin Regional Airport (JVL), Janesville, WI. JVL is an all-weather, full-service airport with three runways, precision and non-precision approaches, conveniently located between Madison, WI and Rockford, IL. Glen Erin Golf Club and Cursing Stone Pub, an 18-hole public golf course and restaurant is located on the airport within walking distance of the main terminal. For hangar rates and availability, call **608-757-5768**.

HANGAR FOR SALE - Juneau, Wisconsin - Dodge County Airport (UNU) – 60W X 52D, Door 50W X 11.5H, $75,000. Contact **Mary** at **920-386-2402 or Mary.Gasper@WisconsinAviation.com.** More details and photos available at **WisconsinAviation.com.**

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Stearman Field From Page 27

almost a mile along the runway, a friend (whether you knew him before or not) is never more than a few feet away. As with any airport, congenial conversation ranges across a complete gamut of genres that always seem to come back to airplanes, which is not surprising, when there are so many near you. No matter the conversation, it is always happily interrupted, with all parties adjusting their gaze, to any airplane that takes to the sky – piston or turbine, high-wing or low-wing.

Airport residents and frequent visitors, alike, state how spoiled they are by the wide variety of aircraft that call the field home or fly in as transients, serving almost as a daily airshow. Stearman Field is not just a cool sounding name after Wichita aviation pioneer, Lloyd Stearman; there are almost 10 Boeing Stearman biplanes based on the field. On any day of the week, you and your guests may be dazzled by one (often more) of such aircraft buzzing the runway and smoking the area with Corvus Oil.

Airpark residents are fortunate enough to have this activity and excitement literally almost in their backyards. The residences on the field take on a variety of architectural styles, but all have a common feature – a hangar! While the homes seldom come up for sale (why would you leave paradise?), there are currently a few lots remaining to build your own slice of heaven on Earth. Take it from EAA Chairman Jack Pelton, who has a home on the airport: *"Stearman Estates is airport living at its finest!"*

For additional information, visit www.stearmanbarandgrill.com, www.flystearman.com/about-stearman-field and www.stearmanestates.com.

There are 219 aircraft based on the field, and an average of 124 aircraft operations per day. ❑

Drone Restrictions From Page 54

Another great resource is your Flight Standards District Office (FSDO). Each state has a FSDO and they can help guide you in the correct direction on questions like this.

At the end of the day, I believe it boils down to where I started the conversation. Do your best to make good faith efforts by doing your research and homework, and always exercise common courtesies by communicating with others, whether required or not. ❑

MAHOF Dedicates Wall of Fame From Page 56

Plaques honoring nearly 200 inductees to the Minnesota Aviation Hall of Fame are displayed in the Wings of the North Air Museum at Flying Cloud Airport in Eden Prairie, Minn. *Max Haynes Photo*

Noel Allard of the Minnesota Aviation Hall of Fame addresses the crowd at ribbon cutting ceremonies for the organization's new display at the Wings of the North Air Museum at Flying Cloud Airport in Eden Prairie, Minn. *Stan Ross Photo*

Since 1988, MAHOF has inducted six Minnesota aviation luminaries annually. Inductees include well-known figures such as Charles Lindbergh and early Northwest Airlines pilot, Charles (Speed) Holman, and unsung heroes and innovators, such as World War II Women's Airforce Service Pilot (WASP) and instructor, Elizabeth Strohfus, and inventor Boris Popov, whose Ballistic Recovery Parachute on aircraft and ultralights has saved hundreds of lives (www.mnaviationhalloffame.org).

The Wings of the North Air Museum is open to the public from 10:00 a.m. to 2:00 p.m. on Saturdays and Sundays, and on Wednesdays from 11:00 a.m. to 3:00 p.m. (www.wotn.org). ❑

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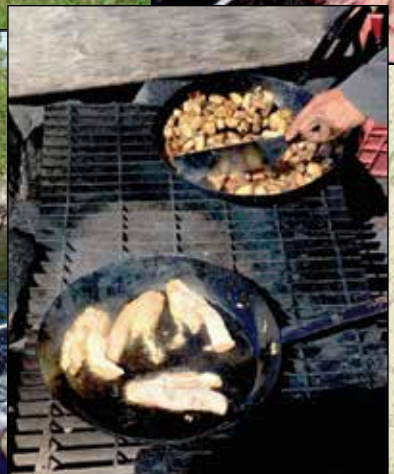

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